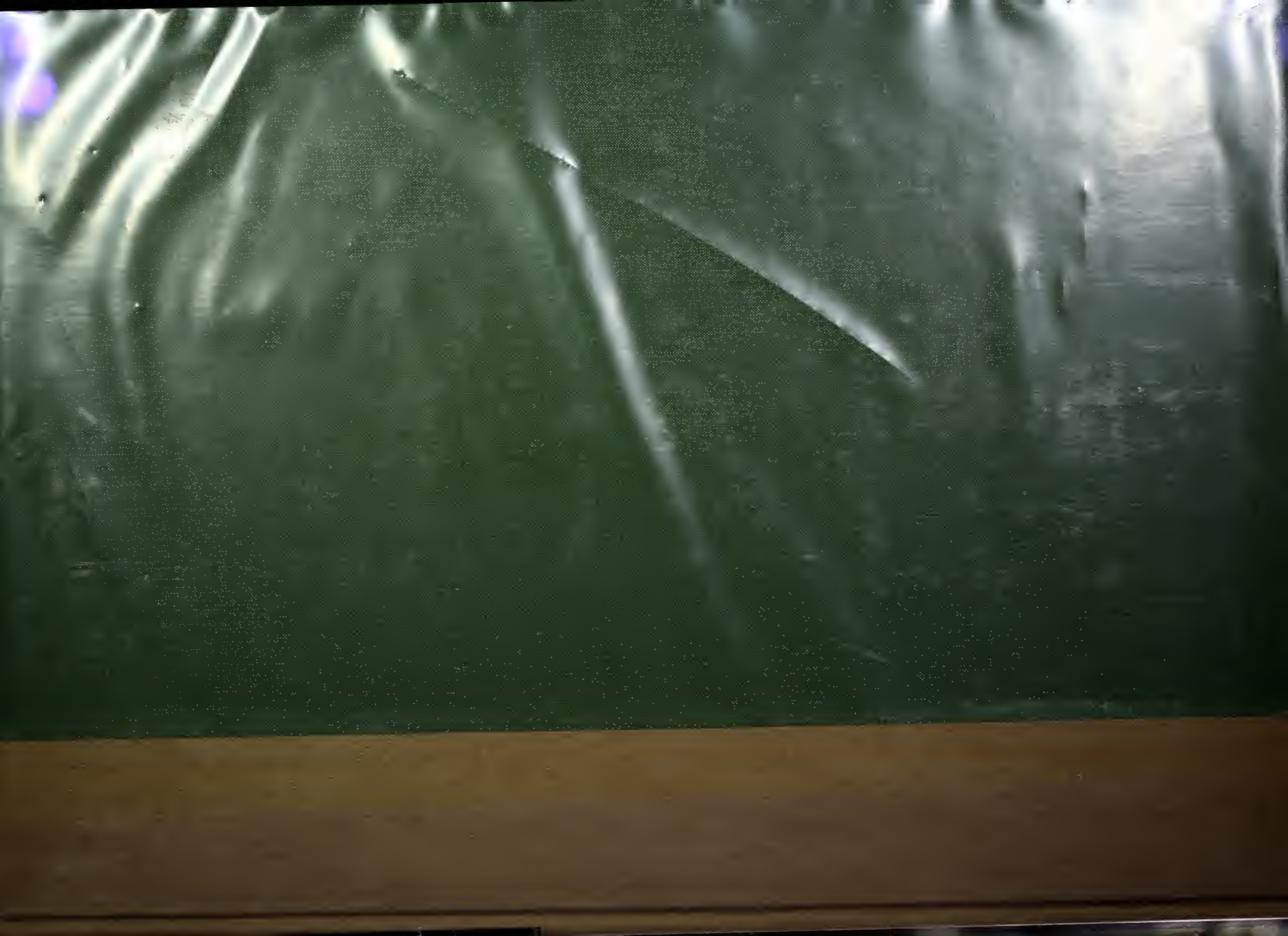
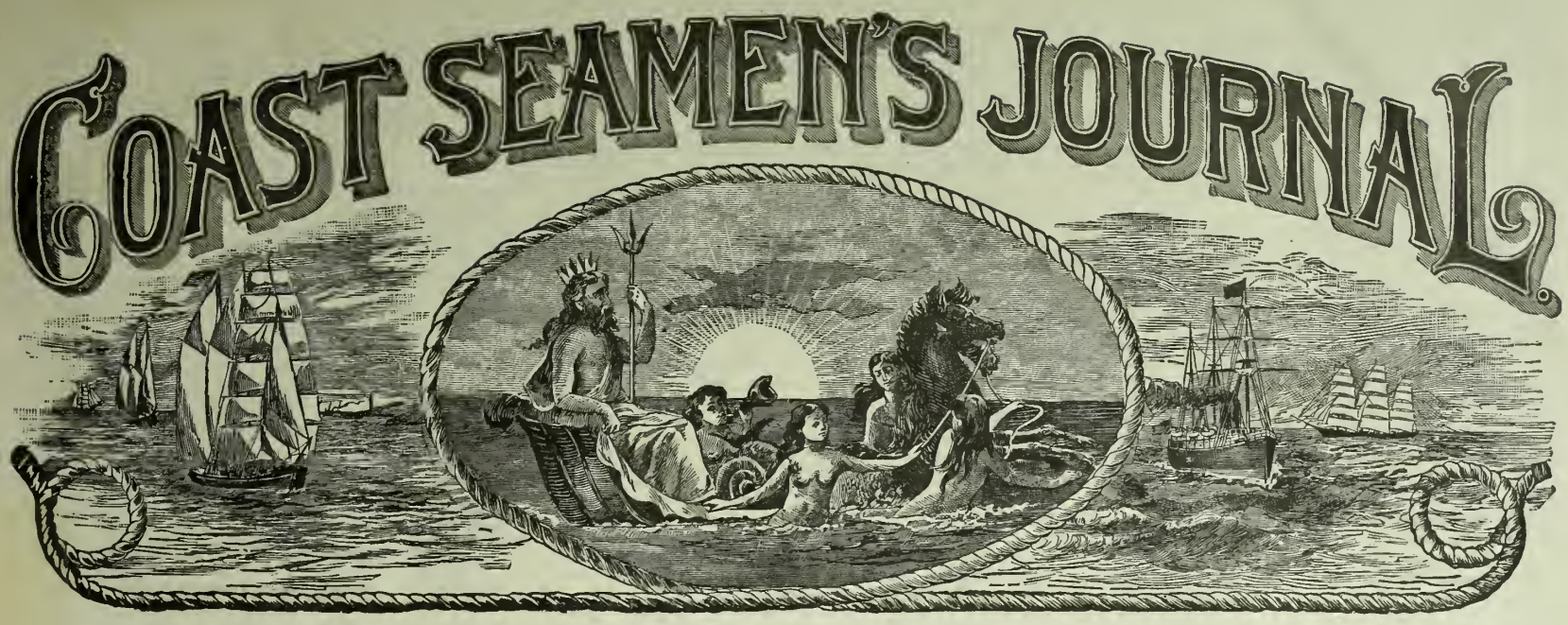


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Ahlstedt, Pontus	20	5
Andersen, Anton Emil	27	5
Andersen, Hjalmar	40	7
Andersen, John O.	24	5
Anderson, John Axel	3	5
Anderson, John	3	5
Anderson, Adolph	5	5
Anderson, Edwin	26	5
Anderson, John	26	5
Andersson, August P.	36	7
Andersson, Alfred	38	7
Antio, Mikel	37	7
Baekstrom, Fred	32	2
Bergersen, Stephen	19	5
Bichon, Pierre	15	5
Booth, A. J	10	5
Boulby, James	24	5
Braun, Ernest Gustaf Otto	38	7
Brown, Peder	46	7
Busch, L.	20	5
Cameron, James	22	5
Carlsen, Reinhart	20	5
Carlsson, Carl Oscar S	28	5
Carter, James	2	5
Devanna, Jesse F	27	5
Duhs, R.	37	7
Erickson, August	48	7
Gonzalos, Paul	18	5
Goslin, William	35	7
Hagan, Martin	52	7
Halvorsen, Martin	11	5
Hansen, Harry	3	5
Hansen, Einar	35	7
Heggland, Andreas	3	5
Hermann, Alex.	51	7
Horris, Augustus	16	5
Janson, Fred	52	7
Jensen, Jens Peter	22	5
Johansen, Olaf	2	5
Johansen, Alex Robert	28	5
Johansson, August	16	5
Johnson, Albert	20	5
Jonasen, Jonas	41	7
Kelner, Andrew	39	7
Kerkhoff, D.	9	5
Kraft, Haakon, W. F.,	6	5
Kraft, Julius	39	7
Lennan, John Lloyd	5	5
Linden, Carl A.	26	5
Lindvig, Peter	6	5
Lyster, Arne	49	7
Malinen, Henry Johan	6	5
Mary, Joseph	8	5
Mattson, Leonard	26	5
Megewske, Johan	35	7
Melander, E.	15	5
Michaelsen, Hans	6	5
Montgomery, James	20	5
Neithardt, Henry	52	7
Nilsen, Carl Ossian	13	5
Nilsson, Nicanor	26	5
Norberg, Carl M.	6	5
Nylund, August	4	5
Olavesen, Sven Adolph	15	5
Oleson, Fred	28	5
Olsson, Theodor Nicholas	17	5
Olsson, Gunnar Lorense	20	5
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Peterson, Hans	6	5
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Shields, Thomas	35	7
Sluys, Wilhelm von der	35	7
Stevens, G. L.	17	5
Swei, John	30	5
Syversen, Harold	3	5
Thomsen, Thomas	5	5
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COAST SEAMEN'S JOURNAL



FOR THE SEAFARING PEOPLE OF THE WORLD.

OFFICIAL PAPER OF THE INTERNATIONAL SEAMEN'S UNION OF AMERICA.

A Journal of Seamen, by Seamen, for Seamen. *Our Aim: The Brotherhood of the Sea.* *Our Motto: Justice by Organization.*

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TRADE-UNION INSURANCE.

Amount and Value of Benefits.

Labor Commissioner Stafford Presents Figures.

THE school history of a generation ago gave the student but a poor idea of the general condition of the people of the past. It gave glowing descriptions of the high lights of battle and strife, but scarcely touched upon the long years of patient, peaceful endeavor, suffering and toil incident to the clearing of a continent and the building of a nation. The education of the average citizen regarding the labor union of to-day is along similar lines. He hears of the strike, the lockout and the walking delegate; he sees an occasional parade, and he vaguely wonders what it is all about, and whether it is worth while.

It is my purpose to give you, briefly as possible, the facts concerning another phase of the work of labor organizations—a phase seldom alluded to, and but little understood. I refer to the modern tendency of organized labor to provide life insurance, and sick and accident benefits for its members. Twenty years ago, the pay-day at any large manufacturing establishment, or railroad terminus, inevitably produced one or more subscription lists, started by the personal friends of those in immediate need. Sometimes the plea was in behalf of the widow or orphans of a man who had been suddenly killed by cars or machinery; sometimes for the entire family on account of lingering sickness of the breadwinner. These appeals never failed to meet with a hearty response, and were frequently supplemented by a substantial contribution from the employer. The steady increase in the demands made this method unsatisfactory from every standpoint. The appeal to the workers became monotonously regular and insistent, while the aid to the needy was necessarily, in the individual case, but temporary and insufficient.

The more thoughtful members of the national organizations began to advocate the substitution of a system of compulsory life insurance for the previous temporary relief. This met with the approval of the membership generally, and also naturally evolved similar arrangements for sick, accident and funeral benefits; and there has been up to the present a steady and consistent growth along these lines, with results that are astonishing in their magnitude. No doubt every member of a labor union is fully conversant with the provisions of his own organization, but few men, however, are familiar with the conditions in all organizations. It is my purpose to give you definite and positive figures regarding life insurance, and other benefits provided for by the labor organizations of the State of California.

I have been able to obtain the positive figures showing the number who carry insurance, etc., and the amount carried, from an incomplete State union membership of 84,456 members. No attempt has been made at this time to estimate the total union membership of the State, nor the complete life insurance figures. I merely give the results deduced from the data already on hand.

The following divisions are made along the lines adopted by the officials of the Federal Government in their Census Reports, and may not exactly accord with the divisions followed by the unions themselves.

We find in personal and domestic service 15,535 members, carrying $1,399,250.00 life insurance, and 9,042 of these members have a provision for relief in case of sickness and accident.

In the printing trades, 3,497 members, with $291,670.00 life insurance.

In the iron trades, with 10,035 members, 8,723 have provided an insurance of $1,026,210.00, and 5,586 of these members are provided for during sickness or accident.

In the clothing and kindred trades, with 2,520 members, 760 have provided life insurance amounting to $52,965.00, and 1,435 have provided against sickness and accident.

In the building trades, 21,834 members carry a life insurance of $2,814,630.00, and 16,559 of these have made provisions for sickness and accident.

In manufactures not otherwise specified, with a membership of 2,605, 1,856 carry insurance of $205,800.00, and 1,002 provide for sickness and accident.

The teamsters, longshoremen and warehousemen, with a membership of 7,792, have 7,392 members carrying $596,500 of insurance and 4,705 members carrying sick and accident benefits.

In the stationary engineers and firemen, with 1,275 members, 965 provide $72,375.00 life insurance, and 310 of these members insure against sickness and accident.

In sea transportation, with a membership of 9,211, there is life insurance amounting to $690,825.00, and insurance against shipwreck of $397,330.00. In sickness these men are provided for by the United States Government.

In the land transportation organizations, 8,958 members carry $8,999,950.00 of insurance; 3,216 of these provide against sickness and accident, and 3,128 provide their own hospital.

In mercantile pursuits, out of 1,242 members, 1,157 provide $113,700.00 in insurance.

Of the woodworkers and kindred trades, with 1,196 members, 1,151 provide $61,100.00 of insurance, and 786 provide sick and accident benefit.

The totals show that 36,638 members of labor organizations in this State have provided against sickness and accident in specific amounts, ranging from $3.00 to $7.00 per week, averaging over $5.00 for each member per week. Besides these, 6,403 have pledged themselves to take care of their sick in no specific amount, but in keeping with their needs; and 3,128 have voluntarily provided hospital accommodations for sick and injured members, making a total who take care of their sick and injured of 46,169.

Twelve thousand seven hundred and eight members have provided insurance in case of death of wife. Many of the organizations have provided the same payment in case of total disability as of death, and organizations representing 12,208 members have provided total disability benefits in excess of the death benefits; 4,465 members have a superannuation benefit; 2,111 have a home for aged and infirm members; 1,041 have a similar home proposed. The seamen have shipwreck benefits ranging from $30.00 to $75.00 per member, and one organization has an insurance against loss of tools.

Of the 84,458 unionists considered, 69,133, or over 81 per cent, have made provision for death benefits ranging from $40.00 to $4,500.00, and averaging about $250.00 per member, showing a total of life insurance policies issued by labor unions in the State of California of upward of $17,000,000.00.

Taking into consideration the fact that this is an incomplete statement of insurance carried in this State, and that it is nearly all provided for through national organizations, undoubtedly a somewhat similar average would obtain throughout the United States as a whole, which will give a total Labor Union Insurance amounting to the enormous sum of $600,000,000.00 for the nation.

The criticism is often made that assessment insurance of fraternal bodies lacks the stability and soundness of what is ordinarily called "Old Line Insurance." Without any desire to comment unfavorably upon other forms of insurance, I suggest for your consideration that if you should increase your premiums in order to obtain a large surplus reserve, and should arrange to pay to Gompers of the Cigar Makers, Mitchell of the Mine Workers, Stone, Clark and Morrisey of the Railroad organizations, and Duncan of the Granite Cutters, $100,000.00 per annum each, as presidents of the insurance departments, in lieu of the modest salaries they now receive, and allow each of them to surround himself with a Board of Directors at $20,000.00 per annum in payment for their services in handling your surplus, you would be strictly up to date in the insurance world. I doubt, however, whether your insurance would be of more real value than at present.

But, seriously, without any consideration concerning the stability, or the reverse, of either assessment or "Old Line" insurance, I wish to call your attention to a fact not generally taken into consideration in estimating the value of labor union protection. A man usually learns but one trade. He enters into this as his life occupation, and does not change it except through stress of extraordinary circumstances. The same tie that binds him to his trade binds him to his organization. His union is along natural lines, and ordinarily a man will not leave his union any more than he will change his trade. When, on account of his necessities, he is constrained to provide against the time when his work will either temporarily or permanently cease, he enters his whole trade—his means of livelihood—as an asset in his insurance company. No temporary inconvenience will cause him to separate himself from the benefits of his union, and in this rests the stability of the form of insurance we are considering over all other.

The continued growth of this phase of the labor union places its membership more squarely before the world as willing to fight its own battles and bear its own burden in peace time as well as in war. The man who, through his organization, gathers his family around him, turns his back upon the relief officer and the poorhouse, and voluntarily assumes all of his financial burden, is entitled to, and will receive, the admiration and respect of the entire nation.

English Fisheries.

The following striking figures as to the importance of the fishing industry in England are taken from the official report for 1903. They give the value of all kinds of fish landed in England and Wales, and the number of men and boys employed in the business. The value of the fish was over $35,000,000, and the business gave employment to 41,539 persons.

For some years there was a steady decline in the number of first-class sailing trawlers. That was arrested in 1903, though the fall in the average tonnage continued. As there was a slight increase of first-class steam trawlers, whereas the number had been stationary in 1901 and 1902, this would appear to show a confidence on the part of owners in the continued prosperity of the industry. This is accentuated by the fact that the average tonnage of the steam trawlers is increasing. In 1902 there were 1,096 first-class steam trawlers with an average tonnage of 56.3; the following year there were 1,135 with an average tonnage of 57.3. There were 822 first-class sailing trawlers in 1903, an increase of 15, but the average tonnage fell from 40 to 39.1. "Sailers" are not likely to become obsolete. The report states that owing to economic conditions (such as price of coal, etc.) and the different kinds of fishing apparatus employed the respective spheres of operation of steam and sail will always be more or less sharply defined. Steam is now employed on the larger "sailers" for hauling work in the manipulation of trawl and sails, and by the adoption of auxiliary motor power, to be used on occasions when sails are unavailable, the position of sailing-trawlers is likely to be still further strengthened. It is estimated that 9,721 vessels were employed in the fisheries in 1903, ranging from the large Iceland steam trawler to the small open rowing boat, and 1,457 were propelled by steam, 6,911 by sails, and 1,353 by oars. The steamers, with very few exceptions, use an otter trawl, adapted for fairly-level, smooth ground, and workable in deep water; the "sailers" use the beam trawl, which is not usually employed below a moderate depth, but can be used when required on rough and sloping ground. There are "ordinary" steam trawlers, to the number of about 1.000, which fish as far away as Faroe, Iceland and the Bay of Biscay, and land their own fish; and there are "fleeting" trawlers, about 150 in all, which work together in large fleets on the same ground and send their fish to Billingsgate by special steamers known as "carriers."

The tendency is to concentrate the fishing industry at a few ports. Of the first-class steamers five ports on the east coast—North Shields, Hull, Grimsby, Yarmouth and Lowestoft—have 1,214, or 83 per cent of the total. The points that determine choice of steam trawling centers are facilities for dock accommodation, lowness of price and readiness of supply of coal and ice, and facility of access to Billingsgate and other centers of consumption. "Keen competition between rival ports in catering for the needs of this class of shipping may be expected," says the report, "and may have a beneficial influence upon railway rates, and thereby on the price of fish to the consumer."

For every foreign steam trawler engaged, or likely to have been engaged, in fishing in the North Sea, there were five from the North Sea ports of England alone.

Vessels fishing by trawls and lines go farther and farther afield in search of new grounds. Grimsby sends about fifty-five steam liners and between sixty and seventy steam trawlers to Icelandic and Faroese grounds, while eighty steamboats from Hull also fish off Iceland.

Until some eight or nine years ago the trawlers limited themselves to the southeast side of Iceland, or at any rate did not go farther from home than to the Westmanna Islands. This was owing partly to their limited coal-carrying capacity—the largest vessels then not exceeding 150 tons gross tonnage—and partly to the fact that fish were found in sufficient abundance to make the comparatively short voyages remunerative. At the present time some of the vessels are of as much as 275 tons burden, and most are sufficiently large and well-equipped to permit of their circumnavigating Iceland, visiting the more distant waters, and fishing all the year round. Each vessel may make from twenty to thirty voyages a year, and may bring home from twenty to one hundred tons of fish per voyage. The catch consists of plaice, haddock, halibut, ling, torsk, skate and cod. Much fish is now brought home and found to be salable, which was formerly regarded as valueless and thrown overboard, it being estimated that in the early days of the trade some 50 per cent of the catch was thus rejected.

There were landed at all stations in England and Wales during 1903 nearly 153,000 tons of herrings. The average value per hundred-weight was $1.40, as against $1.50 in 1902 and $1.74 in 1901.

Herrings form the great bulk of exports of fish, and they go mostly to Germany. The value of exported herrings in 1903 was $11,961,461, as against $14,277,911 in the previous year, the fall being in values rather than quantities. It may be mentioned here, as showing the reputation enjoyed by the British salmon, that this fish was exported to the value of $284,519 in 1903.

Labor in Italy.

Consul Dunning writes from Milan that the modifications of the law of June 19, 1902, governing the employment of women and children, recently brought before the Italian Chamber of Deputies, provide for new regulations which will be of interest in industrial America. The new regulations provide that children of either sex under 12 years will not be allowed to work in any factory or mine. This provision is practically extended also to any trade. For admission to work in mines, tunnels, and so forth, children must have attained the age of 13 years where there is electric traction and 14 years where there is no electric traction; and women and girls are excluded altogether from this class of labor, regardless of age.

In work of a heavy, unhealthy, or dangerous nature, the new laws provide that no boys under 15 years of age shall be employed, or females under the age of 21. In Sicily, under certain circumstances, boys of 13 years will be allowed to continue in the employments where they are now engaged until July 1, 1907, after which the age limit will be 14 years under the conditions named above. Night work will not legally exceed nine hours out of any twenty-four, and in cases where night and day shifts are used the reliefs shall be made every eight hours.

These new regulations indicate the amount of thought which is being devoted to an important branch of social science by the Italian Government.

Chinese in Canadian Mines.

Some time ago the British Columbia Parliament enacted a law forbidding the employment of Chinamen in mining underground. The Wellington Colliery Company, desiring to test this law, continued to employ Chinamen in underground work, whereupon an agreed case was submitted to the courts, and passed finally to the Privy Council in London, England, the court of last resort. The judicial committee of the Privy Council has handed down a decision in favor of the colliery company. The committee sustained the contention of the company that it could send its employes to any portion of its property. Similar acts, relating to both Chinese and Japanese, have previously been disallowed by the Dominion Government; and in one case Downing street decided against a law very similar to the one just acted upon.

This discussion has moved one of the Vancouver daily papers to comment editorially as follows:

Taking this new decision into consideration, and knowing that any legislation which we may enact against the Japanese will be disallowed, the people here may well ask themselves, is it worth while to continue to pass local legislation against Asiatics? It seems better to try a new tack, and that is to educate the rest of Canada up to the British Columbia view. We are moved to make this comment because it seems to us that at present British Columbia is kicking against the pricks. We may go on legislating session after session, we may go on inaugurating costly legal appeal after costly legal appeal, but the result will be the same—the Acts will be disallowed, the Province will lose the lawsuits and be mulcted in costs. It is obviously necessary that the present method of attacking obnoxious immigration and employment be changed or that our attitude against the Asiatics be modified. Which is it to be? The subject demands the deepest consideration. We know and we sympathize with the feelings of the working classes in this matter; at the same time, it appears absurd for the local Legislature to keep on passing bills which it knows can only live a few months.

At the recent convention in Hamburg of the Coal Dealers' Association of Germany a number of delegates spoke on the practice of tipping and bribing. They complained that stokers and others having to do with coal used in manufacturing works and large establishments of any kind must be given bribe money, or have their influence used against the coal dealers to prevent the securing of new orders. The delegates urged the necessity of taking measures to abolish the nefarious practice. Americans traveling in Europe find the tipping abuse very annoying. The tipping evil has undoubtedly led to the bribery method which now has become so vexatious to business people.

The Franconian Gardening Association, of Frankfort, Germany, last year inaugurated the presentation of flowers and plants in pots to the children of the public schools in order to instill a love for plant culture. This scheme has succeeded amazingly. Before the summer vacation commences the children produce their potted plants and flowers and such as merit approbation receive prizes. At the last school exhibitions of this kind held at Würzburg 133 children were awarded prizes for their efforts at plant culture.

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions.)

Employers and Labor Laws.

It has come to be almost a law of nature that when the corporate employers of labor can not dispose of a labor measure in any other way, they will get busy dispatching it with their favorite coup de grace—having it declared unconstitutional by the courts. Also, when a labor bill is up for consideration by the lawmakers, the representatives of the employers are certain to be on hand and denounce the whole thing as a deep-laid scheme of the unions to get the upper hand of the employers and "run their business." The organized seamen, for instance, have always been lammed good and plenty with this brand of argument when endeavoring to secure the passage of some bill intended to safeguard life and property at sea by providing that all vessels must be properly manned by a sufficient number of efficient seamen. It is, of course, highly desirable that there shall be as little governmental interference as possible with the businesses of private citizens and corporations, but if governments are instituted for any one thing more than another it is for the protection of life and property. Hence, the trade-unions are simply performing an imperative civic duty in insisting that laws shall be passed for the protection of life and property, and be enforced; and the constant opposition of employers of labor to the passage of such laws, or to their subsequent enforcement, should brand them in the minds of all right-thinking men as enemies of society. This opinion, however, is not advanced here with the hope that it will be very generally accepted, for it is unfortunately true that we live in times when money covereth a multitude of faults for which a poor man would be sent to coventry in short order.

The foregoing sentiments are emphasized just now by the attempt of the anthracite coal-operators of Pennsylvania to have the anthracite miners' certificate law set aside on the ground of unconstitutionality. This law, as may be known, was passed by the Pennsylvania Legislature in 1897, and provides, in effect, that no man shall be allowed to work in the anthracite mines as a miner unless he has first worked two years as a helper and qualified for a miner's certificate. The intent of the law is, of course, to minimize the more than ordinarily great danger to life connected with coal-mining by having the work performed by expert miners. It would seem that no man worthy of a place next to the adjective "civilized" would have any objection to such a law, yet at this moment there is a hearing in progress before a notary in the Astor House, New York, instigated by the coal-operators for the purpose of taking such testimony from disgruntled miners as will enable them to have the anthracite Certificate law declared unconstitutional upon the ground that it discriminates against bituminous miners. The attorneys for the operators are present at the hearing gathering material for a test case, which has already been begun, and they express the greatest confidence in their ability to have the law nullified by the courts. It is intimated, indeed, that they have already received assurances to that effect from a quarter where cut-and-dried decisions are kept in stock for the friends of the concern. The ulterior object of all this activity on the part of the operators is to place them in a position on April 1, 1906, when their present agreement with the anthracite miners expires, to lock them out should they demand an increase of wages or a reduction of hours, and replace them with bituminous miners or pick-ups from the detention pen on Ellis Island. No sort of consideration whatever is given to the increased danger to life which the employment of inexperienced men in the anthracite mines would to a certainty cause, and the whole business suggests that none too strong language is used in describing it as sordid and contemptible.

Japanese Emigration.

Japan will soon have an ample outlet for its surplus population in Corea, which it proposes to develop, and the Government policy undoubtedly will be to turn emigration thither and keep Japanese labor under the Japanese flag, where there will be abundant employment for it.—Milwaukee Sentinel.

It is to be hoped that the Sentinel's conjecture is right. It is much more likely, though, that the Japanese, if they emigrate at all for the purpose of obtaining employment, will do the same as other men; that is, they will go where they can get the most money for their labor. This being the case, Corea will have no special inducements for Japanese laborers, compared to those held out to them by cheap-labor-hunting contractors in the United States. Corea is fairly well peopled, and her coolies work even cheaper than do the Japanese or Chinese, and would, of course, determine the rate of wages for unskilled labor in that country. There does not seem to be much comfort, therefore, in the optimistic view of the Sentinel on the subject of Japanese emigration and immigration, and perhaps it was not specially meant to afford any comfort to those who know the real situation with regard to Japanese cheap labor in this country. It is much more probable that it was meant to reassure that very large class of citizens who are against Mongolian immigration on passively general principles, and thus lessen whatever possible chances there may be of turning them into active opponents of such immigration.

Alfred G. Vanderbilt and wife were kept awake the other night by the "chug, chug" of a vulgar steam-drill, working in their neighborhood. The police were communicated with, and requested to stop the "nuisance," so that Mr. Vanderbilt and wife could woo "nature's sweet restorer" in the serene tranquility and ease to which they are habituated—and the "nuisance" was forthwith enjoined from breaking into the stilly night so long as Mr. Vanderbilt and wife elected to honor the neighborhood with their presence. The incident is mentioned here merely because the procedure of the police in this instance was so much at variance with the usual "Ah, g'wan, or I'll fan ye" reception accorded the complaints of ordinary citizens, that a first-class text may be evolved from it by some unsophisticated young writer on that soul-stirring theme, "Human Equality."

Frivolous arguments in a controversy are as dirt in the economy of Nature—matter out of place.

Protection and Wages.

The practically unanimous vote of the British Trade-Union Congress against a protective tariff proves that the British workers are not so easily fooled as are American workingmen by the sophistries of Protection. It is very strange, too, that American workingmen, generally accounted the most intelligent in the world, should still submit to the legalized robbery of the many by the few, carried on under the guise of Protection. The only explanation of this seeming inconsistency is probably to be found in the fact that our protective tariff, by virtue of its long standing, has acquired some of that venerableness which is unconsciously associated with all long-established institutions. A high tariff simply benefits a few privileged interests by choking off competition in the particular commodities or staples which they trade in. It has no redeeming features whatever, but several bad ones, chief of which is its indisputable tendency to increase the cost of living to the consuming classes, which, of course, includes practically every citizen of the United States. The claim that a high tariff increases the wages of workingmen is one of the most ridiculous ever made, and is an insult to the intelligence of workingmen. There is nothing whatever in our tariff laws that could possibly be construed as making it mandatory upon employers of labor to pay high wages or low wages, or any wages at all. Such being the case, common sense ought to prove to the satisfaction of any one interested in the subject that no normal-minded employer of labor will pay higher wages than he can get men to work for. The reason why wages in the United States are on an average higher than elsewhere is mainly because, thanks to the tariff, it costs more to live here. Organization among workingmen, with its educating influence in the direction of a high standard of living and a more advanced civilization, is also doing much to maintain a high wage-rate. It is, indeed, to be feared that were it not for the trade-union movement the living conditions of workingmen in the United States would be even worse than they are in Europe, for it is a well-proved economic fact that where the price of the necessaries of life is artificially enhanced by a tariff or other means the wages of labor are never proportionately advanced. For instance, while the cost of living in the United States has increased fully thirty-three per cent in the last twenty years, the wages of unskilled labor have remained practically stationary in that period; and even with the help of organization the wages of skilled labor have not kept pace with the increased cost of living. The truth of the whole matter is that, while a high tariff undoubtedly protects capital, labor will still have to accept competitive market wages.

Robert Doak, a member in good standing of the Atlantic Coast Marine Firemen's Union, died in Boston on September 8, and was buried by the Union.

Corruption in the garb of respectability is the most insidious wolf that ever donned sheep's clothing.

(Continued on page 10.)

Home News.

A new high record has been made in the sale of a seat on the New York Stock Exchauge. One recently sold brought $84,000.

Congress may be called upon to investigate the question of Army supplies, as a result of the frauds uncovered at the Philadelphia Arsenal.

An expected increase of 42,000 in attendance at New York's public schools is a striking indication of the big strides made in the population of that city

Sixty buildings were destroyed by fire at Nome, Alaska, on the night of September 13, causing a loss now estimated to be in the neighborhood of $200,000.

Controller Grouts of New York has announced that he wants to retire because the salary of $15,000 a year attached to his office is inadequate for his needs.

All work has been abandoned on Esquimalt (B. C.) fortifications. Before the defenses were taken over by Canada a new fort was planned, but will not be constructed now.

Judge A. G. Dayton of the United States Court, at Wheeling, W. V., has given notice before the bench that he will rule in favor of the Chinese henceforth in Exclusion Act cases.

In an editorial in his paper, the Salina (Kan.) Journal, former Fourth Assistant Postmaster-General Bristow defends former Public Printer Palmer, declaring that Mr. Palmer is more sinned against than sinning.

Rain-in-the-face, one of the leading chiefs in the Custer Massacre, and who is said personally to have killed General Custer, died at the Standing Rock Reservation, South Dakota, on September 12. He was 62 years old.

The United States Government has just awarded a contract to the Driggs-Seabury Ordnance Corporation, of Sharon, Pa., for 176 rapid-fire guns of different sizes. The contract amounts to several hundreds of thousands of dollars.

Brigadier-General J. M. Lee, commanding the Department of Texas, in his annual report recommends a compulsory retirement law, similar to that of the Navy and marine corps, and declares positively in favor of the re-establishment of the Army canteen.

Twenty-one American soldiers arrived in Dawson, N. W. T., recently without the proper means for being housed and fed while passing through Canadian territory. They were en route from Skagway to Fort Gibbon on the lower Yukon.

An attempt to break Engineer Gulmyer's record of 112 minutes for the distance between Toledo and Elkhart, 133.4 miles, was made by Engineer Ira Sparklin with the Lake Shore Twentieth Century train, but failed, as Sparklin's time was 119 minutes.

It is said that the Chinese Minister at Washington, D. C., has cabled his Government asking that it prevent Chinese workmen from proceeding to the United States in order to avoid possible maltreatment. The advices say that the Government declined to accede to the request.

The State Department has been informed that the Nicaraguan court in session at Ocotal has convicted William S. Albers, the American resident agent at Jalap, on the charge of resisting legal process and insulting President Zelaya. Sentence has not yet been imposed, however.

Four officials of the Schwarzschild & Sulzberger Packing Company, of Chicago, were fined an aggregate of $25,000 by Judge Humphrey in the United States District Court at Chicago, on September 21, on charges of conspiracy to accept railroad rebates.

SAN PEDRO, CAL.

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Hansen, August	Sandon-1579
Hansen, Chas. G.	Sanitone, J.
Hansen, H. J.	Saunders, Carl
Hansen, J.	Simonsen, Alfred
Holtte, John	Smith, C. H.
Hansen, J. P.-1381	Smith, Pat.
Hansen, Laurits	Smith, Paul
Hansen, Theodor	Smitsh, H.-Reg. letter P. O.
Haraldsson-1204	Sodergvist, Otto
Henriksen, K.	Soderlund, Andrew
Isaekson, G. E.	Sorensen, Soren
Jacobsen, Peder	Staef, Lars.
Jansson, A.-351	Stornes, And. O.
Jansen, Fred-1281	Strachan, John
Jansson, Edward J.	Strand, Ednar
Jensen, Oluf	Sunderman, Gustav
Janson, Oscar	Svenssen, Hans M.
Jensen, Niels Olaf	Svensson, Nieolaus
Jens, Otto	Swanson, C.
Jeshke, Hans	Swansson, G.-1316
Johansen, E. H.	Thom, Edmund
Johansen, E. W.	Tomask, Math.
Johansen, Geo. W.	Verbrugge, D.
Johansen, Gunen	Verzona, Felix
Johansen, Jorgen	Westerholm, Aug.
Johansen-1591	Wilson, Edward
Johansson-1287	Wilson, P. L.
Johansson-1204	Zugehaer, Alex.

WHEN DRINKING BEER



SEE THAT THIS LABEL IS ON THE KEG OR BOTTLE

INFORMATION WANTED.

James Thorburn, age about 22, was recently staying at the Scandinavian Sailors' Home, San Francisco, is inquired for. Address, COAST SEAMEN'S JOURNAL.

James L. Russell, a native of Geneva, N. Y.; last heard of about eighteen months ago, when going to Alaska, is inquired for. Address, COAST SEAMEN'S JOURNAL.

George Jordan, a native of Germany, last heard from in August, 1902, at Port Townsend, Wash., is inquired for by the German Consulate at San Francisco, Cal.

Benjamin Morais, supposed to be on the ship Henry Failing, is inquired for. Address, COAST SEAMEN'S JOURNAL.

Pacific Coast Marine.

The Pacific Mail freighter Algoa, may be chartered by the Western Fuel Company to ply in the coal trade between Comox and San Francisco.

The British ship Glenalvon, last reported ashore at Saratoga Spit, near Yokohama, was towed into Royal Roads, B. C., on September 22.

The stern-wheeler H. J. Corcoran, for some time plying between San Francisco and Vallejo and Mare Island, has been withdrawn, owing to lack of patronage.

The American steamer Barracouta, Captain Curtis, last reported to have sailed from San Francisco for Nikolaevsk, has been seized by the Japanese north of the island of Saghalien.

A telegram received at San Francisco on September 18 reported that the German ship Emilie, from Shields for Oregon, had put back to the Falkland Islands on September 10, with her rigging damaged.

Captain James H. Saunders, of the Pacific Mail liner Manchuria, surrendered his citizenship papers at San Francisco last week, but received them back again pending an investigation into his standing as a citizen.

Attorney H. W. Hutton, at San Francisco on September 14, bought the scow-schooner Madeline at auction for $270. The vessel was sold by order of the United States District Court.

The steamer Cottage City was towed into Nanaimo, B. C., on September 22, by the steamer Al-Ki, which found the Cottage City disabled. The Cottage City lost her tail shaft when bound to Seattle from Skagway.

A telegram received at San Francisco on September 18 from Honolulu announced that the American ship Mary L. Cushing, bound from Eleele for the former port, had put back to Honolulu leaking at the rate of six inches every twenty-four hours.

The Pacific Mail liner Korea, having on board the Taft party, is expected to break the record between Yokohama and San Francisco on her present trip. The Korea is due at the latter port on September 27, ten days from Japan.

Captain Daniel Graham, of Alameda, Cal., one of the oldest and most widely-known shipping men on the Pacific Coast, died at Astoria, Or., on September 17 of heart failure. Captain Graham was about 69 years of age, and a native of Scotland.

The Oceanic liner Sierra, which sailed from San Francisco on September 21 for Australia, carried an exceptionally large shipment of more than 20,000 cases of salmon, just arrived from Alaska, and all for New Zealand and Australia.

Thirty-four vessels, representing a net tonnage of 69,466 tons, are listed and en route for Portland, Or., for grain cargoes. It is the greatest amount of tonnage that has been headed for the Columbia River at this season of the year since 1902.

Robert Franze, a seaman, began libel proceedings in the United States District Court at San Francisco on September 22 against the scow-schooner Tartar. Franze claims there is $95 due him as wages at $40 a month for labor performed on the Tartar.

The schooner Corinthian, a lumber carrier of large capacity, recently fitted with two Standard gas engines of fifty horse-power each, made a trial trip on San Francisco Bay on September 21 and developed a speed of nearly eight miles an hour with her auxiliary power.

The steam-schooner Del Norte, owned by Hobbs, Wall & Co., was damaged on September 21 by collision with a Southern Pacific barge in San Francisco Bay, while the steamer was bound from Oakland Creek to the city. No serious damage was inflicted, however, to either vessel.

The steamer Buckman, built on the Lakes, and recently purchased by the Barneson-Hibberd Company for service on the Coast, is to leave New York on September 24 for San Francisco, by way of the Straits of Magellan, under command of Captain Milton Thwing.

The British ship Beacon Rock, sailing recently from Liverpool for Victoria, has put back to her starting point, with her bulwarks damaged and some damage inflicted to her decks. Some of the ship's boats were carried away, and a quantity of water that was shipped got into the hold.

The sealing-schooner Acapulco, formerly the Carmencita, was sold at Victoria, B. C., on September 22 by the Marshal of the Admiralty Court to satisfy the claims of her crew. She was purchased by P. P. Brown, of Victoria, for $1,000, the amount claimed by her crew.

It has been announced by General S. M. Mills of the United States committee on fortifications, which recently returned to Los Angeles, Cal., after an inspection of the ports of the Pacific Coast, that extensive improvements in the way of fortifications will be made on the Pacific Coast in the near future.

The American ship Tillie E. Starbuck was reported on September 21 as having reached her destination, Delaware Breakwater, from Honolulu, after a passage of 154 days. The Starbuck had been posted as overdue, with a rate of 45 per cent for reinsurance, but no speculation resulted.

The Italian ship Beecroft, 142 days out from Genoa for Iquique, and the British bark Glenmark, ninety-five days from Tocopilla for Port Natal, have been added to the reinsurance list. There are now six vessels quoted for reinsurance, the highest rate, 85 per cent, being on the Lalla Rookh, 190 days out from Brisbane for Falmouth.

The barkentine George C. Perkins, with a cargo of lumber from Gray's Harbor, arrived outside San Francisco in the fog, and came to an anchorage dangerously near the beach south of the Golden Gate life-saving station. Later, when the fog lifted, she was seen to be in a safe position, but the tug Pilot stood by, ready to offer assistance.

A telegram received at San Francisco on September 22 from Tokio reported that the Pacific Mail steamer Barracouta had been seized by the Japanese north of Saghalien Island. The Barracouta, under charter to the Barneson-Hibberd Company, left San Francisco on August 22, for Nicolaefsk, on the Siberian coast, with a cargo of 1631 tons of salt.

Following is the re-insurance list, as posted at San Francisco on September 24: Italian ship Beecroft, 140 days from Genoa for Iquique, 6 per cent; British bark Lalla Rookh, 188 days from Brisbane for Falmouth, 90 per cent; British ship Principality, 144 days from Junin for Rotterdam, 55 per cent; French Bark Joinville, 151 days from New Caledonia for Havre, 10 per cent.

Application to the Government of British Columbia for the arrest of Captain Alexander McLean of the notorious Carmencita sealing expedition, was made by the State Department of the United States on September 16. McLean is ostensibly wanted for poaching in the Behring Sea, but he is also wanted by the California authorities on other charges connected with the now well-known Carmencita conspiracy.

The bark Palmyra arrived at San Francisco on September 20, twenty-seven days from Koggiung, with a cargo of 39,996 cases of salmon. The ship Columbia and the bark Sea Witch, also from the northern canneries with salmon, arrived on the same day. The Columbia brought 43,000 cases of salmon. On September 9 the cook, Salvator Gentile, aged 40, died and was buried at sea the following day.

The Lord Wolseley, formerly a British ship, is to be transformed into a six-masted schooner at Seattle, at a cost of $41,000. She will be the first of the kind on this Coast. Over a year ago the Lord Wolseley was towed into Victoria from sea, badly damaged as a result of stress of weather, and later was sold by her owners in view of the cost of necessary repairs. Americans purchased the vessel for $26,000. The Wolseley is capable of carrying 5000 tons.

The keel of a new steamer to be built at Esquibalt, B. C., for the Canadian Pacific Railroad for the Victoria and Seattle route was laid on September 19. The new vessel will be similar to the Princess Victoria, the fastest and best equipped in the passenger service on the Pacific, though fifty feet shorter than that vessel. The new Princess will have four decks. She will be ready for service next year. The machinery will be built at Paisley, Scotland.

Captain John Bermingham, Supervising Inspector of Steam Vessels, at San Francisco, on September 21 decided the appealed cases of Captains E. W. Spencer and S. H. Scammon. The Local Inspectors at Portland had suspended their licenses as masters from June 14 to December 5, on account of the collision on the Willamette River between their vessels in May. Captain Bermingham confirmed the Local Inspectors' action with reference to Captain Spencer. He will remain suspended till December 5. Captain Scammon's penalty he declared terminated, and his license is restored to force.

BEWARE OF OINTMENTS FOR CATARRH THAT CONTAIN MERCURY,

as mercury will surely destroy the sense of smell and completely derange the whole system when entering it through the mucous surfaces. Such articles should never be used except on prescriptions from reputable physicians, as the damage they will do is ten fold to the good you can possibly derive from them. Hall's Catarrh Cure, manufactured by F. J. Cheney & Co., Toledo, O., contains no mercury, and is taken internally, acting directly upon the blood and mucous surfaces of the system. In buying Hall's Catarrh Cure be sure you get the genuine. It is taken internally and made in Toledo, Ohio, by F. J. Cheney & Co. Testimonials free.

Sold by Druggists. Price, 75c. per bottle.

Take Hall's Family Pills for constipation.

F. R. Wall, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. Merchants' Exchange building, California street, near Montgomery; rooms 429-430. Phone Main 5985.

Bagley's Sun-Cured is now packed in pouches and the fronts will be received assorted with labels from the foil packages, for premiums.

Seamen and Contraband.

The following important decision is reprinted from the Labor Gazette, the official publication of the British Board of Trade:

A seaman signed articles in April, 1904, to serve on board a steamship, at £3 15s. a month, for a voyage not exceeding two years' duration, to any ports within the limits of 75 deg. N. and 60 deg. S. latitude, commencing at Barry, proceeding thence to Hong Kong, thence to ports in any rotation, and to end at such port in the United Kingdom or the Continent of Europe (within home trade limits) as should be required by the master. At the time of signing the articles, a state of war existed between Russia and Japan, and coal had been declared contraband by both Powers, as all the crew were aware. The ship left Barry with a cargo of coal for Hong Kong or Shanghai, as might be ordered at Singapore. On arrival at Singapore on June 27, 1904, the master received orders to take the cargo to Nagasaki instead of Hong Kong, Nagasaki being within the limits of trading mentioned in the articles. The next day the crew heard for the first time that they were to go to Japan, and they refused to go because of the danger. The master accordingly arranged with the crew to remain at Singapore, and that he would call for them on his way back from Nagasaki. The ship then proceeded with another crew, and reached Nagasaki in safety; but on her way back to Singapore she went ashore on the coast of China on August 1. She was, however, after some time got off, and eventually reached Hong Kong.

Meanwhile, on September 4, the seaman and the rest of the crew were sent home to London as distressed seamen at the cost of the owner of the vessel. They arrived in London on October 23, and the next day applied for their wages, but were refused. As a test case, one of the seamen accordingly took out a summons to recover his wages, and the magistrate made an order in his favor for £17 18s. 2d., the amount due up to the day of arrival in London.

The owners of the vessel appealed, but the High Court confirmed the order of the magistrate, holding that the seamen had not contracted to serve on a ship which might carry contraband of war to a Japanese port, and that with regard to the arrangement made at Singapore there was evidence that it was intended that the contract should continue so far as wages were concerned.—Lloyd v. Sheen, King's Bench Division, July 1, 1905.

In streets not more than 10 meters (32.8) wide in Budapest, Hungary, private buildings may not exceed three stories above the ground floor, say 20 meters (65.6 feet); in streets 15 or more meters wide (49.2 feet or more) four stories are allowed, with a height of about 25 meters (82 feet). The height of any public building or specially fitted private house may be increased 3 to 6 feet by a special permit from the city authorities. The particular reason for placing the foregoing limits on the buildings is not given, but the ordinance fixing them is dated January 1, 1894, and copies can be purchased of Legrady Brothers in Budapest for 2 crowns (say 41 cents).

The Federal Council at Berne has notified the Italian Government that the official inauguration of the Simplon Railroad will take place on October 10 next. The King of Italy and the President of the Federation will be present.

COAST SEAMEN'S JOURNAL

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Established in 1887

W. MACARTHUR....Editor | P. SCHARRENBERG, Manager

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, - - - SEPTEMBER 27, 1905.

VOLUME XIX.

With this issue the COAST SEAMEN'S JOURNAL enters upon its nineteenth year. We note the fact, as of importance in itself and as an appropriate occasion upon which to revert briefly to the genius which inspired the establishment and which has throughout dictated the management of the paper. The JOURNAL is growing old; as compared with the average life of similar publications, it is a veritable patriarch. With a well-established reputation among the labor press of the country and a business standing that is entirely satisfactory to publishers and patrons, the JOURNAL is under no necessity of bespeaking either sympathy or support. The present occasion requires only that we shall assure ourselves of loyalty to our earlier traditions. Perpetual youth is a vain dream. The JOURNAL may have lost some of the fire that characterized its youth, but we believe it has gained in place thereof a discretion that is at least equally valuable for all practical purposes. Established primarily to educate the seamen and the public, and, in almost equal degree, to espouse the cause of organized labor in every craft, the JOURNAL has ever sought to "keep her so"—to steer straight and true to the course set by the men who launched the craft. Of course, we have erred at times; that much was inevitable. Like the good helmsman who, while dreaming of home and beauty, lets his ship "fall off" or "broach to," the management of the JOURNAL, while dreaming of this, that or the other "reform," has departed from the rule that the only reform that amounts to anything is that which we work for, not dream of. With all that, the managerial conscience is clear on the score of reasonable care and enterprise, honesty and industry, and, above all, on the score that no word that may be charged to our dishonor has ever been knowingly published in these columns. With highest appreciation of the kindnesses shown by contemporaries, advertisers and readers, we start out upon another year's voyage, with the hope and determination to maintain the success already won and to attain that which we have as yet fallen short of.

EXECUTIVE COUNCIL'S "DECISION."

Washington, D. C., September 22, 1905,
Andrew Furuseth, San Francisco, Cal.

Telegram received. The Executive Council adopted the following, relative to Seamen versus Longshoremen controversy: "The Executive Council approves and indorses the letter of President Gompers, sent to the unions on the Coast, July 7, 1905, stating the position of the American Federation of Labor upon the controversy between the seamen and longshoremen on the Pacific Coast; and we declare as unwarranted and contrary to trade-union principles and policy, the demand of anyone or any body that longshoremen's unions on the Pacific Coast or elsewhere to surrender their charters received from their International Union; and we request all unions on the Coast to protect the longshoremen's unions in their right to maintain their affiliation with their own International Union."

FRANK MORRISON,
Secretary, American Federation of Labor.

The foregoing, sent by Secretary Morrison in reply to an inquiry by the Sailors' Union of the Pacific, contains the exact terms of the action taken by the Executive Council of the American Federation of Labor, at its meeting in Washington, D. C., last week. In seeking definite information the Sailors' Union was prompted by the wording, or rather heading, of the press dispatches, which intimated that the Executive Council had "decided in favor of the longshoremen." A perusal of the Executive Council's language shows that that body, so far from deciding in favor of the longshoremen, has said nothing bearing in any way upon the dispute between the International Seamen's Union of America and the so-called "International Longshoremen, Marine and Transport Workers' Association." The natural, and indeed necessary presumption that the Executive Council had in mind the dispute between these bodies when it adopted the foregoing declaration, indicates more clearly than does the language itself the desire of the Executive Council to evade responsibility for any decision that will really decide.

The Executive Council knows very well that no dispute exists between seamen and longshoremen, as such; it knows that the dispute in question arises between the seamen and a body which, under the guise of longshoremen, pretends to, and wherever possible practices jurisdiction over seafaring crafts, in deliberate and contemptuous violation of the principles, laws and decisions of the American Federation of Labor. It might reasonably be supposed that with this knowledge the Executive Council would find little difficulty, even if a sense of duty did not impose a mandate in the case, in declaring unequivocally for one side or other in the controversy. Such a declaration, if issued, would necessarily favor the seamen, since the Federation itself has so declared, and with increasing emphasis, in three consecutive conventions. The Executive Council, being indisposed to make a frank statement of its position, yet feeling bound to make a statement of some kind, compromises between its own conscience and the will of the Federation by issuing a statement that means nothing.

Of course, the ambiguity of the Executive Council's language is easily explainable. That body, in all its dealings with the jurisdiction dispute between seamen and longnamemen, has indulged the fiction that the representations made to it by the opponents of the seamen are made in the name of the International Longshoremen's Association. In taking this position the Executive Council has the excuse—a very good one, by the way—that the International Longshoremen's Association is the only body of longshoremen recognized by the American Federation of Labor, and, further, that the latter has upon every occasion specifically and emphatically refused to recognize the longshoremen under any other name. In any circumstances the practice of assuming a fiction instead of recognizing a fact is a difficult one to carry out. In the present circumstances the ordinary difficulties of the situation are increased by the peculiar make-up of the Executive Council itself. The President of the "I. L. M. and T. A.", Daniel J. Keefe, is a member of the Executive Council, and doubtless loses no opportunity to assert the claims of his long-name organization. Thus the Executive Council is under the necessity, not only of adopting a fiction—of pretending to act in the name of the International Longshoremen's Association—but of doing so in spite of the fact to the contrary, insisted upon by one of its own members. When President Keefe invokes the aid of the Executive Council, he does so on behalf of the "I. L. M. and T. A." When the Executive Council responds to that appeal, it does so on behalf of the International Longshoremen's Association! The Executive Council "requests all unions on the Coast to protect the longshoremen's unions in their right to maintain their affiliation with their own international union," knowing all the time that no one has ever sought to interfere with the longshoremen's unions in their relations with their international union—knowing, as a matter of fact, that there is no international union of longshoremen, that the body which now poses in that capacity has assumed characteristics which deprive it of all legitimate claim to recognition as such.

As already stated, the "decision" of the Executive Council decides nothing, nor is it intended to decide anything. The terms of the statement just issued are so general that they might well be indorsed by the seamen themselves, were the latter disposed to enter into the spirit of the Executive Council. The question at issue has been up for action by the American Federation of Labor during the past four years, and it is still before that tribunal. Thus far the Federation has expressed its disapproval of the methods adopted by Keefe and his long-name conventions, and until that expression is changed the seamen will consider themselves authorized by the supreme body of organized labor, as they are impelled by the nature of their circumstances, to adopt such measures as may be necessary for the preservation of their organization. The seamen feel confident that in pursuing this course they will receive the support of every trade-unionist, including every longshoreman, who values the principles of the labor movement above his respect for a declaration that entirely ignores these principles, no matter how apparently authoritative such declaration may be.

The Labor Day address of Labor Commissioner Stafford, on the subject of "Trade-Union Insurance" (published on page 1 of this issue), is a valuable exposition of a phase of trade-unionism that is too much neglected, even by trade-unionists themselves, in the consideration of that subject. Probably no more profitable address was made anywhere on Labor Day than that delivered by Mr. Stafford in San Francisco. We commend the address in question to the careful study of our readers.

Bound and indexed copies of Volume XVIII, COAST SEAMEN'S JOURNAL, will shortly be ready for issuance. Persons desiring the volume are requested to notify the Business Manager at the earliest possible date.

McKINLAY AND THE JAPS.

The results of the investigations made in the Orient by the Taft Congressional party are already apparent in part. For instance, Representative McKinlay, of California, has discovered that there is little danger of a Japanese influx to the United States! In a letter recently published in one of Mr. McKinlay's home papers, that gentleman says:

> One other thing that the writer learned is that it is against the policy of the Japanese Government to permit her people to emigrate to America or any other country, excepting Korea and Manchuria. In a recent conversation Marquis Ito, the first man of Japan and next to her Emperor, said: "Japan needs all her own people. Nowhere can she get labor equal to them. Therefore it is our policy to keep our laborers at home to aid in building up the Empire."
>
> Along this line the Government of Japan has passed laws preventing in some measure her laborers from leaving the country. If the policy is followed up it will allay the fears of a Japanese invasion of labor on the Pacific Slope, quiet the apprehensions of the working people of California and lessen the possibility of a serious complication with a nation which to-day at least seems earnestly desirous of becoming the true friend of the American republic.

All this is very comforting, of course. Assurances of a similar nature have appeared in the American press from time to time; but, to be sure, it is something to receive these assurances from Marquis Ito himself. It remains to be said, however, that the talk of diversion or restriction of Japanese emigration is heavily discounted by the fact that the Japs continue to arrive in the United States in constantly-increasing numbers. We very much fear that the "Yankees of the Orient" have unloaded a few wooden nutmegs on the California member of the Congressional party; either that, or the latter is disposed to put the credulity of his constituents to a pretty stiff test.

"Government by Injunction" has laid its hand in unsparing fashion upon the Hotel and Restaurant Employes of San Francisco. At the instance of the organized employers in the trade, over twenty injunctions have been issued in the case of as many restaurants and saloons. The cooks, waiters and bartenders in these places have dared to appeal to the public for support in the effort to establish and maintain decent conditions of employment. This heinous offense has been met by the courts, with the mandate, "I forbid!" Fortunately for the dignity of the courts, as well as for the interests of the cooks, waiters and bartenders, the mandate of the king (ahem, of the judge) does not involve compulsion to patronize the firms which have sought the aid of the authorities in their opposition to the requests of their employes. The public is still at liberty to bestow its patronage upon those houses which recognize the rights of their employes. The JOURNAL urgently requests its readers to assist the men and women involved in this contest by patronizing only such houses as employ union help. Look for the working button of the waiter, waitress or bartender! The button is the only guarantee that fair conditions prevail in any given house. Absence of the button indicates, in fact proves, the existence of conditions that are degrading to the employes and dangerous to the patrons.

Read the "We Don't Patronize" list, as published weekly in another column of the JOURNAL, and withhold your patronage from the concerns therein named. A little personal interest in this matter will work wonders in the improvement of relations between employers and employes.

Whereas, There are now pending in the Police Courts of the city several charges of violating the Child Labor law, enacted by the last session of the Legislature; and

Whereas, It appears that in a certain instance the hearing of these charges has been continued from time to time, without proper cause, and in violation of the City Charter; therefore be it

Resolved, By the San Francisco Labor Council that we regard such action as dangerous to the Child Labor law, and calculated to work the negation of that measure through non-enforcement; further be it

Resolved, That we strongly urge upon the local authorities the necessity of the prompt and strict enforcement of the law, in order that it may be assured of public respect and obedience.

The foregoing resolution, adopted by the San Francisco Labor Council on September 22, is designed to correct the impression that seems to exist in certain quarters, namely, that organized labor is indifferent, if not actually opposed, to the Child Labor law. Labor Commissioner Stafford is making an earnest and energetic effort to enforce the law in question, and now finds himself hampered and the law endangered by failure on the part of the judicial authorities to punish, or even try, offenders against that measure. The Labor Council and organized labor generally throughout the State favors the strict enforcement of the Child Labor law and of all other laws and will hold to accountability all public officials responsible for any laxity or failure in this regard.

To a trade-unionist one of the most interesting features of the Lewis and Clark Exposition, at Portland, Or., is the exhibit of the International Cigarmakers' Union. The exhibit is in the form of a cigar factory, in which the process of cigar-making is demonstrated in detail by members of the local union. Literature is distributed and every opportunity afforded visitors to acquaint themselves with the merits of union-made cigars. The Cigarmakers are entitled to great credit for their enterprise in this connection. It remains to be said that the Portland exhibit is but one of the numerous measures adopted by the International Cigarmakers' Union to popularize union products, measures which redound to the advantage of trade-unionists in all other crafts. Trade-unionists generally should show their appreciation of these benefits by demanding the blue label of the Cigarmakers when buying cigars.

The charge, made by Secretary of the Treasury Shaw, that the Marine Hospital Service is conducted in a "grossly extravagant" manner will come as a surprise to those seamen who have had the misfortune to learn the facts from personal experience. If the matter were put to a vote of the Marine Hospital patients, acting upon their own knowledge, the result would be a unanimous decision that in the matter of economizing the Marine Hospital Service couldn't go any further without crossing the line of literal starvation. But, of course, the sick sailor may not know all that goes on among the well men in the Service!

The International Union of Flour and Cereal Mill Workers calls attention to the fact that the fight is still on with the Washburn-Crosby Milling Co., and asks the support of organized labor. This flour is on the unfair list of the American Federation of Labor.

ATLANTIC COAST MARINE FIREMEN'S UNION.

HEADQUARTERS, BROOKLYN, N. Y., Sept. 14, 1905.
Shipping fair; prospects bright.
DANIEL SULLIVAN, Secretary.
15 Union st.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

HEADQUARTERS, SAN FRANCISCO, Sept. 25, 1905.
Regular weekly meeting was called to order at 7:30 p. m., E. A. Erickson presiding. Secretary reported shipping fair. D. McLennan, Chairman of the Joint Labor Day Committee, formally presented the Labor Day Trophy won by the Sailors' Union of the Pacific as the best appearing Union in the Labor Day Parade. The following resolutions were adopted:

Whereas, The Red Front Clothing Company, of San Francisco, through the San Francisco Labor Council, has this day presented to the Sailors' Union of the Pacific a Loving Cup, in accordance with the judges' decision that this Union made the best appearance in the Labor Day Parade of 1905; therefore be it

Resolved, By the Sailors' Union of the Pacific, that we hereby express our appreciation of the good will shown by the Red Front Clothing Company in offering this token, both for its value as a work of art and for the sentiments of interest in, and respect for, organized labor which it conveys on behalf of its donor, and acknowledge the honor conferred upon us by the presentation now made; further

Resolved, That these resolutions be appropriately transcribed and framed with the Loving Cup and displayed at Headquarters as a pleasing memento of a great occasion worthily honored by both donor and recipient; further

Resolved, That a copy of these resolutions be presented to the Red Front Clothing Company.

It was decided to permanently affiliate with Japanese-Korean Exclusion League.

A. FURUSETH, Secretary.
S. W. cor. East and Mission sts. Tel. Main 5397.

TACOMA AGENCY, Sept. 18, 1905.
No meeting; no quorum. Situation unchanged.
H. L. PETTERSON, Agent.
3004 McCarver st. Tel. Main 808.

SEATTLE AGENCY, Sept. 18, 1905.
Shipping fair. Most of the Alaska Fishermen have returned.
P. B. GILL, Agent.
1312 Western ave. P. O. Box 48. Tel. James 3031.

PORT TOWNSEND AGENCY, Sept. 18, 1905.
No meeting; no quorum. General situation unchanged.
WM. THORBECK, Agent.
114 Quincy st. P. O. Box 48. Tel. 443.

ABERDEEN AGENCY, Sept. 18, 1905.
Shipping and prospects fair.
WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

PORTLAND (OR.) AGENCY, Sept. 19, 1905.
No meeting; no quorum. Situation unchanged.
D. W. PAUL, Agent.
23 North Front st. Tel. Hood 352.

EUREKA AGENCY, Sept. 17, 1905.
No meeting; no quorum. Shipping good; prospects uncertain.
C. SORENSEN, Agent.
222 C street. P. O. Box 327. Tel. Main 566.

SAN PEDRO AGENCY, Sept. 18, 1905.
Shipping and prospects fair.
HARRY OHLSEN, Agent.
P. O. Box 2380. Tel. Main 774.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

HEADQUARTERS, SAN FRANCISCO, CAL., Sept. 21, 1905.
Regular weekly meeting was called to order at 7:30 p. m. J. O'Connor in the chair. Secretary reported shipping medium.
EUGENE STEIDLE, Secretary.
54 Mission st.

SEATTLE, WASH., AGENCY, Sept. 14, 1905.
No meeting. Shipping fair.
H. ROTHSCHILD, Agent.

LAKE SEAMEN'S UNION.

HEADQUARTERS, CHICAGO, ILL., Sept. 18, 1905.
General situation fair.
WM. PENJE, Secretary.
123 North Desplaines st.

MARINE COOKS AND STEWARDS OF THE GREAT LAKES.

HEADQUARTERS, BUFFALO, N. Y., Sept. 12, 1905.
Situation unchanged.
H. R. WALKER, Secretary.
55 Main st.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC.

HEADQUARTERS, NEW YORK, N. Y., Sept. 13, 1905.
Shipping and prospects good.
H. P. GRIFFIN, Secretary.
166 Christopher st.

On the Great Lakes.

(Contributed by the Lake Seamen's Unions.)

Lake Cargo Records.

With the frequent announcement of broken records in the Lake carrying trade, the true inwardness of results accomplished could not be impressed upon the unaware with the scant announcement from time to time that this boat or that boat has broken a record either in size of cargo carried or length of time taken to load or unload the same. The two steamers, Elbert H. Gary and George W. Perkins, owned and controlled by the Pittsburg Steamship Company, now hold all ore carrying records on the Lakes. The largest cargo of the Gary through St. Mary's Canal was over 11,093 tons. As a matter of comparison it may be interesting to know that in 1901 the barge Manila held the record with 7,398 gross tons; in 1902 the barge Smeaton held the record with 7,576 gross tons; in 1903 the steamer Edenborn carried 7,799 gross tons through the canal, and in 1904 the steamer Augustus B. Wolvin captured the record with 10,245 gross tons.

The steamer Elbert H. Gary, which went into commission May 29 of this year, has to date carried ten cargoes as follows: Ashland to South Chicago, 10,597; Ashland to South Chicago, 10,728; Ashland to South Chicago, 10,877; Ashland to South Chicago, 10,757; Ashland to South Chicago, 10,828; Escanaba to South Chicago, 12,338; Ashland to South Chicago, 11,093; Ashland to South Chicago, 11,034; Ashland to South Chicago, 11,043; Ashland to South Chicago, 10,870. The steamer George W. Perkins, which went into commission July 11, has delivered seven cargoes, five of which are as follows: Duluth to Conneaut, 10,514; Two Harbors to Conneaut, 10,519; Two Harbors to Conneaut, 10,714; Two Harbors to Conneaut, 10,654; Two Harbors to Conneaut, 10,514; Two Harbors to Conneaut, 10,760; Two Harbors to Conneaut, 10,244.

The draught of these big carriers is an essential item, but aside from one instance, the one in which the Gary carried 11,034 tons from Ashland to South Chicago, when she drew 19 feet 9 inches forward and 20 feet 1 inch aft, are not available. The Gary in her record cargo of 12,328 gross tons from Escanaba to South Chicago had a draught of over 22 feet, but the water between these two points is exceptional and can not be taken as criterion in the general ore carrying trade.

Mate and Cook Drowned.

The schooner V. H. Ketchum caught fire on September 17, off Parisian Island. The fire soon got beyond control, and the crew lowered the yawl. Mrs. B. Ames, the cook, was being lowered into the boat when the latter capsized, throwing six men into the water. Mate Andrew Anderson jumped to the rescue of Mrs. Ames and reached her as she was sinking for the last time. He attempted to swim back to the vessel with her, but had drifted too far, and both sank in sight of the crew, who were powerless to render assistance. No other lives were lost. The Ketchum was owned by the Seither Transit Co., of Cleveland, O., and sailed by Captain Dan Wilman.

Demand the union label on all products.

Bodies Found and Missing.

Four bodies from the wreck of the Sevona have been found. Captain McDonald's body was shipped to his wife, at North East, Pa.; that of First-Mate Lewis Darwin to his wife, at Medina, O.; that of Wheelsman Nels Salverson to his brother, at Buffalo, N. Y.; and that of Wheelsman Otto Wellet to his mother, at Cleveland, O. The bodies of the secondmate and two watchmen are still missing. The owners of the Sevona paid all bills. It is to be regretted that the names of all those who died that the women passengers might be saved can not be placed on record. There are several stories afloat, but the likeliest one is that there was not room enough in the small boats for passengers and crew. Captain McDonald called for volunteers to die that the others might live. The gallant forward crew volunteered to a man.

Four bodies of the crew of the Pretoria have been found and identified. The body of H. L. Bryant, cook, was shipped to his wife, at Duluth, Minn., that of Seaman Axel Lindloff to his mother, at Marinette, Wis., that of Seaman Harry Schwab to his brother, at Bay City, Mich. The owners paid the expenses of sending two of the bodies home, but for some reason refused to pay the expense of the third. The fourth body, that of Seaman Alfred Peterson, is still at Ashland, the Agent of the Lake Seamen's Union having been unable to locate his relatives. He is a blonde, 5 feet 8 inches in height, native of Sweden, wore a gold ring, with the name Selmar 19 14-2 05 on the inside of the ring. The body of Isaac Mayer, seaman of the Pretoria, is still missing.

W. H. Jenkins.

Conneaut, O.

Canadian Immigration.

During the past year seventy-six agents in the United States received commissions of $3 for each man, $2 for each woman, and $1 for each child induced to go as agricultural settlers in Western Canada. In Great Britain the commission for immigrants to Canada is $1.75 for each adult agriculturist or domestic servant, and half as much for each child of 12 years or under. This money is paid to the booking agents of the steamship companies. A commission of $2 per head is paid for children sent to this country by philanthropic societies and $1 per head is paid to the North Atlantic Trading Company of Amsterdam for all agricultural immigrants from certain countries of Europe. The amounts paid during the last fiscal year were as follows: On immigrants from the United States, $14,428; to steamship agents, sub-agents, and immigration societies on British immigrants, $43,220; and on Icelanders, $2,104; bonuses on domestic servants, $1,008; on immigrants from Great Britain $2 each, $246; to societies for children from Great Britain, $2,608; bonuses on immigrants from the continent of Europe, $35,316; total, $98,930.

According to the statistics of the Bureau Veritas of Hamburg, 113 ships, of which 77 were sailing vessels and 36 steamers with 26,904 and 37,336 registered tons, respectively, were lost during the heavy storms of April, 1905. In addition to these, 376 ships suffered damages.

Lost in Breakers.

The wreck of the Sevona, off Sand Island Shoal, may result in a number of changes and improvements in the Government service among the islands. It has developed the fact that had the lightkeeper at Sand Island had proper appliances or even a fairly decent boat he could have saved the lives of Captain Macdonald and his six men, who were lost.

Mr. Lewich, the keeper of the light, saw the Sevona go on the reef, heard her whistle of distress and says that with the help of one good man and a good boat, such as the Government ought to provide, he could have put out to the wreck and taken off those seven men. He had no such boat and therefore was absolutely powerless. Others on Sand Island saw the wreck but were powerless for the same reason.

Mr. Lewich says those men were not drowned at the wreck anyway. They had built a life raft and had undoubtedly come clear to shore and were killed by the breakers, instead of being drowned. He claims to have seen them on a raft after they had left the big boat. Mr. Shaw, also of Sand Island, saw the wreck, and as soon as he dared, with his small boat, he put out to it and was, as a matter of fact, on the wreck before the tug Harrow got there.

The Government should by all means place good boats and other life-saving apparatus in the hands of these lightkeepers if nothing more is done.

Another thing, if these lighthouses were equipped with telephones, they could have gotten help from Bayfield in plenty of time. This telephone business, at first blush looks impossible, but it is not at all so. Sand Island, for instance, is only about two miles from the mainland. A cable could easily be laid across this space and it would be cheaper to maintain and build than a life-saving station. There is a telephone line now constructed almost to the bay shore, off Sand Island, and a Government phone could easily be connected with this line. Had there been such a line as this before the Sevona accident, no lives would have been lost. These suggestions are worth considering at least; they are all made by practical men.

Missing Men Alive.

Several persons who were reported as being drowned when the steamer Iosco and her consort, the Olive Jeanette, foundered, have turned up alive, having left the boat before the disaster occurred.

Among those who were reported as being lost were Mr. and Mrs. W. B. Barnes, first and second cook of the Iosco, and J. M. Quinn, engineer of the Jeanette, but a dispatch from Cleveland says that Mr. and Mrs. Barnes left the boat before she sailed on her fateful trip.

James Kinney, of Milwaukee, was a seaman on the Jeanette, but left her on her last trip to Lake Erie. He said that Quinn, who was reported as being drowned, is alive and well, as both Quinn and himself left the boat at the same time. Still another to turn up alive is Jesse Walter, who was mate of the Jeanette, and who was reported as being drowned. It now develops that Walter quit the vessel at Duluth before she sailed on her last trip. With

all these people alive it means that those who succeeded them on the lost boats have not been identified. Kinny said Quinn and himself left the Jeanette because her pumps were not working in good shape and that she was being overloaded.

Jesse Walter, who was mate on the barge Olive Jeanette and whose name appeared on the list of lost after the foundering of that boat on Lake Superior, has been heard from. A letter received from him was mailed at Duluth and states that he left the Jeanette before she departed from the head of the Lakes on her fatal voyage.

Marooned in Pilot House.

The experience of the master and men of the Sevona has aroused the navigators on Lake vessels to a change in the location of lifeboats aboard freight steamers. At present all lifeboats on Lake steamers are swung aft around the cabins. In the case of the Sevona, which broke in two immediately after striking, the captain and officers, who were in the pilot house, were simply marooned. There was no way for them to get to the lifeboats and all they could do was to construct a flimsy raft, which was quickly broken up. It is claimed that at least one lifeboat should be placed near the pilot house. With ships from 400 to 600 feet long it would be a great safeguard, it is said, to have a lifeboat forward for speedy launching in case of a man overboard.

Marine Notes.

The steamer John Stanton, which was ordered by Captain Charles L. Hutchinson, of Cleveland, for 1906 delivery, was launched at the Lorain yards of the American Shipbuilding Company on September 16.

The schooner Minnie Slauson, reported missing, has been located by the master of the schooner Lyman Davis, who sighted the Slauson putting into Sturgeon Bay. Her mainmast had been carried away, but she is supposed to be safe.

With a red table cloth as a flag of distress the schooner Wonder was picked up off Kenosha on September 14, by the life-saving crew. Captain J. Walton and Mate W. M. Burns of Chicago were nearly exhausted from their fight to keep their boat afloat in the heavy seas.

Captain Frank Meno, of St. Clair, formerly mate of the steamer George Peavey, has become master of the steamer John Sharpless, of the Montreal line, succeeding Captain John F. Johns. Captain Meno is but twenty-eight years of age, and is probably the youngest steamboat master on the Lakes.

With the discovery of two additional bodies, the remains of fifteen persons who perished in the wreck of the steamer Ioseo and her consort, the schooner Olive Jeanette, have now been recovered. Of these eight have been picked up along the beach in the vicinity of the Huron Mountain club and the others in the neighborhood of L'Anse.

Fred Owelett, of Pelee Island, a seaman, was arrested at Sandusky on September 15, after being sought by officers for a year. He was taken to Port Clinton to answer charges of stealing a yacht belonging to Attorney R. H. Crawford, of Port Clinton, valued at several hundred dollars. Owelett, it is charged, disposed of the boat in Detroit and is wanted there also on suspicion of stealing another yacht.

It is now stated as probable that the work to be done on the dock of the Northern Coal and Dock Company, at Duluth, this year will be nothing more than the dredging and filling of the site, no attempt being made to put up any of the superstructure or the machinery until next year. Up to this time no contract has been let for the machinery, and in view of the facts just stated it is possible that action may be deferred for some time yet.

Since the opening of navigation this year eleven vessels in the ore trade have been lost through storms and collisions. These vessels are the Sevona, of 4,500 gross tons; the Pretoria, of 5,100; the Olive Jeanette, of 2,443; Iosco, of 3,000; Thomas W. Palmer, of 3,100; Yakima, of 3,000; Linden, of 1,450; George Presley, of 2,800; and the John M. Hutchinson, of 1,900; a total of 36,543 gross tons. In a full season of twenty weeks these vessels would have a carrying capacity of 730,860 gross tons, so that figure is to be regarded as the season's subtraction so far from the available ore carrying fleet.

CONNEAUT LETTER LIST.

Bjomlund, Axel	Grant, Wm.
Badgley, Frank.	Henderson, D. J.
Caldwell, Jno. D.	Hill, Harry
Critchley, Albert	Ingman, Gust.
Davis, Thos.	Isaacs, Freeman J.
Devney, Will	McNeeley, Matt.
Dahl, Ernst	Paulson, Hans
Fuller, Archie	Wadsworth, Frank

INFORMATION WANTED.

Charles Strachan, member of the Lake Seamen's Union, is requested to communicate with Dr. H. Wilson, General Hospital, Conneaut, O.

Emil Lundberg, of Boda, Oland, Sweden, last heard from in San Francisco in 1899, is inquired for by G. R. Lambert, 158 92d st., So. Chicago, Ill.

James Perry, a member of the Lake Seamen's Union, is inquired for by his brother. Address, Fred Perry, 135 Clinton street, Milwaukee, Wis.

Milton Briggs Wiley is inquired for by his mother, at Philadelphia, Pa. Any information concerning his whereabouts should be sent to Lake Seamen's Union, 121-123 North Desplaines street, Chicago, Ill.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS

LAKE SEAMEN'S UNION

(Lakes District International Seamen's Union of America.)

121 and 123 North Desplaines Street, Chicago, Ill.

Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, WIS.....133 Clinton Street
Telephone 240 South.

BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.

ASHTABULA HARBOR, O.....87 Bridge Street
Telephone 552.

CLEVELAND, O.....171 East River Street
Telephone Bell Main 1295.

TOLEDO, O.....719 Summit Street
Telephone Black 6981.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES.

DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3724.

ASHLAND, WIS.....515 East Second Street
Ashland Phone 1563.

SUPERIOR, WIS.....1721 North Third Street
Telephone Peoples 4615.

BAY CITY, MICH.....919 North Water Street

OGDENSBURG, N. Y.....94 Hamilton Street

SUB-AGENCIES.

MANITOWOC, WIS.....809 South Eighth Street

ERIE, PA.....107 East Third Street
Telephone Bell 599 F.

CONNEAUT HARBOR, O.....992 Day Street

SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
Telephone 1944 South Chicago.

SANDUSKY, O.....1107 Adams Street

PORT HURON, MICH.....931 Military Street

HOSPITALS AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.

CHICAGO, ILL.; DETROIT, MICH.; CLEVELAND, O.

RELIEF STATIONS.

Ashtabula Harbor, O.	Manitowoc, Wis.
Buffalo, N. Y.	Marquette, Mich.
Duluth, Minn.	Milwaukee, Wis.
Erie, Pa.	Saginaw, Mich.
Escanaba, Mich.	Sandusky, O.
Grand Haven, Mich.	Sault Ste. Marie, Mich.
Green Bay, Wis.	Sheboygan, Mich.
Houghton, Mich.	Sturgeon Bay, Wis.
Ludington, Mich.	Superior, Wis.
Manistel, Mich.	Toledo, O.

We Don't Patronize.

FOOD AND KINDRED PRODUCTS.

Bread—McKinney Bread Company, St. Louis, Mo.; National Biscuit Company, Chicago, Ill.
Cigars—Carl Upman of New York City; Herbs, Wertheim & Schiffer, of New York City; The Henry George and Tom Moore.
Flour—Washburn, Crosby Milling Co., Minneapolis, Minn.; Kelley Milling Co., Kansas City, Mo.
Groceries—James Butler, New York City.
Meats—Kingan Packing Company, of Indianapolis, Ind.
Pipes—Wm. Demuth & Co., New York.
Tobacco—American and Continental Tobacco Companies.

CLOTHING.

Buttons—Davenport Pearl Button Company, Davenport, Iowa; Krementz & Co., Newark, N. J.
Clothing—N. Snellenberg & Co., Philadelphia, Pa; Clothiers' Exchange, Rochester, N. Y.; Strawbridge & Clothier, Philadelphia, Pa.; Blauner Bros., New York.
Corsets—Chicago Corset Company.
Gloves—J. H. Cownie Glove Co., Des Moines, Iowa; California Glove Co., Napa, Cal.
Hats—J. B. Stetson Company, Philadelphia, Pa.; E. M. Knox Company, Brooklyn, N. Y.
Shirts and Collars—United Shirt and Collar Company, Troy, N. Y.; Van Zandt, Jacobs & Co., Troy, N. Y.; Cluett, Peabody & Co., Troy, N. Y.; James R. Kaiser, New York City.
Shoes—Ilarney Bros., Lynn, Mass.; J. E. Tilt Shoe Co., Chicago, Ill.
Suspenders—Russell Mfg. Co., Middletown, Conn.
Textiles—Merrimac Manufacturing Company (printed goods), Lowell, Mass.
Underwear—Oneita Knitting Mills, Utica, N. Y.
Woolens—Hartford Carpet Co., Thompsonville, Conn.; J. Capps & Son, Jacksonville, Ill.

PRINTING AND PUBLICATIONS.

Bookbinders—Geo. M. Hill Co., Chicago, Ill.; Boorum & Pease Co., Brooklyn, N. Y.
Newspapers—Philadelphia Democrat, Philadelphia, Pa.; Hudson, Kimberly & Co., printers, of Kansas City, Mo.; W. B. Conkey Co., publishers, Hammond Ind.; Gazette, Terre Haute, Ind.; Times, Los Angeles, Cal.

POTTERY, GLASS, STONE, AND CEMENT.

Pottery and Brick—J. B. Owens Pottery Co. of Zanesville, Ohio; Northwestern Terra Cotta Co., of Chicago, Ill.; C. W. Stine Pottery Co., White Cottage, Ohio; Harbison-Walker Refractory Co., Pittsburg, Pa.; Utica Hydraulic Cement and Utica Cement Mfg. Co., Utica, Ill.

MACHINERY AND BUILDING.

Carriage and Wagon Builders—S. R. Bailey & Co., Amesbury, Mass.; Hassett & Hodge, Amesbury, Mass.; Carr, Prescott & Co., Amesbury, Mass.
General Hardware—Landers, Frary & Clark, Etna Company, New Britain, Conn.; Iver Johnson Arms Company, Fitchburg, Mass.; Kelsey Furnace Company, Syracuse, N. Y.; Brown & Sharpe Tool Company, Providence, R. I.; John Russell Cutlery Company, Turner's Falls, Mass.; Atlas Tack Company, Fairhaven, Mass.; Henry Disston & Co., Philadelphia, Pa.; American Hardware Co. (Russell & Erwin Co. and P. & F. Corbin Co.), New Britain, Conn.; Merritt & Company, Philadelphia, Pa.
Iron and Steel—Illinois Iron and Bolt Company, of Carpentersville, Ill.; Carborundum Company, Niagara Falls, N. Y.; Casey & Hedges, Chattanooga, Tenn.; Gurney Foundry Company, Toronto, Ont.; Sattley Manufacturing Company, Springfield, Ohio; Page Needle Company, Franklin, N. H.; American Circular Loom Company, New Orange, N. J.; Payne Engine Company, Elmira, N. Y.; Lincoln Iron Works (F. R. Patch Manufacturing Company), Rutland, Vt.; Art Metal Construction Company, Jamestown, N. Y.; Erie City Iron Works, Erie, Pa.; David Maydole Hammer Co., Norwich, N. Y.; Singer Sewing Machine Company, Elizabeth, N. J.; National Elevator and Machine Company, Honesdale, Pa.; Pittsburg Expanded Metal Co., Pittsburg, Pa.
Iron, Architectural—Geo. L. Meskir, Evansville, Ind.
Stoves—Germer Stove Company, Erie, Pa.; "Radiant Home" Stoves, Ranges and Hot Air Blast, Erie, Pa.; Wrought Iron Range Co., St. Louis, Mo.

WOOD AND FURNITURE.

Bags—Gulf Bag Company, New Orleans, La., branch Bemis Bros., St. Louis, Mo.
Baskets—Williams Manufacturing Company, Northampton, Mass.
Brooms and Dusters—The Lee Broom and Duster Company, of Davenport, Iowa; M. Goeller's Sons, Circleville, Ohio; Merkle-Wiley Broom Co., Paris, Illinois.
Carriages—Crane, Breed & Co., Cincinnati, Ohio.
Cooperage—Northwestern Cooperage and Lumber Company (otherwise known as the Buckeye Stave Company), of Ohio, Michigan, and Wisconsin; Elgin Butter Tub Company, Elgin, Ill.; Williams Cooperage Company and Palmer Manufacturing Company, of Poplar Bluff, Mo.
China—Wick China Company, Kittanning, Pa.
Furniture—American Billiard Table Company, Cincinnati, Ohio; Brumby Chair Company, Marietta, Ga.; O. Wisner Piano Company, Brooklyn, N. Y.; Krell Piano Company, Cincinnati, Ohio; N. Drucker & Co., Cincinnati, Ohio, trunks; St. Johns Table Company, St. Johns, Mich.; Grand Rapids Furniture Manufacturing Association, Grand Rapids, Mich.; Derby Desk Co., Boston, Mass.
Gold Leaf—W. H. Kemp Company, New York, N. Y.; Andrew Reeves, Chicago, Ill.; George Reeves, Cape May, N. J.; Hastings Company, Philadelphia, Pa.; Henry Ayers, Philadelphia, Pa.
Lumber—Trinity County Lumber Company, Groveton, Texas; Reinle Bros. & Solomon, Baltimore, Md.; Himmelberger Harrison Lumber Company, Morehouse, Mo.; Union Lumber Company, Fort Bragg, Cal.
Leather—Kullman, Salz & Co., Benicia, Cal.; A. B. Patrick & Co., San Francisco, Cal.; Columbus Buggy and Harness Company, Columbus, Ohio; Lerch Bros., Baltimore, Md.
Rubber—Kokomo Rubber Company, Kokomo, Ind.; B. F. Goodrich Rubber Company, Akron, Ohio; Diamond Rubber Company, Akron, Ohio.
Paper Boxes—E. N. Rowell & Co., Batavia, N. Y.; J. N. Roberts & Co., Metropolis, Ill.
Paper—Remington-Martin Paper Co., Norfolk, N. Y.; Potter Wall Paper Co., Hoboken, N. J.
Typewriters—Underwood Typewriter Company, Hartford, Conn.
Watches—Keystone Watch Case Company, of Philadelphia, Pa.; Crescent Courvoiseer Wilcox Company; Jos. Fahy, Brooklyn Watch Case Company, Sag Harbor.

MISCELLANEOUS.

Advertising Novelties—Novelty Advertising Company, Coshocton, Ohio.
Burlap—H. B. Wiggins' Sons' Company, Bloomfield, N. J.
Bill Pasters—Bryan & Co., Cleveland, Ohio.
Railways—Atchison, Topeka and Santa Fe Railroad; Missouri, Kansas and Texas Railway Company.
Telegraphy—Western Union Telegraph Company, and its Messenger Service.
D. M. Parry, Indianapolis, Ind.
Wellman, Osborne & Co., Lynn, Mass.; Thomas Taylor & Son, Hudson, Mass.
C. W. Post, Manufacturer of Grape Nuts and Postum Cereal, Battle Creek, Mich.
Lehmaier-Swartz & Co., New York City.

On the Atlantic Coast.

(Continued from page 3.)

Cost of Living.

You are working shorter hours, you are getting slightly more pay; you are paying more for your necessaries of life, and in a general way you are a trifle behind your condition of a year ago. You are not very much behind, but still you are behind, and the general upward tendency of the cost of living is more rapid than the general tendency of wage increase.

This, according to the New York Herald, is the conclusion drawn by the United States Bureau of Labor, after collating the reports of several thousand experts, who have been employed in collecting statistics of wages and food in the United States. That, also, by the way, is the opinion of workingmen in general; and the cause of the falling behind, to which the Herald refers, is private monopoly of natural resources, the storehouse of Nature, from which all of us must draw sustenance. The men who own that storehouse are, of course, in a position legally to charge almost any price they like for the necessaries of life, but this phase of the wages and food question is obviously not in the category of economic propositions, which newspapers of the New York Herald stamp are paid to expound. The general methods adopted by that class of newspapers for expounding economic truths is proof positive, in fact, that, with a few unimportant exceptions, the daily press is merely a gigantic engine for fooling the people all the time. It is, of course, an exasperating thing to contemplate, but if the majority of the people like to be humbugged all the time—and robbed of their birthright—there is nothing for the poor, despised minority to do but grin and bear it. Nature has accommodatingly arranged things in this world so that the foolish may benefit from the wisdom of the wise if they so elect, and in return the wise must suffer for the follies of the foolish, whether they elect to or not.

Look out for squalls in the Chinese Exclusion situation when Secretary Taft gets next to his boss. After having hobnobbed so long with representative Chinamen and the members of the corps diplomatique of the Celestial Empire, he would be more than human if he didn't put in a word for them where it will do the most good. According to press dispatches, he is loaded down to the gunwale with suggested modifications of the definition "laborer," and a lot of "exemption" propositions, to be submitted upon his arrival home. Hence the necessity for looking out for squalls—that is, "Executive orders" to all whom it may concern to extend the courtesies of the season to every "Son of Heaven" who may elect to visit these shores. President Roosevelt stands so straight on his "square deal" platform that at times he actually appears to be leaning backward, and the danger is that he may some day slop over altogether.

John D. Rockefeller is reported as having predicted that the most able-bodied panic the world has ever witnessed is due to pass this way in 1907 or 1908. Mr. Rockefeller ought to know all about such things, if anybody does, for he is the protagonist and Grand Mogul of that little cabal of monopolies among us, which owns all the ingredients from which panics are manufactured. It is a reasonably safe prediction, however, that when the crash does come, Mr. Rockefeller himself will make rather more than an even break with poverty.

Fag Ends.

Every debt is a mortgage upon liberty.

Work for the Initiative and Referendum and the Recall!

He does most to conquer fate who is content to work and wait.

The weakest mind will gather strength from constant cultivation.

When interest and judgment clash the latter is seldom victorious.

Enforced ignorance may be condoned; voluntary ignorance is to be condemned.

If we can't make others see the truth, we ought to blame ourselves, not them.

We live but to improve upon the past and to do each day's work better than the last.

No man having virtues to be praised was ever made better by caviling at his failings.

He lives best who does the best he can and "dares do all that may become a man."

Cupidity and ignorance are the twin roots of all economic and industrial evils.

Politeness springs from mental excellence, for want of manners is but want of sense.

It is easy to be cheerful when the tide is in our favor, easy to be valiant when there is no danger.

Every man must be judged by his creed and its collateral tenets. What we believe in our hearts, that we are.

'Tis well to plan a good excuse, and well to be prepared for flight; but he who is prepared to lose will never win a stubborn fight.

Even as a good red herring is superior to a poor, lean fowl, so a humble master of but one branch of human knowledge is a better man than a jack-of-all-learning. The deep-draught ship will always ride better in stormy weather than a shallow, flat-bottomed craft, and sail better at all times.

The old sea chantie, "Paddy Works on the Railroad," was recalled to mind the other day by the heading, "Laurier Works on Railroad," in the New York Times. There the resemblance ended, however, for the "Laurier" of the headline was Sir Wilfred Laurier, Premier of Canada, and his "work on the railroad" consisted in turning the first sod of the Grand Trunk Pacific's new transcontinental railway. Fancy a "packet-rat Paddy" being engaged in such solemn tomfoolery!

President Roosevelt may well pray to be saved from his friends. Not long ago a Western preacher likened him unto Jesus Christ, and now comes a Brooklyn pastor who thinks that his mediation between Russia and Japan, resulting in the Treaty of Portsmouth, "stands for a miracle, far greater, more superb and more majestic than that of the Gospel of this day." If Mr. Roosevelt does not watch out some one will yet canonize him, thus making him unavailable for another term in the White House.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

Affiliated with the
AMERICAN FEDERATION OF LABOR.

WM. H. FRAZIER, Secretary-Treasurer.
1½A Lewis St., Boston, Mass.

AFFILIATED UNIONS.

ATLANTIC COAST SEAMEN'S UNION.
Headquarters:
BOSTON, MASS., 1½A Lewis St.
Branches:
BANGOR, ME., 211 Broad St.
PORTLAND, ME., 377A Fore St.
NEW BEDFORD, MASS., 7 South Water St.
PROVIDENCE, R. I., 464 South Main St.
NEW YORK, N. Y., 51-52 South St.
NEW YORK, N. Y., 68 West St.
PHILADELPHIA, PA., 129 Walnut St.
BALTIMORE, MD., 604 East Pratt St.
NORFOLK, VA., 228 Water St.
MOBILE, ALA., 104 Commerce St.
NEW ORLEANS, LA., 937 Tchoupitoulas St.
BRUNSWICK, GA.

ATLANTIC COAST MARINE FIREMEN'S UNION.
Headquarters:
BROOKLYN, N .Y., 15 Union St.
Branches:
BOSTON, MASS., 284 Commercial St.
JERSEY CITY, N. J., 35 Hudson St.
PHILADELPHIA, PA., 129 Walnut St.
BALTIMORE, MD., 1736 Thames St.
NORFOLK, VA., 89 Church St.
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Barry, Jas. H., The Star Press, 429 Montgomery.
Belcher & Phillips, 508 Clay.
Ben Franklin Press, 123 Seventh.
Bensen & Liss, 776 Bryant.
Berry Bros., 320 Sansome.
Bickell, L. A., 19 First.
Black Cat Press, 402 McAllister.
Boulin-Leichner Co., 519 Filbert.
Brown, Andrew Printing Co., First and Mission.
Brunt, W. N. Co., 102-104 Second.
Budde, H. F., Cal. Press, 407½ Turk.
Church Press, 23 Davis.
Collins, C. J., 16 Hayes.
Cook, The Morton L., 144 Second.
Crocker, H. S. Co., 217 Bush.
Cubery & Co., 587 Mission.
Danish Printing Co., 410 Kearny.
Daily Racing News, 21-23 First.
Day & McClinton, 538 Sacramento.
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Drum Bros., 638 Mission.
Eagle Printing Co., The, 344 Kearny.
Eastman, Frank & Co., 509 Clay.
Eastman & Mitchell, 415 Market.
Fording & Halle, 22 Clay.
Francis-Valentine Co., 5 Anna Lane, off Eddy.
Gabriel Printing Co., 320 Sansome.
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Guedet Printing Co., 935 Market.
Golden State Printing Co., 73 Third.
Golden West Press, 146 Second.
Granger & Caldwell, 526 Montgomery.
Hancock Bros., 809 Mission.
Harvey, John D, 509 Clay.
Hayden Printing Co., 417 Montgomery.
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Illinois Pacific Glass Works, 10-16 Main
Jalumstein Printing Co., 310 Hayes.
Knarston Printing Co., 529 Washington.
Lafontain, J. R., 603 Merchant.
Latham & Emanuel, 511 Sacramento.
Leader, The, 532 Commercial.
Leilich & Colburn, City Hall Squarc.
Levison Printing Co., 514 Sacramento.
Levingston, L., 540 Clay.
Luce & Iler Co., 406 Sansome.
Lynch, James T., 514 Kearny.
Lyon, W. T. & Co., 161 First.
Majestic Press, The, 1566 Market.
McCracken Printing Co., 509 Kearny.
Medina & Co., 221 Sacramento.
Meyerfield, Albert M., 414 Pine.
Monahan, John & Co., 412 Commercial.
Moore-Hinds Co., 149 Natoma.
Morris & Bain, 320 Sansome.
Murdock, C. A. & Co., 532 Clay.
Mysell-Rollins Co., 22 Clay.
Nevin, C. W. & Co., 532 Commercial.
Occidental Mystic Press, 6 Cottage Row
Pacific Goldsmith Publishing Co., 146 Second.
Partridge, John, 306 California.
Pernau Bros., 543 Clay.
Phelan, F. M., 111 Cook.
Phillips & Van Orden, 508 Clay.
Police Bulletin of San Francisco, Hall of Justice.
Polyglott Press, 628 Montgomery.
Recorder Publishing Co., 516 Commercial.
Roesch, Louis Co., 321-25 Sansome.
Rooney, J. V. Co., 1308 Mission.
Samuel, Wm., 411½ California.
San Francisco Newspaper Union, 405-407 Sansome.
Schreiber, P. H., 809 Mission.
Shanly, J. M., 414 Clay.
Smyth, Owen H., 511 Sacramento.
Spaulding, Geo. & Co., 414 Clay.
Springer & Co., 240 Ellis.
Standard Printing Co., 518 Clay.
Stanley-Taylor Co., 656 Mission.
Sterett Co., W. I., 933 Market.
Sterling Press, 229 Stevenson.
Stuetzel & Co., 144 Second.
Sunset Press, 1327 Market.
Sutter Press, The, 240 Stockton.
Tomoye Press, 144 Union Square av.
Town Talk Printing Co., 146 Second.
Turner, H. S., 3232 Mission.
Valleau & Peterson, 410 Sansome.
Wale Printing Co., 621 Clay.
Wenderoth & Brown, 319 California.
Werner, Geo. A., 1067 Howard.
Western Fine Arts Co., 529 Clay.
Williams, Joseph, 142 Seventh.
Wilson, Geo. F., 405 Front.
Winkler, Chas. W., 146 Second.
Winterburn, Jos., 417 Clay.
Woodward, W. A. & Co., 12 Sutter.

Bookbinders.

Althof & Bahls, 524 Sacramento.
Brown & Power Co., 508 Clay.
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Crocker, H. S. Co., 217 Bush.
Hicks-Judd Co., 21-23 First.
McGreeney, Wm. H., 23 Stevenson.
Kitchen, Jr. Co., John, 510-514 Commercial.
Levison Printing Co., 514 Sacramento.
McIntyre, J. B., 424 Sansome.
Malloye, F., 422 Sacramento.
Mysell-Rollins Co., 22 Clay.
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General News.

It is announced that the Czar will shortly call another Universal Peace Conference.

Admiral Dewey declares that the result of the Russo-Jap war shows the United States need of "more big ships, more big guns and good shooting."

The Shanghai correspondent of the Morning Telegraph says China has decided to open Ninguta, Hunchun, Kirin, Hwantun and Tsitsihar, in Manchuria, to foreign trade.

Secretary of War Taft and Congressional party sailed from Yokohama, Japan, on September 17, on their return to the United States. Miss Roosevelt will return on board a later vessel.

A landside which caused the shipping quay to sink for 150 feet of its length recently occured at Antwerp. Two thousand men were put to work in an endeavor to prevent further damage.

One million dollars a month is the profit which the Standard Oil Company will derive from the increase in prices on refined petroleum, which went into effect during the last two weeks.

The Czar has granted a measure of autonomy to the universities, yielding to demands of the students. Higher education, it was expected, would be resumed on September 14, after seven months' suspension.

The Norwegian paper, Dagblad, has commenced advocating the establishment of a Norwegian republic, and expresses the opinion that in any case the people must be consulted before a new constitution is determined upon.

If the troubles in Cienfuegos threaten to get beyond the control of the Cuban authorities it is believed that President Roosevelt will take prompt steps to intervene under the third clause of the Platt Amendment. It will require no appeal from President Palma for the United States to take action.

The report of the Commissioner of Pensions for the fiscal year ended July 1 last shows that during the year there were 46,985 allowances under the Old-Age Disability order of March 15, 1904. It also shows that 655 pensions of $72 a month have been increased to $100 a month on account of total blindness, under the Act of April 8, 1904.

The steamer Aragon, lumber laden, from Georgetown, S. C., for Philadelphia via Norfolk, which stranded recently two miles south of False Cape on the Virginia coast, was floated after a short delay. The Aragon and the barge Saxon, also lumber laden, which went ashore with the steamer, but was subsequently floated, left in tow of the tug McCauley, and arrived at Norfolk apparently uninjured.

The Holland States General were reopened on September 19. Queen Wilhelmina's speech dealt largely with internal matters. Regarding the defense of the country, the speech proposed the universal preliminary training of the youth of the nation in order to make the whole people available for defense, while means will be sought to complete the fortifications of Amsterdam as quickly as possible. The speech also proposed obligatory insurance against illness, incapacity and old age.

The celebration of the anniversary of Mexican independence at the City of Mexico on Sept. 17, was unusually brilliant and enthusiastic. President Diaz opened Congress on the same date, and in his message referred to the progress made in public education, and touched upon the subjects relating to the notable increase in mining and agriculture and the vast amount of labor performed on port works. President Diaz also mentioned the remarkable increase in the business done by the Postoffice and the Federal Telegraph departments, and the excellent showing of the revenues for the past fiscal year.

World's Workers

Reports from the famine districts iu Spain allege that the workmen threaten to burn and sack if they are not furnished with food. Appeals have been sent to the Government to distribute rations.

Owing to the leniency with which Chinese assaulters of white women at Johannesburg, S. A., have been treated by the courts a private meeting of miners was held in that city recently, at which it was decided to apply lynch law and shoot all offenders when they are caught.

Trouble between the great electrical companies of Berlin and their employes has reached a critical stage. The workmen in several departments of the two chief companies have already gone on a strike and the companies threaten to shut down part of their plants unless the strikers return to work.

Another big batch of defaulting members of Sydney unions was dealt with by the Deputy President of the Arbitration Court recently. The majority were ordered to pay all arrears in easy installments, and one individual was informed that if he again disobeyed the Court's order he would be arrested and jailed.

A Sydney (New South Wales) undertaker was recently fined £6 6s. and costs by the Arbitration Court, on the application of the Master Undertakers' Association, for hiring vehicles for funeral purposes from persons who were not members of the bosses' union, this being a breach of the Court's award and the Association's rules.

During the New South Wales Parliamentary debates recently it transpired that the so-called "Reform" Government is making a tremendous effort to cope with the unemployed difficulty by offering work to married men at the luxurious salary of 7s. 6d. and a plug of tobacco per week—2s. 6d. for themselves and 5s. for their families.

The Adelaide (South Australia) branch of the Australian Workers' Union, has appointed a committee to investigate and inquire into the complaints made that the South Australian School of Mines sends wool-classing students to various stations to do practical work at shearing time for less than the regulation wage.

The Fremantle (West Australia) wharf laborers recently struck against the shipowners' arbitrary order that they must pay their traveling expenses across the harbor while engaged working cargo, etc. The employers then decided to give the men a fortnight's notice, so as to give them time to take the matter before the Arbitration Court.

Labor is plentiful in Natal, South Africa, and persons are advised not to go to that country on the chance of getting work. Three months' notice of a reduction in wages of 1s. a day has been given to carpenters, joiners and bricklayers at Durban. The wages of bricklayers and carpenters at Maritzburg have been reduced to 13s. a day.

Following are the minimum wages and hours of labor awarded the Wellington Operative Butchers' Union by the New Zealand Arbitration Court: First shopman £3 per week, second £2 10s., third £2 1s.; first small-goods man £3, second £2 1s.; hawking-cart man £2 1s.; all these men to be found, in addition to weekly wage, or at employers' option to be paid 10s. per week extra; casuals 9s. per day, Saturdays 10s., and found, 1s. 6d. added if not found. Hours of labor not to exceed 56 in any week; incapable men may be permitted to work for less than minimum wage rates; and unionists are to get preference of employment.

San Francisco Letter List.

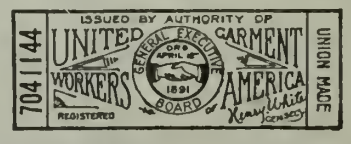
Letters are advertised for six months and kept at the Sailors' Union Office for twelve months, all told. If not called for at the expiration of one year letters will be returned to the Postoffice.

Aamodt, I. P.
Aass, T. A.
Abernethy, W. E.
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Simonsen, Fred
Simpson, L. C.
Sivertsen, Geo.
Sjogreen, A.
Taberman, Erik
Talbot, A. E.
Tallant, Christy
Tenzer, Franz
Thestrup, L. P.
Thomas, Jas. W.
Thuestad, M. J.
Thulin, Fritz
Tiemann, John
Tiesing, Ed. A.
Tierney, J.
Tobin, Austin
Uberwimer, F.
Unruh, Paul
Vandersiip, D.
Vangsoe, J. P. J.
Vassallo, P.
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Watson, J. F.
Weber, Emil
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Lof, Oscar
Lofgren, C.
Lowrie, R. A.
Luden, Albin
Ludwick, Bert
Lukin, Th.
Lundgren, G.
Lundin-1051
McCue, Thomas
McGrath, J. F.
Menthen, Otto
Michael, Walter
Michelson, H. M.
Moerman, Gaston
Moffatt, J.
Monrrog, P.
Morrisse, I.
Morris, Wm. T.
Morrison, H.
Munroe-430
Munze, Tony
Nilsen, Josef
Nilsen, Bernt
Nilson-654
Nilson, H. S.
Nilsson-698
Nisson, James
Norbin, Axel
Nordberg, Oscar
Nordlund, F.
Nyhagen-685
Nylund, Chas.
Nyman, J. C.
Nystedt, H.
Olsson, Waldemar
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Ommundsen, H.
Olsson, J. A.
Oversen, Andreas
Peterson, M.
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Petrow, F.
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Pettersen, Johan
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Sorensen-1492
Sorensen, C.
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Tonnessen, Hans
Tonnessen-440
Torkel-503
Tornstrom, Ed.
Tralow, Rich.
Trepin, C.
Tronsen, Marinus
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Uken, H.
Voigt, Arthur
v. d. Molen, D.
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Wifstrand, C. F.
Winter, John G.
Will, Geo.
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Wilson, C.
Wilhelmsen, Chas.
Wisbell, John
Wold, John
Wolfe, John
Wolte, Paul
Young, Aif
Zweggberg, John

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Andersen, Andrew
Andersen, Neis A.
Andersen, G.
Andersen, Joseph
Anderson, Axel P.
Anderson-760
Anderson, August
Anderson, Chas.
Anderson-650
Andresen-1271
Arntsen, Erik
Arntsen, Julian
Austin, A. B.
Austin, Martin
Ayliffe, A. J.
Baardsen, Edvard
Barry, Michael
Baumgartel, Alf.
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Benson, A.
Benson, J.
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Berkelund, Rasmus
Bergotte, K.
Bernhard, Henry
Bertelsen, Aif.
Bjerregaard, Christ.
Bjorkgren, Otto
Boek, C.
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Carlson, Eric
Carlson, M.
Carlson, C. A.
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Jarvinen, Frans A.
Jensen, C. H.-569
Jensen, Feams P.
Jensen, S. G.
Janson, P. E.
Johansen, Chris
Johanson-1489
Johanson-1338
Johamnsen, M.
Johanasen, C. K.
Johansen, Axel
Johansen, K.
Johansen, Paul
Johansson, Evert
Johannesen, Johannes
Johndahl, Harry
Johnson-1516
Johnson, August
Johnson, C. L.
Joranson, P. J.
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Jorgensen, Jorgen M.
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Kettle, Owen
King, John
Kiemetilla, G.
Kiemette, Gustaff
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Kristofferson, Olaf
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Lambert, Edward
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Larsen, Peter V.
Larsen, H. G.
Larsen, Fred
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Lie, C.
Lind, Carl
Linden, C.W.H., v. d.
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Lindstrom, Alexis
Ilvonas, Michael
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Luby, Wm.
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Matiasen, Nels
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Mitchell, S.
Moledo, Frank
Molner, Johan
Moore, William
Moore, J. C.
Morgan, Oskar
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Myhrvaid, C.
Neilson-754
Neill, J. D.
Nelson, C.
Nelson, Jacob
Nelson, H. L.
Nelson, Nels
Newan, Joe
Nielsen, Niels R.
Nilsen, C. B.
Nilsson, Henry
Nissen, James
Nordenberg, J.
Nordsstrom, K.
Nordenborg, J.
Norholm, K. B.
Nurse, Uriah
Nyborg, C.
Nystedt, H.
Nystrom, C. G.
Oddle, Leonard
Oisen, Andrew
Oisen, Anton
Oisen, Carl
Olsen, John C.
Olsen, R.
Oisen, Harry
Olsen, Ole Chris
Olsen, Hans
Olsen, Olaf H.
Olsen, O. C.
Olson, Claus
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Olson, Olaf
Olson, Regnvald
Olsson, C.
Oisson, Oscar
Oriing, Gus
Orestad, Hans
Otterbeck, H. H.
Parikka, H.
Passo, Andrew
Paterson, Oscar
Patterson-875
Paverson, O.
Pearson, George
Pedersen, Lars
Pedersen, Karl M.
Petersen, Ole P.
Peterson, Otto
Peterson, Richard
Petterson, Chas.
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Piedvache ,Emil
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Samuelson, E.
Samsio, S.
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Schroder, A.
Seeley, Seth
Seppel, G.
Serensen, Emil
Sorensen, C. J. T.
Simmonds, A. E.
Sjus, M. J.
Smith, Andrew
Smith, Paul
Smith-1418
Soderman, O.
Soderman, John
Solis, Ingvald
Sorensen, C.
Sorensen, Soren
Starr, W. G.
Steckman, G. W.
Steelink, C. H.
Steffenson, S.
Stenberg, Y.
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Story, C. P.
Storheim, E. N.
Street, F.
Suominen, S. O.
Svendsen, B. H.
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Svensen, Gus-1316
Svenson, A.-1193
Svenson, G. F.
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Thomson, D.
Thornton, Thomas
Tigh, Thomas
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Tornstrom, C. A.
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Johnson, Herman
Jacobsson, John
Johansen, Chris-1592
Johansen, Viv-1238
Krane, Karl
Klover, H.-463
Larsen, Louis-1008
Lie, Henry
McLauglin
Magnusson-1147
Malmquest, C.
Moe, John
Nelson, C.
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Jansson, O.-1579
Johanson, Otto
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Martin, Paul
Mietinnen, Adolf
Moe, John
Nilsen, M. P.
Ohman, L. P.
Olsen, Adolf
Oisen, Emiel M.
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Rio, Nicolas
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Holmes, Chris
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Hubsaber, W.
Johnson, H.
Jorgensen. Rasmus
Keaton, W.
Lange, Max
Larson, Werner
Lundstrom, Fred
Nygvist, E.
Nelson, Rickard
Nelson, J. N.
Olsen, Charles A.
Olber, Morsehins
Ouchterlange, F.
O'Harrow, Frank E.
Peabody, Frank
Pad, S. V.-478
Roth, Henry P.
Rhodes, E. C.
Schrimper, Fred
Sundberg, John
Sigvartsen, C. O.
Thorsen, Thor. M.
Valland, Olle
Vatland, Ole.
Wiebroc, Charley
Yodt, J.

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Allen, Frans
Anderson-1119
Currie, Jas.
Edlund, J. A.
Engebretsen, M.
Gilhooly, H.
Gottschalk, Max
Hinner, G.
Ingebretsen, Nils-407
Jensen, Jens
Jensen, Johan
Jensen, V. E.
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Karlson, Julius
Larsen, J. H.
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Piedwache, Emile
Roman, Ted
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Swenson, H.
Thomsen, Thomas

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Anderson, Alfred J.
Benhardsen, C.
Buch, David
Christianson, Anton
Davey, Chas-524
Eckland, Otto
Grant, Bert
Harju, K. G.
Hansen, Carl
Hubsher, W.
Hansen, Maurice
Johansson, Knut
Johanssen. O.
Kunigk, A.
Larsen, John
Leupstadius, Chas.
Lie ,Jens L.
Lindblom, Wolter
Lowe, John A.
Mooney, Thomas
Myhrvold, Krist
Nelson, I. H.-777
Nissen, Jens
Nordeland, George E.
Olson, A-621
Petterson, Oscar
Petterson, Richard
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INFORMATION WANTED.

K. A. Johnson, last heard of in the schooner William Rendal, in 1902, is inquired for. Address, COAST SEAMEN'S JOURNAL.

John Welsh, a native of Central America, member of the Atlantic Coast Seamen's Union, is inquired for. Address, COAST SEAMEN'S JOURNAL.

Howard Goodliffe, late of the bark Atlas, supposed to have shipped on a codfishing schooner in April last, is inquired for. Address, COAST SEAMEN'S JOURNAL.

News from Abroad.

Field Marshal Lord Roberts has postponed his visit to America until next year.

The anniversary of the fall of the temporal power of the Papaey was celebrated at Rome on September 20.

The information has been made publie that three Japanese naval paymasters have embezzled $165,000 of Government funds.

In addition to Emperor William's donation of $2000 for relief of the Italian earthquake sufferers, the City of Berlin has appropriated $25,000 for the same purpose.

It is stated that the Russian Government has purehased the Union Castle liner Arundel, which will be equipped as a troopship to earry prisoners from Japan.

The Republic of Panama has made overtures to Costa Rica looking to the union of the two nations, and a coalition is the probable outcome of the negotiations now instituted.

Sweden and Norway have reached an amicable settlement and adjusted their differenees in a peaecable way. It is believed that Prince Charles of Denmark will be ehosen King of Norway.

A large increase in the number of Russian troops in Finland is expeeted soon. About 4,500, it is said, will be sent to Helsingfors, 200 to Viborg and 900 to Vasa. The troops will be quartered iu private houses.

M. Planeon, seeretary of the Russian Peaee Commission, arrived at St. Petersburg on September 21, bearing the treaty signed by the plenipotentiaries, which was turned over to the custody of the Foreign Offiee.

A powerful pump has arrived at Sasebo from Port Arthur to be used in floating the Japanese battleship Mikasa, which was recently sunk with great loss of life. It is expected to refloat the Mikasa within three months.

Russian and Japanese squadrons, commanded respeetively by Rear-Admiral Jessen and Vice-Admiral Kamimura, met in Koruiloff Bay, in the vicinity of Vladivostock, on September 16, and the Admirals arranged the terms of the naval armistice.

The registration at Odessa, Russia, in connection with the elections to the National Assembly shows a somewhat remarkable condition of affairs. Only 115 out of 7000 qualified voters thus far have placed their names on the voting register.

The French Minister of Posts and Telegraph has decided to proceed at once to the construction of the telegraph lines across the Sahara Desert, which is to place in direct eommunication Algeria and the French possessions on the West African coast.

Dr. Thomas John Barnardo, the well-known founder and director of philanthropic institutions by which over 55,000 orphan waifs have been reseued, traiued and plaeed out in life, died at London, Eng., on September 19, after a short illness. He was born in Ireland in 1845.

As a result of the arbitrary and intolerant action of President Castro toward M. Taigny, the French Charge d'Affaires at Caraeas, there is serious friction between France and Venezuela, and there is grave possibility of a naval demonstration to compel proper respect for the French Republic.

In consequnce of the recent attack by Moors on a Spanish journalist and the refusal of the chiefs to give satisfaction therefor, the Spanish Ministry of Marine has ordered the sloop-of-war Infanta Isabella to proceed to Ceuta, a Spanish fort and seaport on a small peninsula in the north of Morocco.

Labor News.

The San Francisco Labor Council has passed a resolution censuring certain local Police Court judges for their failure to enforce the Child Labor law.

The last pay-day at the Carnegie works in aud around Pittsburg, Pa., was the largest in the history of the concern. It is estimated that $2,000,000 were paid out to workmen.

Compositors in eight book aud job printing establishmeuts at Rochester, N. Y., quit work on September 16 to enforce their demands for an eight-hour day. A number of the independent firms have signed the eight-hour agreement.

A movement to do away with high-priced labor by women is said to have been undertaken by the Elgin National Watch Company. During the last six months it has been noticed that wheu women leave or are discharged their places have been taken by men.

Five thousand mine workers paraded in Mahanoy City, Pa., on September 13, in honor of President John Mitchell, who was given a rousing reception. Every colliery in the Mahauoy Valley was closed, the 10,000 employes making a holiday of it. President Mitchell in his speech came out strongly for recognition of the union aud an eight-hour workday.

The demand of the street railway meu at New Haven, Conn., for an increase to twenty-five cents per hour in the wages paid for overtime work has been refused by President Mellen, of the New York, New Haven and Hartford Railroad, although he has made some concessions to the men on their further demand of increase in the hourly wage.

About 350 window glass workers met in Bridgeton, N. J., recently and resolved to iudorse the amalgamated wage scale of force at present in the factory of the Cumberland Compauy at Bridgeton and the factory of the North American Compauy at Millville. This means that all these men, who were employed in the West last year, will work in the East in the present blast.

Gcueral President Rickert, of the United Garment Workers, at a mass-meeting of his craft held at Torouto recently, expressed the sentiments of all enlightened trade-uinonists in the following words of wisdom: "I believe it essential to have in the union every person who could occupy positions held by union men in case of strikes. The problem yet to be solved is how to get them in."

With the selection of Indianapolis as the next meeting-place of the convention and the election of officers for the coming year, the International Building Trades Council convention adjourned at Denver, Colo., on September 16. Patrick J. Coughlin of St. Louis was elected presideut. Phil McGinnis of Milwaukee, the retiring president, was made general organizer.

Steps were taken by the Columbus (Ohio) Trades and Labor Assembly to attempt the impeachment of Superior Judge Howard Ferris of Cincinnati on account of his order restraining the Iron Molders' Union from soliciting persons to join the union. The assembly instructed its legislative committee to at once employ counsel to prepare the impeachment case.

The International Building Trades Council revised its constitution at Denver, Colo., on September 13. The principal revision is in regard to public works. The body has taken a strong stand against the award of general contracts for municipal and State buildings and improvements. The coustitution, as revised, makes the abolition of the contract system one of the principal objects of the Council's endeavor. It also favors the establishmeut of a universal eight-hour day.

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439 SECOND STREET, COR. F
EUREKA. CAL.
White Labor Only

SMOKE
The "Popular Favorites," the "Little Beauty," the "Princess" and other high grade union-made cigars
Manufactured by
C. O'CONNOR
532 Second St., EUREKA, CAL.

CITY OF COPENHAGEN
J. A. ANDERSON, Proprietor.
BOARD AND LODGING
$5.00 PER WEEK.
Neatest and Cleanest Place in Town.
CORNER FIRST AND D STREETS.

SCANDIA HOTEL
H. WENGORD, Proprietor.
First-class Board and Lodging
Reasonable Rates.
Front Street, between C and D, EUREKA, CAL.

The Finest Beer Brewed on the Coast
by the
Humboldt Brewing Co.
2996-3048 Broadway.
Delivered and shipped to any part of the City and County on short notice.

The Humboldt Lodging House
F. BORGES, Proprietor.
NEATEST AND CLEANEST PLACE IN EUREKA.
313 FIRST STREET.

CITY SODA WORKS
DELANEY & YOUNG.
Manufacturer of all kinds of Soda, Cider, Syrups, Sarsaparilla and Iron, etc. Sole agents for Jackson's Napa Soda. Also bottler and dealer in Enterprise Lager Beer.
318 F STREET, EUREKA, CAL.

AMERICAN EXCHANGE HOTEL
OSCAR SWANSON, Proprietor.
An old-timc Union Man.
Board and lodging, $5 per week. Single meals, 25c. Beds, 25c. and 50c.
322 First Street, between D and E, EUREKA, CAL.

SEATTLE, WASH.

ISSUED BY AUTHORITY OF GENERAL EXECUTIVE BOARD UNITED GARMENT WORKERS OF AMERICA 1891 — 7041144 — UNION MADE — REGISTERED
From ..Maker to Wearer..
The only Clothing Establishment on the Pacific Coast selling goods at less than Eastern Prices.
JACOBSEN, CLOTHIER
Manufacturer and Retailer
CLOTHING, SHOES, HATS AND FURNISHINGS.
812 and 814 FIRST AVENUE. SEATTLE, WASH.



CLOTHING HOUSE
Wholesale and Retail
Clothing, Furnishing Goods
Boots, Shoes
Headquarters for Seamen's Outfits.
ALL UNION MADE GOODS
Only Union Clerks Employed.
SEATTLE, WASH.

THE HUB
SHOE & CLOTHING COMPANY
UNION MADE HEAD TO FOOT OUTFITTERS
615-617 First Ave. OPPOSITE TOTEM POLE
SEATTLE, WASH.

SEATTLE NAUTICAL SCHOOL
Navigation and Nautical Astronomy
CAPT. W. J. SMITH.....Principal
Miss Helen C. Smith.....Assistant
Graduate of Trinity Nautical College. Author of Self-Instructor in Navigation. Successful Compass Adjuster. Ocean license unlimited. Steam and sail, American and British.
472 Arcade Bldg. Phone Main 3300

THE "OUR HOUSE" CIGAR STORE
E. J. HABERER, Proprietor,
151 WASHINGTON ST., SEATTLE.
Carries a full line of Cigars, Tobaccos and Smokers' Articles.
UNION-MADE GOODS A SPECIALTY.
Telephone Ind. 118.

When Purchasing from our Advertisers Always Mention the COAST SEAMEN'S JOURNAL.

LETTER LIST.

(Continued from Page 13.)

EUREKA, CAL.

Andersen, Chas.	Olsen, H.
Arversen, Arturt	Schoen, John
Boysson, B. C.	Sprcselis, F.
Didricks, Dillef.	Thoresen, Peter
Hansen, Hans T.	Tusten, Carl
Hornberg, J. P.	Vubrook, Carl
Larsen, Alfred	Walburg, oJhn
Olsen, Anton	Wahlstedt, Alfred
Olsen, Arthur G.	Wahlstedt, Albert

Letters in the Office of the Fishermen's Union of the Pacific Coast and Alaska, San Francisco.

Bahr, Frank	Knudtsen, Hans O.
Ekstrand, Frank	Nelson, John
Johnsen, Henry	Vogt, Wilhelm
Jacobson, C. E.	Wilson, Harry

Letters in the Office of the Marine Cooks and Stewards' Association, San Francisco.

Ahlquist, F. W.	McStay, Edward
Alverson, Edward	Miller, A. T.
Anderson, A. F.	Mills, A.
Aspengren, Theodor.	Nelson, Frank
	Olsen, Charles
Beardall, Robert	Palmer, John W.
Branford, Chas.	Pestell, Stanley
Campbell, Neil H.	Pons, Simon S.
Cederholm, Victor	Purday, Harry
Duke, Charles	Rios, Manuel
Gleason, Wm.	Roberts, Stanley
Godley, G.	Sannino, Giuseppe
Hansen, H. P.	Spidowsky, Theodor
Hansing, W.	Turner, W.
Henryks, Bert	Veldon, Thos.
Jensen, J. C.	Wickstrom, John
Jessamine, James	Wilson, Joe
Jorgenson, Chas.	Wilson, J. T.
Kendall, E. C.	Wilson, Peter
Kennedy, Thomas	Wilshart, Dav.
Kloot, Johannes	Wolf, John
McConaghy, Dav.	Wolters, Geo.
McDonald, T.	Young, Charles
McLaughlin, Hugh	

Letters in the Office of the Marine Cooks and Stewards' Association, Seattle, Wash.

Brady, W. L.	Pane, Fred
Brantford, Chas.	Prell, H.
Fuller, E. E.	Purdy, Harry
Hafford, H.	Romero, S.
Harrigan, E.	Ruderman, Jacob
Klool, Mr.	Shreve, H. S.
Lewis, Miles	Smith, J. P.
Magnusen, Gus	Vince, H.
McCarthy, T. J.	Waring, H.
Menton, John	Yager, Ralph
O'Brien, P.	York, Geo.

EUREKA, CAL.

J. Perry F. Hess
UNION TRANSFER
Baggage and Freight Shipped & Stored
AT LOW RATES
Office, 119 D Street
WESTERN HOTEL BLDG.
Phone Main 70. EUREKA, CAL.

FOR A
GOOD CUP OF COFFEE
OR
SQUARE MEAL
TRY
EUREKA CHOP HOUSE
Cor. Second and D St., Eureka, Cal.
A. R. ABRAHAMSEN, Prop.

ASTORIA, OR.

COLUMBIA RIVER
Fishermen's Protective Union
Headquarters, Astoria, Or.
H. M. LORNTSEN, Secretary,
P. O. Box 138.
The Reading Room is open at all times to Members of the Sailors' Union.

PORTLAND, OR.

EXPRESS No. 101
Stand near Sailors' Union Office.
Also Furnished Rooms. Call at Cigar Store, 201 Burnside St.
F. F. JOHNSON,
Phone Scott 5922. Portland, Or.

SEATTLE, WASH.

BONNEY & STEWART
UNDERTAKERS
Third & Columbia Sts., Seattle, Wash.
Preparing bodies for shipping a specialty. All orders by telephone or telegraph promptly attended to.
Telephone No. 13.

INFORMATION WANTED.

Wilhelm Jurgensen, a native of Flensburg, Germany, member of the Sailors' Union of the Pacific, is inquired for by his father. Address, COAST SEAMEN'S JOURNAL.

H. W. HUTTON
ATTORNEY AT LAW
240 Montgomery St., Cor. Pine.
Rooms 14-15-16. Phone Main 5719.
San Francisco, Cal.
Maritime Matters and Criminal Law a Specialty.

CITY FRONT DRUG STORE
W. L. BOURNS, Proprietor.
10 Mission Street
Phone Bush 810. San Francisco.
Careful attention given to Supplying Ships with Drugs.

DENTIST
DR. MARX
HOURS {8.30 to 12 / 1.30 to 7.00
Physician and Surgeon
DR. FRENCH
HOURS { 9 to 12 / 5:30 to 6:30
Residence Phone East 99
9 MISSION STREET
Below Sailors' Union Hall, San Francisco. Office phone Bush 810.

California Safe Deposit and Trust Company
Receives Savings Deposits of Ten Dollars and Upwards.
IT PAYS INTEREST
TWICE A YEAR.
Rate—
3¼ per cent on ordinary accounts
3 6/10 per cent on term accounts
CAPITAL & SURPLUS, $1,500,399.46
TOTAL ASSETS, - 7,665,839.38
Deposits may be made by P. O. Order, Wells-Fargo Money Order or Bank Draft
Send for Pamphlets Descriptive of our Business
OFFICES
Cor. California and Montgomery Sts.
SAN FRANCISCO, CAL.



IS YOUR MONEY SAFE?
It's all right in a stocking, if—an enterprising burglar doesn't get it, if you don't forget where you put it last, or the house doesn't burn down. The best way to insure its safety is to put it in this bank, where savings accounts earn 3½ per cent interest and term deposits earn 4 per cent, compounded every six months.
Open Saturday evenings from 5 to 8 o'clock.
THE MARKET STREET BANK,
Seventh and Market Sts.,
San Francisco.

California Undertaking Co.
PRIVATE - RESIDENCE - PARLORS
B. J. DEVLIN, MANAGER
WM. M. LINDSEY, SECRETARY
713 POST ST., SAN FRANCISCO, CAL.
EMBALMING A SPECIALTY
OPEN DAY AND NIGHT TELEPHONE EAST 1283

Frank J. Symmes, President — Henry Brunner, Cashier
Chas. Nelson, Vice-President — F. F. Ouer, Asst. Cashier
O. A. Hale, Vice-President — Otto Ottesen, Asst. Cashier
E. W. Runyon, Vice-President
CENTRAL TRUST CO. OF CALIFORNIA
42 Montgomery Street, Corner of Sutter Street, - SAN FRANCISCO
CAPITAL AND SURPLUS PAID IN. - - $1,765,000.00
INTEREST PAID ON SAVINGS ACCOUNTS
3¼% per Annum on Ordinary Deposits 3 6/10% per Annum on Term Deposits
We sell Drafts and Money Orders on all cities in Norway, Sweden and Denmark at Cheapest Rates
Our Bank in Norway is: Central Banken for Norge in Christiania.
Our Bank in Denmark is: Den Danske Landmands Bank in Copenhagen.
Our Bank in Sweden is: Skanes Enskilda Bank in Malmo.
We write and speak the Scandinavian languages.
DIRECTORS:

Chas. Webb Howard	F. W. Dohrmann	James Madison	John M. Keith
Geo. C. Perkins	Frank J. Symmes	Gavin McNab	E. W. Runyon
Mark L. Gerstle	Henry Brunner	Charles F. Leege	G. H. Umbsen
E. A. Denicke	C. C. Moore	J. M. Vance	R. D. Hume
O. A. Hale	W. A. Frederick	Charles Nelson	

Frank Bros.
UNION-MADE GOODS

Overalls	65c	Suspenders	50c
Working Shirts	50c	Collars two for	25c
Dress Shirts	$1.00	Neckwear	25c
Underwear	75c	Hats	$1.50 and $2.50
Cashmere Socks	25c	Famous "Crossett"	
Suspenders	25c	Shoes	$2.50 and $3.50

And a full line of Union-Made Clothing
We can show the label
Cor. KEARNY & SACRAMENTO STS.
San Francisco.

M. A. MAHER
MEN'S FURNISHING GOODS
Boots, Tobacco, Cutlery, etc.
United Workingmen's Shoes.
Also Agency for the Orthopedic Shoe.
206 East St., near Howard.
Phone Red 4272. San Francisco.

JOE HARRIS
SEA-FARING MEN'S OUTFITTER
Ready-Made Uniforms.
Cap Making a Specialty.
5 JACKSON ST., NEAR EAST,
Tel. John 3561. San Francisco.

EXPRESSING
Done by
CHRIS. JORTALL
Stand at Union Office,
Southwest Corner East and Mission Sts.

GREEN'S UNION STORE
14 CLAY ST., one Block North of Market St., near Ferry.
SAILORS' OUTFITS
Best quality Rubber Boots and Oil Clothing, Shoes, Flannel Underwear, Hats, etc.
ALL WITH THE UNION LABEL.
We give you a square deal.

C. J. BERENDES
SOUTH SIDE HOTEL
806 THIRD STREET,
Between Berry and King Streets.
The rooms are all newly furnished and the accommodations first class. Board and Lodging, $5 per week. All rooms single.

D. EDWARDS
4 MISSION ST., SAN FRANCISCO
Opposite Sailors' Union Hall
We sell the kind of Goods you require.
Extra Strong Hickory Shirts
Best Overalls
Good Lumber Shoes
Stockton Flannel Underwear
UNION LABEL
Also a full line of Gentlemen's Furnishing Goods and Hats. Look at our goods. You will be pleased. No trouble to show them.

ODD FELLOWS CEMETERY AT COLMA
Is now ready for interments
Telephones West 806 and Church 5568

The German Savings and Loan Society
526 California Street, San Francisco.

Guaranteed Capital and Surplus	$ 2,500,098.42
Capital actually paid up in cash	1,000,000.00
Deposits, June 30, 1905	37,738,672.17

Board of Directors.
John Lloyd, President; Daniel Meyer, 1st Vice-President; Emil Rohte, 2d Vice-President; Ign. Steinhart, V. N. Walter, N. Ohlandt, J. W. Van Bergen, F. Tillmann Jr., and E. T. Kruse.
A. H. R. Schmidt, Cashier; Wm. Hermann, Asst. Cashier; Geo. Tourny, Secretary; A. H. Muller, Asst. Secretary; W. S. Goodfellow, General Atty.

SMOKE
RED SEAL CIGAR
UNION MADE
RED SEAL CIGAR CO.
324 BATTERY ST., S. F.


Suits for Sailor Boys
Not every boy is a sailor—but every boy can wear a Sailor Suit—if he likes that style. We keep all sorts of cute Suits which make a mother look so happy and proud, and the boy so cute and pretty.
Suppose you try
The Red Front Clothing Co.
Market St., (opp. Powell)
San Francisco.

STILL ON DECK
ED. ANDERSEN
7 EAST ST., NEAR MARKET
Cigars, Tobacco and Notions
UNION-MADE GOODS A SPECIALTY.
LUMBER HOOKS.

Union Boot and Shoe Store ...
Repairing Neatly Done
C. LESTER
12 Steuart Street.
BOOT & SHOE WORKERS UNION
UNION STAMP
Factory No

Domestic and Naval.

It is said that a majority of the foreign experts studying Isthmian Canal plans appear to favor a sea-level canal.

Secretary of the Treasury Shaw has ordered an investigation of the Marine Hospital Service, which is charged with gross extravaganee.

The American fishing tug Harry G. Barnhurst was fired on and several of her erew wounded by the Canadian cruiser Vigilant in the middle of Lake Erie on September 17.

The North German Lloyd liner Bremen, bound from New York for Bremen, arrived in Halifax harbor on September 19 with a broken propeller shaft, in tow of the British tank steamer Lueigen.

The Clyde liner Huron, originally operated as a freight vessel, has been equipped at Cramps with passenger accommodations and will be operated on the New York, Charleston and Florida Line.

It is reported that through the influence of a German prinee the Hamburg-American Steamship Company has obtained large eontraets for the taking home of the Russian prisoners in Japan at $82.50 per head.

The schooner V. H. Ketchum, bound from Duluth to Cleveland, burned on September 16 off Parisian Island, Lake Superior, and two members of the crew were drowned while attempting to leave the burning vessel in a lifeboat.

By the opening of a wireless telegraph station on Sable Island, off the coast of Nova Seotia, and to the north of the regular transatlantie route ,incoming vessels are now reported fifty hours previous to their arrival.

The Norwegian bark Saga, Captain Haavig, from Mobile, Ala., May 24, for Buenos Ayres, arrived at Montevideo on September 17 with siekness on board. Four deaths occurred during the voyage. The nature of the siekness is not stated.

The steamer Cumbal, which arrived at New York on September 19, five months overdue owing to having gone ashore in the Straits of Magellan, steamed stern first from Buenos Ayres in order to minimize the effect of the damage to her low plates.

Eight of the erew of the Boston fishing schooner Joseph H. Cromwell, who were thought to be lost at sea in a fog, were afterward picked up. The master of the vessel committed suieide by jumping overboard, as a result of the supposed loss of his men.

It has been learned at Washington, D. C., through official sourees that the New York syndieate that bought the Novo Lloyd Brazileiro paid therefor $3,200,000. The new company will give orders for the construetion of eight vessels for its north and south eoast lines.

The wreek of the sehooner Edward L. Warren was passed on August 15 in latitude 40.16 N., longtitude 64.34 west, by the German steamship Manhattan, whieh recently arrived at Algiers. The sehooner was all washed out and some of her rigging was still hanging alongside.

Abandoned and waterlogged, the three-masted sehooner Charles A. Witler, of Baltimore, was sighted floating just awash in the Gulf Stream, in latitude 36.31 north, longitude 71 west, by Captain Porter, of the United Fruit Company's steamer Admiral Dewey, whieh recently arrived at Boston from Jamaiea.

The United States armored eruiser Colorado, in the recent trials over the No. 1 mile course near Rockland, Me., attained the greatest speed ever made by an American warship on a trial eruise when manned by a naval erew. The cruiser made 22.22 knots in a four-hour run to sea, which is within .04 of the speed she made on her trial trip.

With the Wits.

Though "one-half the world doesn't know
How the other half lives," no doubt
The feminine half of that half
Is doing its best to find out.

Laying Down the Law—"Tell me," said the fresh young caller, producing a cigarette, "does smoking go here?"

"Yes," replied Mrs. Bright, promptly, "and so do the smokers."

Blocked.—"I'm afraid my hay fever is coming on," said Kloseman, trying to get some medical advice free of charge. "Every once in a while I feel an itching in my nose, and then I sneeze. What would you do in a case like that, doctor?"

"I feel pretty sure," replied Doctor Sharp, "that I would sneeze, too."

Shrewd Barber.—"That barber seems to be doing a rushing business."

"Yes. He has invented a hair tonic that smells exactly like gasoline."

"But—er—I don't see the point."

"It tickles the vanity of his patrons. They go around smelling of gasoline, and this gives the impression that they own automobiles."

Crippled.—"Wow!" exclaimed the centipede, as the housekeeper swatted him with a disheloth, "that'll cripple me sure."

"She certainly did knock you off your feet," remarked the sympathetic fly.

"Worse than that," groaned the victim, "I'll bet she knocked fifty or sixty of my feet off me."

Not in Daylight.—"But you are not always bothered with poor light, are you?" inquired the complaint clerk at the gas office.

"Oh, no, not always," replied the quiet citizen.

"Ah! I thought so; it's only at certain times that you notice it, eh?"

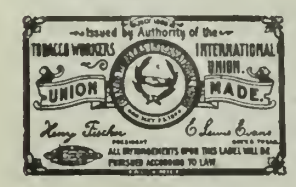
"Yes; only after dark."

The Bright Side.—"So you're a veteran of the Rebellion?" said the young man, admiringly. "The war clouds were thick about you when you were a youth, weren't they?"

"Yes," replied the veteran, as he indorsed the pension voucher he wished to have cashed; "but they all had their silver lining."

LUNDSTROM'S
UNION MADE $2.50 Hats
Made by
PACIFIC COAST HAT WORKS
1458 Market St., opposite Central Theater, and 605 Kearny Street.
Country Orders Solicited.
Send for Illustrated Catalogue.

Bagley's Sun Cured Tobacco

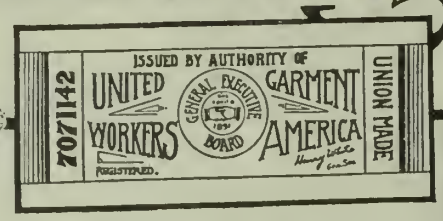


Save Front of Wrappers and Pouches for Premiums

Every Package bears the Union Label



Union made Clothing



We are one of the pioneers to adopt the union label of the Garment Workers. We manufacture all our clothing in our own workshops, and all of it is made by union men. Ours are the only thoroughly union clothing stores in San Francisco.

Other stores have only a few union-made lines to show union men when they call. But everything is union-made in our store.

In purchasing here you buy direct from the makers at a saving of middlemen's profits.

Ready-to-wear suits and overcoats $10.00 to $35.00.

Made-to-order suits and overcoats $10.00 to $45.00.

Garments can be purchased in either one of our two stores.

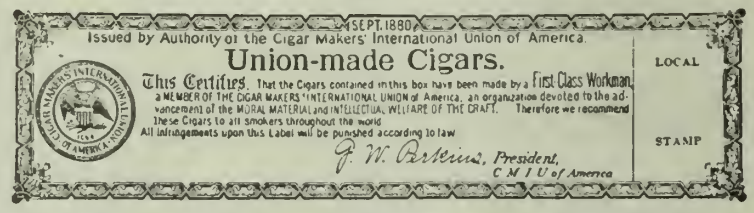
TWO LARGE STORES — S. N. WOOD & CO. SAN FRANCISCO. — Cor. POWELL & ELLIS AND 740 MARKET



James A. Sorensen, Pres. and Treas.

James A. Sorensen Co.
WATCHMAKERS, JEWELERS AND OPTICIANS
103 to 111 SIXTH STREET, Below Mission.
Telephone Jessie 2821 SAN FRANCISCO.
All Watch Repairing Warranted for two years. Eyes Tested Free by an Expert Optician.
ALARM CLOCKS REDUCED TO 45 CENTS.
Open Evenings till 8 p. m. Saturdays, 10 p. m.
THE BIG JEWELRY STORE

SMOKERS See that this label (in light blue) appears on the box from which you are served.



PATRONIZE UNION INDUSTRY
SMOKE UNION-MADE CIGARS THAT BEAR THE ABOVE LABEL

H. SAMUEL
(Otherwise known as SAM.)
808 THIRD STREET
Between King and Berry Sts., San Francisco.
GENTS', YOUTHS' AND BOYS' CLOTHING
Gents' Furnishing Goods, Hats, Caps, Trunks, Vailses, Bags, etc., Boots, Shoes, Rubber Boots and Oil Clothing of all kinds. Everything strictly UNION MADE. Seamen's outfits a specialty.
If you want first-class goods at the lowest market price give me a call. Do not make a mistake—LOOK FOR THE NAME AND NUMBER.

TAYLOR'S NAUTICAL SCHOOL



506 BATTERY STREET COR. WASHINGTON ST.
Opposite U. S. Custom House SAN FRANCISCO

Oldest School on Pacific Coast, Largest and best equipped private Nautical School in the United States. Graduates prepared for the American and British Merchant Marine Examinations. Warrant officers of the United States Navy prepared for examination for commissioned officers. Special course for cadets entering the United States Naval Academy and American Merchant Marine.

Taylor's Modern Navigation, a book for both young and old navigators, is now in the Library of every Pacific Mail Steamship, in many Universities, and is highly recommended by many noted navigators. Send for circulars and testimonials.

Moving Sales At HALE'S

Many departments are moving into larger quarters and crowding other stocks.

The order is imperative—

WE MUST MAKE ROOM

Alterations that are to win us so much greater conveniences, and you a so much larger, better store when the new Hale building is completed, are turning to your economy advantage in a large way now.

Hale's Good Goods
Open at 9. Closed at 6 every day.
MARKET ST., NEAR SIXTH
San Francisco

Union Clothing Store
A COMPLETE STOCK OF
Sailors' and Firemen's Clothing and General Supplies.
ERNEST COLBY
17½ Steuart Street,
Bet. Market & Mission, San Francisco



Lyons
The largest first class tailoring establishment on the Pacific Coast using this CUSTOM TAILORS UNION LABEL label
Suits to order from $16.00 up
Trousers to order from $5.00 up
Samples and Self-Measurement Blanks free by mail
CHARLES LYONS
London Tailor
721 Market & 122 Kearny ST.
S. F.

SCOTTY'S MILWAUKEE SWEATERS & JACKETS
Have stood the test against all competitors.
Lake Faring Men All Know It.
SWEATERS SENT BY MAIL FOR $3.00
Beware of Imitations.
WILLIAM LISLE
"SCOTTY"
111 Menomenee St., Milwaukee, Wis.

COAST SEAMEN'S JOURNAL

FOR THE SEAFARING PEOPLE OF THE WORLD.

OFFICIAL PAPER OF THE INTERNATIONAL SEAMEN'S UNION OF AMERICA.

A Journal of Seamen, by Seamen, for Seamen. *Our Aim: The Brotherhood of the Sea.* *Our Motto: Justice by Organization.*

VOL. XIX. No. 2. SAN FRANCISCO, WEDNESDAY, OCTOBER 4, 1905. WHOLE No. 938.



SAILORS' UNION FLOAT IN LABOR DAY PARADE AT SAN FRANCISCO.

Loving Cup Awarded Sailors as Best Appearing Union in Parade.

Convention Call.

Washington, D. C., September 15, 1905.

To all Affiliated Unions, Greeting: Pursuant to the Constitution of the American Federation of Labor, you are hereby advised that the twenty-fifth annual convention of the American Federation of Labor will be held at Old City Hall, in the city of Pittsburg, Pennsylvania, beginning at ten o'clock Monday morning, November 13, 1905, and will continue in session from day to day until the business of the convention has been completed.

REPRESENTATION.

Representation in the convention will be on the following basis: From National or International Unions, for less than 4,000 members, one delegate; 4,000 or more, two delegates; 8,000 or more, three delegates; 16,000 or more, four delegates; 32,000 or more, five delegates; 64,000 or more, six delegates, 128,000 or more, seven delegates, and so on; and from Central Bodies and State Federations, and from local trade-unions not having a National or International Union, and from Federal Labor Unions, one delegate.

Organizations, to be entitled to representation, must have obtained a certificate of affiliation (charter) at least one month prior to the convention; and no person will be recognized as a delegate who is not a member in good standing of the organization he is elected to represent.

Only bona fide wage workers, who are not members of, or eligible to membership in, other trade-unions, are eligible as delegates from Federal Labor Unions.

DELEGATES MUST BE SELECTED AT LEAST TWO WEEKS PREVIOUS TO THE CONVENTION, AND THEIR NAMES FORWARDED TO THE SECRETARY OF THE AMERICAN FEDERATION OF LABOR IMMEDIATELY AFTER THEIR ELECTION.

DELEGATES ARE NOT ENTITLED TO SEATS IN THE CONVENTION UNLESS THE TAX OF THEIR ORGANIZATIONS HAS BEEN PAID IN FULL TO SEPTEMBER 30, 1905.

The importance of our organizations and our movement, the duty of the hour and for the future, demand that every organization entitled to representation shall send its full quota of delegates to the Pittsburg Convention, November 13, 1905.

Do not allow favoritism to influence you in selecting your delegates. Be fully represented.

Be ably represented by your best, most faithful, and experienced members.

CREDENTIALS.

Credentials in duplicate are forwarded to all affiliated unions. The original credentials must be given to the delegate-elect and the duplicates forwarded to the American Federation of Labor office, 423-425 G. Street, N. W. Washington, D. C.

The Committee on Credentials will meet at the headquarters of the American Federation of Labor six days previous to the opening of the convention, and will report immediately upon the opening thereof at Pittsburg; hence, secretaries will observe the necessity of mailing the duplicate credentials of their respective delegates at the earliest possible moment to Washington, D. C.

GRIEVANCES.

Under the law no grievance can be considered by the convention that has been decided by a previous convention, except upon the recommendation of the Executive Council, nor will any grievance be considered where the parties thereto have not previously held conference and attempted to adjust the same themselves.

RAILROAD RATES.

The railroads have agreed to grant to delegates and friends attending the Pittsburg Convention of the American Federation of Labor a fare and a third for the round trip from all points to Pittsburg and return, on the certificate plan; that is, delegates and friends will pay full fare from their starting point to Pittsburg and receive from their home ticket agent a receipt for the full fare paid. This receipt or receipts must be presented to, and countersigned, by the Secretary of the American Federation of Labor and the representative of the railroad companies at the Pittsburg Convention. The certificates or receipts after being countersigned at Pittsburg will entitle the holder to a return ticket for one-third of the regular fare. Tickets must be purchased at least thirty minutes before the departure of trains from either point.

Delegates and friends who desire to avail themselves of this special railroad rate may secure further information in detail upon application to their home ticket agents.

Headquarters of the Executive Council will be at the Colonial Hotel.

Delegates should notify chairman of the Arrangements Committee, Uriah Bellingham, 426 Diamond street, Pittsburg, Pa., stating time of their contemplated arrival at Pittsburg and over which road they will travel.

If there be any further information regarding the convention, or the arrangements for the convenience of the delegates, it will be communicated in a later circular.

SAMUEL GOMPERS,
President.

FRANK MORRISON,
Secretary American Federation of Labor.

Eight-Hours in England.

In 1894, the hours of labor of about 43,000 work people in certain Government factories and workshops were reduced to an average of 48 per week. Details of the change were given in issues of the Gazette in that year.

The War Office establishments affected by the change were the Ordnance Factories, Ordnance Store Department, Inspection Department, Small Arms Inspection Department and Royal Army Clothing Department. The reduced hours affected 18,641 work people in 1894, whose working time was reduced 5¾ hour per week on the average. The bulk of the work people were employed at Woolwich.

A recent communication from the War Office states that when the 48-hour week was first adopted it was anticipated that there would be a saving of time in stopping and restarting work at the breakfast hour, work not beginning till after breakfast under the new system, and also a saving of light and fuel.

It was also expected that a later hour of starting work would ensure greater regularity of attendance, that there would be an improvement in the physical condition of the men and an increase in their power of production.

The fact that the reduction in the hours of work had not reduced the output, or increased the cost of it, in private factories in which the experiment had been tried, also led the War Office to assume that the cost of production would not be increased in their workshop.

It is stated that these anticipations have been justified, and that it is clear that no extra cost has been incurred by the public on account of the reduction of hours, nor has the output of work been diminished. On the other hand, the majority of workmen being on piecework, the average weekly earnings per man have not been sensibly altered, although piecework prices have not been increased. The day-workers received an increased hourly rate of pay to make their earnings per week of 48 hours equal to those per week of 54 hours. It was not found necessary to increase the number of day-workers.

The Admiralty establishments affected were H. M. Dockyards at home, the Royal Naval Ordnance Depots and H. M. Victualling Yard. The number of work people involved in the change of hours in 1894 was 24,263, and the average reduction of working time was 2½ hours per week.

In the case of the dockyards, where the great bulk of the workpeople affected were employed, the number of hours had previously been 50 1-3 per week. Of the reduction of 2 1-3 hours per week, nearly 1½ hours was effected on the Saturday by making the hours on that day equivalent to a half-day, instead of, as formerly, working till 2 p. m. with a half-hour stoppage for midday meal.

A recent communication from the Admiralty states that the effect on the output of work was to some extent minimized by the withdrawal of certain privileges, viz: Allowances of 3 minutes to workmen for getting to their work after bellringing in the morning and afternoon, and certain half-holidays and time off previously granted without loss of pay. These privileges amounted in the aggregate to a time value of about one hour per week. This communication further states that it would not appear that the cost of production at the dockyards since the introduction of the 48-hour system compares unfavorably with that which previously obtained, but to what extent the cost has been influenced by the reduction of hours can not be definitely determined. Among the other factors of which account would have to be taken in making a comparison between the cost of production before and after the introduction of the 48-hour week are improvements in machinery and means of conveying stores within the dockyards, and other labor-saving methods, and also increases of pay in certain trades. No increases however were made in piecework rates.—British Labor Gazette.

According to advices from United States Minister Powell, at Port au Prince, the Minister of Public Works has presented to the Haitian chambers a draft of a proposed law approving a contract giving to Messrs. Thimoeles Lafontant, Hector John Joseph, and the Minister of Public Works the right to erect lighthouses at Jaemel, Aux Cayes, Jeremie, Miragoane, Petit Goave, St. Mare, Mole St. Nicholas, Cape Tiburon, and Port au Prince.

The Government of Switzerland has planned to apply electricity to all the Government railway lines and to operate these lines from water-power plants, utilizing the mountain streams as a source of energy. Two experts sent by the Swiss Government to the United States to study electric-railway methods recently arrived at New York.

In Iceland horses are shod with sheep's horn; in the Soudan a kind of sock made of camel's skin is used for the purpose.

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On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions.)

A "Timely" View.

Commenting upon the attempt of the Pennsylvania coal operators to have the anthracite miners' Certificate law set aside as unconstitutional, the New York Times takes the ground that that law confers a monopoly upon the miners and, among other things, says:

A repetition of the enormous inconveniences and severe sufferings caused by the last coal strike might easily lead to an effective insistence on the establishment of the principle that when a certain group of men are for good reasons permitted to monopolize a certain kind of work, they shall be forced to settle their personal quarrels with their employers in some other way than by refusing to do that work. This would be an infringement on what is called a natural liberty, but like many another such infringement it would only be the paying of a reasonable price for a special privilege.

The Times, as usual in matters affecting labor, takes the wrong end of the argument. The Certificate law does not confer a monopoly upon the miners, for the reason that any man can go into the mines and, by working two years as a helper, obtain a certificate as a miner. Again, it seems to be hardly necessary to point out, even to the benighted writers on the New York Times' staff, that the last thing the Pennsylvania Legislature had in mind when it passed the aforesaid law was to create a monopoly. Hence, the fact of its being a monopoly, or not, is entirely outside the scope of the present controversy, which hinges upon the purpose for which the law was passed, to-wit, the safeguarding of life. Such a law is manifestly of too much importance to the community to be considered from the selfish viewpoint of vested property rights, or to be made an excuse for curtailing the personal liberties of men working under its protection.

The difficulties experienced by the authorities in obtaining a sufficient number of non-union mechanics for the Panama Canal, place the Government between the horns of a dilemma. If the unions are recognized and the "Closed Shop" is established on the Isthmus, the work will no doubt be proceeded with in good shape, but the Government will lose many of those friends who supply the sinews of war during political campaigns. On the other hand, if the "Open Shop" is recognized there will be but little work done on the Canal, and, worse still, the Government will alienate the friendship of those who cast the biggest number of votes at election time. A dilemma of this sort is almost as disheartening as a contretemps and a Hobson's choice in one.

If President Roosevelt doesn't cease bothering the trusts pretty soon he may yet earn the distinction of being referred to in the schoolbooks of the coming oligarchy as "the prying, probing, pragmatic president of the dark, dismal, demagogic labor age."

The exigencies of human existence sometimes make it necessary to destroy much that has been attained, that a little may be gained. Wars are mostly fought on that basis, and the French Revolution is the greatest historical demonstration of its truth.

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Ship Subsidies.

A merchant marine which practically finds no place for itself on the great trade routes of the world, but is confined to sailing voyages in accordance with the subsidy conditions, is not a service that the American people could afford to maintain.—Boston Herald.

It is one of the best features of the latest Ship Subsidy bill that it aims at giving the owners of sailing vessels an even chance with the large steamship corporations in securing Governmental subsidies; but this, of course, does not suit the corporation hogs, who, somehow, have come to think that nobody but themselves has a right to put his feet in the public trough. Neither does it seem to appeal to whatever may be the corporation equivalent for patriotism that the idea of the promoters of the Ship Subsidy bill in encouraging the building and operation of sailing vessels is to provide us once more with a natural "nursery of the navy." All this, however, is only what may be expected from our "prominent business interests" and their press organs; but, the esteemed Boston Herald to the contrary notwithstanding, it may be laid down as an incontrovertible proposition that if the American people can afford to "maintain" a merchant marine at all it must be one largely consisting of sailing vessels. The large steamship corporations have privileges enough already to maintain their own fleets; and they should be satisfied, one would think, that no discrimination has been made against them in the matter of subsidies. But, then, who ever heard of a satisfied corporation where special privileges were the issue? Which suggests that those who clamor most for privileges are not always those who most deserve them.

Mr. C. W. Post has kindly treated his fellow-citizens to another "Poster" in the press of the country. It has all the lack-humor solemnity of his other lucubrations, and is so palpably, name-blown-in-the-bottle, a product of the brain that gave us Grape Nuts and Postum as to preclude all possibility of finding any lofty sentiments in it. Of course, it contains the regulation assortment of semi-lugubrious and wholly-fierce denunciation of organized labor; but, as that is such an oft'-told tale, weariness would be about the first sensation experienced by the reader were it not for the deliciously grotesque injection here and there of such stock phrases as "the sacred mantle of liberty," "protection of the common people," "save this fair America!" "industrial peace," "patriotism," etc. Taken as a whole, however, this latest "Poster" seems to be lacking in the vindictive "snap" which characterized his earlier efforts in that line, and it is much to be feared that Mr. Post has over-trained himself in acquiring a mastery of genteel Munchausenism, and, as a result, has now gone just a little stale.

Scanning the output of some of the Sunday newspapers, one begins to understand where Max Nordau got the ideas which prompted him to write "Degeneration." It takes a well-poised person to assimilate that sort of stuff Sunday in and Sunday out the year 'round without getting mental indigestion.

Democracy in the Mess.

Thomas E. Clinch, a master-mariner, writing to the New York Herald, thinks that the discipline for which our merchant marine used to be (in) famous has gone to the demnition bow wows. He laments the fact that a "junior officer in gold lace and braid" must "sit down at the mess-table with quartermasters, oilers, water-tenders, carpenters and boatswains, the engine-room gang just off duty and not yet washed." "Boys," he complains, "on their first voyage to sea sing out to the gold-laced officer to 'pass down the stew!' Is it any wonder that there is no discipline on our ships? The men never think of saying, 'Yes, sir,' or 'No, sir,' when addressing an officer."

Yes, it must be pretty tough on the gold-laced gorramighties of the bridge to have to mess with the overalled denizens of the main-deck and the stokehold. Still, the Stars and Stripes are the emblems of a great republic dedicated to democracy, and the American warship has been legally declared to be a part of the territory of the United States. Jack is proverbially as good as his master when he is ashore, and there does not seem to be any good reason why he should not be nearly as good when on board ship. Besides, the ship's officer who can not maintain discipline without wrapping himself up in exclusiveness and putting on haut ton airs is lacking in the first aid to discipline—the power to inspire respect in others.

Homer Folks, Secretary of the New York State Charities Aid Association, recently addressed the seventh annual session of the Quaker Hill Conference, at Rawling, N. Y., on the subject of child labor and, among other things, said:

Child labor is not only a cruel injustice to the children; it is uneconomical, shortsighted and wasteful for the community. It is mortgaging the future for the benefit of the present generation. Child labor is never cheap for the community; it is an inexcusable waste of opportunity to create good citizens.

All of which is as true as Gospel, and the man who doesn't think so will be sure to get left when the rewards for good citizenship are handed out at the end of this mortal journey.

Our political spellbinders and ex-officio "workingmen's friends," are tuning up their allocutionary organs for an active fall campaign. It's all to the loose, however, for "in vain doth the fowler spread his net in sight of the bird," which in latter-day English means that we workingmen are "on to the curves" of our "friends."

P. Jensen, the Mobile agent of the Marine Firemen's Union, reports that the scabs are leaving the United Fruit Company's steamers as fast as they arrive, and are being replaced with true-blue Union men, as per agreement with the company.

Almost any fool can be eloquent when he has something to say, but it requires an adept in platitudes to launch into impassioned oratory when he has nothing to say. That's why our political spellbinders are so well paid.

(Continued on page 10.)

Home News.

Secretary of the Treasury Leslie M. Shaw has announced that he will resign from the Cabinet on February 1, 1906.

Mayor Tom L. Johnson, of Cleveland, O., has been re-nominated for the third time by the Democratic party of that city.

The total number of deaths from yellow fever at New Orleans, La., up to September 24, is 367; total number of cases, 2,831.

The Democratic and Republican parties of San Francisco have fused against the Union Labor party in the municipal campaign.

The work of civilian physicians in examining recruits of the Army has proved so unsatisfactory that their service has been entirely dispensed with.

It is announced that the Commercial Cable Company's new lines to China and Japan will be laid and in operation on or before April, 1906.

Floods on the Mississippi and Missouri Rivers and their tributaries have caused enormous property losses, and badly delayed railroad traffic.

The honorary degree of honor of Doctor of Laws has been conferred by Columbia University on Baron Komura and Sergius Witte.

Secretary of War Taft and Congressional party arrived at San Francisco on September 27, on their return from a tour of the Philippines.

Five men were killed and more than twenty injured by a rear-end collision on the Pennsylvania Railroad at Paoli, near Philadelphia, on September 25.

The First National Bank of Orrville, O., recently closed its doors by order of the Controller of the Currency, on account of a continuous run on the institution.

Representative John N. Williamson, of Oregon, Dr. Van Gessner and Marion R. Biggs were convicted in the land fraud cases at Portland, Or., on September 27.

A tunnel under the Hudson River, between Manhattan and Jersey City, was completed on September 29. The tunnel was begun twenty-three years ago, but work was long abandoned until recently.

Thomas E. Sauls, who recently celebrated the one hundred and second anniversary of his birth at Nebb City, Mo., claims to have personally met every President of the United States, except the first and last.

The Government does not want any more negro soldiers, and has so advised the country. The only way a negro can get into the army from now on is in the event of war, and that at present is a remote possibility.

President Roosevelt has notified Mayor Behrman, of New Orleans, that he will go to New Orleans on October 24, if the people desire him to come; that he will make a second trip, if they wish him to come later.

David Wark, the oldest legislator in the world, died at Frederickton, New Brunswick, recently at the age of 101 years and 6 months. Senator Wark had a record of sixty-four years' service as a lawmaker in Canada.

Bessie Perkins, a white woman, was sentenced to ten years in the penitentiary at Magnolia, Mo., on September 28, for marrying and living with a negro. Judge Wilkinson, in passing sentence, said he regretted that he could not make the punishment heavier.

Cards belonging to the American supposed to be William Remes, who jumped overboard from the Hamburg-American liner Prinz Oscar as she was entering the harbor of Palermo, Sicily, recently, indicate that he was Charles Westhafer, of Cleveland, O. The evidence so far found shows that the man was deranged.

SAN PEDRO, CAL.

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Wo Larsen or Wo Curtis Larsen, age 24, last heard from at San Francisco, March, 1905. News of importance waits him at the U. S. Shipping Commissioner's Office.

Pacific Coast Marine.

Twenty-one false naturalization papers were declared void in the Superior Court at San Francisco on September 29.

The French bark Joinville, for some days on the overdue list, has arrived at Havre, her destination, 151 days from New Caledonia.

Captain Thomas Quinn, late first-mate of the Pacific Coast Steamship Company's steamer Curacao, died at San Francisco on September 24.

News has been received at Honolulu, T. H., of the brutal and treacherous murder of W. Finlayson, a South Sea trader, by the crew of the cutter Savoin, off the Solomon Islands, in August last.

The tugboat Neptune, recently arriving at San Francisco from Baltimore for the United States Marine Hospital Service, was formally inspected on September 29 by a board of Government officials, and found to be in first-class condition.

The steam-schooner Santa Barbara went ashore at Del Mar, ninety miles north of San Francisco, on October 1. All hands and passengers were saved, and the vessel was afterward floated in a badly damaged condition.

The British ship Falls of Garry, at Port Townsend, Wash., on September 29 from Panama, reports a seaman named Isadore Nelson died of intermittent fever, and a seaman named John Thompson was killed by a fall from aloft.

Captain William Jones, of the British ship Burmah, was arrested on September 29 by the Federal authorities at San Francisco and charged with having permitted the escape from his ship of an alien seaman afflicted with an infectious disease.

Captain John H. Rinder, of the Great Northern liner Minnesota, will have to vacate his citizen's papers, according to a report on his case now on the way to Washington, D. C., from Secret Service Agent John H. Helms, at San Francisco.

A telegram received at San Francisco on September 29 from Loudon reported that the American ship Acme, bound from Baltimore for Manila, and which went ashore in Prince's Channel, between Prince's Island and Java, has been floated.

The four-masted schooner Muriel, 483 tons, Captain Wickender, from Gray's Harbor to San Pedro, laden with 700,000 feet of lumber, crashed into the Government breakwater at the entrance of San Pedro (Cal.) harbor on September 28, and was greatly damaged.

The French ship Leon Bureau arrived at San Francisco on September 28, 264 days from Leith and 245 days from Newcastle, Eng. The vessel put into Montevideo some months ago in distress, sailing thence in July.

The Pacific Mail liner Korea broke the record between Yokohama and San Francisco on her last passage from the Orient. The passage occupied ten days, eleven hours and five minutes; total distance, 4,536 miles; average hourly speed, 18.2 knots.

A telegram received at San Francisco on September 25 from London reports that the British ship Rahane, from Rotterdam for San Francisco, put into Montevideo with Captain Scott sick and with the loss of several sails.

The United States steamer Gedney arrived at Victoria, B. C., on September 29, from Alaska after completing the season's work surveying in Alaskan waters. Captain Dickson said the steamer was not endangered when ashore at Wrangel Narrows and sustained no injury by grounding.

Captain Thomas Clarke, an Englishman, millionaire miner and stock raiser of the United States of Colombia, has had constructed at the Fulton Iron Works, in San Francisco, a sidewheel steamer of peculiar design for the navigation of the rivers of the South American republic.

The Chilean bark Alta, from Port Gamble, Wash., for Manila, P. I., with a cargo of lumber, is reported to have gone ashore in the latter port in a gale on September 26. It is said that the Alta lost most of her cargo of lumber before reaching the Philippines, in a storm off Guam.

The German yacht Seestern has returned to Honolulu, T. H., from a special cruise to the Caroline and Marshall islands, carrying food supplies to these groups, which were devastated by a hurricane on April 19 last. The people of these islands were found to be in a destitute condition.

From the Okhotsh Sea the barkentine S. N. Castle arrived at San Francisco on September 27 with 208,000 codfish, a record catch. A cargo of codfish amounting to 175,000, was brought from the Okhotsk by the schooner W. H. Dimond. Both vessels were thirty-one days on the run home.

Following is the reinsurance list, as posted at San Francisco on October 1: German bark Edmund, 130 days from Port Talbot for Iquique, 25 per cent. British bark Lalla Rookh, 195 days from Brisbane for Falmouth, 90 per cent. British bark Principality, 151 days from Junin for Rotterdam, 55 per cent.

The Oceanic liner Alameda, from San Francisco for Honolulu, went ashore at Fort Point, in San Francisco harbor, during a heavy fog on September 30. The crew and passengers were landed safely and a large part of the cargo was discharged in good condition, but it is believed that the vessel will be a total wreck.

The War Department will probably approve of a bridge across Carquinez Strait, in San Francisco harbor, from a point between the Nevada docks and Port Costa to a point five blocks east of the ferry slip on the Benicia side. It must be a pier bridge, sixty-five or seventy feet in height with at least 400, and possibly 500, feet between the channel piers.

Captain Bailey, formerly in command of the American ship Susquehanna, and later an officer of the Pacific Mail liner Siberia, has returned to San Francisco from the East, to take command of the ship W. F. Babcock. Bailey is one of the best of the Maine shipmasters known in the latter port, and his return to the Coast is welcomed.

A report has been received that the whaling bark Gayhead was in Behring Sea on August 1, with two right whales and 218 barrels of sperm oil. Whales are reported at that time to be very scarce. No reports have been received from the Alice Knowles or the other whalers following in the path of the Gayhead, but all are expected to make good catches before arriving at San Francisco within the next few weeks.

Captain Thomas Boyd, of the steam-schooner Gypsy, has explained the wreck of that vessel on September 27 as due to the display of a red light by a construction company in the vicinity of Monterey. Captain Boyd mistook the light in question for that usually displayed on Monterey wharf, and headed for it, with the result that the Gypsy went ashore and had to be abandoned.

Waterlogged and in bad condition generally, the schooner Sotoyome arrived at San Francisco on September 25, two days from Albion. The Sotoyome sailed from Albion on the 23rd for San Pedro, and when only an hour out sprang a leak. The engineer of the auxiliary power reported that the pumps would not work, and before the Sotoyome was at sea three hours the vessel was full of water.

Four libel suits for pilotage were filed in the United States District Court at San Francisco on September 29, against the steamer Queen. Captain M. Anderson claims $108.60 for pilot services on the Queen on August 14; Captain M. Tyson sues for $109.60, alleged to be due for similar services rendered on September 17; Captain John von Helms sues for $111.91, and Captain G. Scott for $110.16 for alleged services on August 18 and September 2, respectively.

Two new steamers are under construction in Europe for the Kosmos line, plying between Hamburg, London, Mediterranean ports and the west coast of South America and San Francisco. They are to be named Setos and Siis. Two twin-screw passenger and freight steamers and three fine modern freighters are also to be built for the Kosmos line. The company is reported to be making money on the long run to San Francisco, despite the fact that there is a loss in operating the steamers between the South American points.

The schooner Wing and Wing returned to San Francisco on September 29 from Cape Mendocino where, for several weeks past, she has been lying by the wreck of the Norwegian steamer Tricolor and attempting to save some part of the big collier. Four winches and two anchors and 210 fathoms of chain constituted all that the schooner could save from the wrecked steamer, which has broken into three parts and disappeared from sight. The Tricolor was bound for Ladysmith to San Francisco when she ran ashore some weeks ago with a cargo of coal during a dense fog.

The French warship Meurthe has returned to Honolulu, T. H., from the New Hebrides, whither she went on a punitive expedition. Two natives were arrested, charged with the murder about a year ago of Captain Richard Pentecost and six members of his native crew on the recruiting schooner Petrel. Captain Pentecost was bound to a tree, while the natives hurled spears at him. While still alive they threw him into a shark-infested lagoon and he was torn limb from limb. The party of marines which captured these two murderers was itself attacked by the natives, and one marine was killed and one wounded. The arresting party, when attacked, fired on their assailants and killed four.

DIED.

James Carter, No. 827, a native of Scotland, aged 26, drowned in Nakuck River, Alaska, June 15, 1905.

Oluf Johansen, No. 1407, a native of Norway, aged 29, died in Samoa, July, 1905.

HOW'S THIS?

We offer One Hundred Dollars Reward for any case of Catarrh that cannot be cured by Hall's Catarrh Cure. F. J. CHENEY & CO., Toledo, O.

We, the undersigned, have known F. J. Cheney for the last 15 years, and believe him perfectly honorable in all business transactions, and financially able to carry out any obligations made by his firm.

WALDING, KINNAN & MARVIN,
Wholesale Druggists, Toledo, O.

Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system. Testimonials sent free. Price, 75c. per bottle. Sold by all Druggists.

Take Hall's Family Pills for constipation.

F. R. Wall, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. Merchants' Exchange building, California street, near Montgomery; rooms 429-430. Phone Main 5985.

Bagley's Sun-Cured is now packed in pouches and the fronts will be received assorted with labels from the foil packages, for premiums.

Cost of Living in Germany.

In a long, detail report on the cost of living in Germany, United States Consul Harris, writing from Chemnitz, says that foods are comparatively dearer in the Empire than in the United States. For example, coffees range in prices from 24 to 48 cents per half kilo, or 1.1 pounds; tea runs from 48 to 95 cents; sugar, granulated, from 0.078 to 0.085 cents; rice and barley from 4 to 8½ cents; butter from 32 to 33 cents; oleomargarine, much of which is manufactured, from 17 to 21 cents; milk is a trifle less than five cents a quart; fresh meats sell for about 19 cents a pound; bacon, 21 cents; ham, 29 cents; turkeys, 24 to 28½ cents per 1.1 pounds; potatoes from 95 cents to $1.07 per 112 pounds.

It is hardly necessary to say that no very substantial part of the Empire's working people pay any such prices, for their wages do not permit of such. The food of the masses, made up in large part of fish, herring, cheap meats, potatoes, and the cheaper forms of vegetables, are high enough to hinder anything like luxurious living. Herrings sell for 0.023 cents each; salmon for 48 cents to $1.19 per 1.1 pounds. The foregoing items and figures have been picked from Mr. Harris's report for the purpose of pointing out the most suggestive and significant features of the whole.

In regard to meats, Mr. Harris says: The question of cheap meat for the poorer classes is beginning to agitate the Empire. As was to have been expected, the tariff laws enacted in favor of the landed proprietors have not produced the desired effect. Germany produces about 75 per cent of her own food stuffs. It was claimed that the remaining 25 per cent could also be produced by a better system of intensive farming, if somewhat facilitated by a tariff which would protect the home meat and grain markets. Germany's population is 60,164,000, an increase of 800,000 in a year.

In this connection, a leading Chemnitz paper publishes pages from a workingman's daily food expense book. The yearly outlay for rye bread was $44.88; white bread, $20.34; meat, $9.90; sausage, $7.64; bacon, $10.85; butter, $21.27; eggs, $4.10; milk, $18.84. The family consisted of father, mother, and several children (unfortunately, the exact number and age of the members of the family is not given).

In this connection Consul Harris calls attention to the fact that the importations of all kinds of meats from the United States fell off from 47,243 tons in 1898, worth $9,448,600, to 4,342 tons, worth $889,882, in 1904. This is due to the severe laws regarding meat inspection. Other countries, however, are affected, notably Denmark, Holland, Russia, and Austria-Hungary.

From the 21st to the 26th of June, 1906, a large agricultural exposition is to be held at Berlin, which will also comprise a special division for preserved-food articles, such as products of the dairy, dough, potatoes, fruits, wines and extracts, meats, beer, etc. Money prizes, diplomas, and medals will be awarded. In order to test the preserving capacity of these exhibits they will be sent to the Tropics, and as the journey will last several months, parties desiring to enter such exhibits must report by August 31, 1905, to Deutsche Landwirtsgesellschaft, Berlin S. W., Dessauer Strasse 14.

Demand the union label on all products.

COAST SEAMEN'S JOURNAL

Published Weekly by
THE SAILORS' UNION OF THE PACIFIC
Established in 1887

W. MACARTHUR....Editor | P. SCHARRENBERG, Manager

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

ALLIED PRINTING TRADES UNION LABEL COUNCIL SAN FRANCISCO

WEDNESDAY, - - - - OCTOBER 4, 1905.

THE FLOAT AND THE CUP.

This week the JOURNAL presents its readers with a counterfeit presentment (i. e., a cut) of the float exhibited by the Sailors' Union of the Pacific in the Labor Day parade at San Francisco and the loving cup presented to that organization as the best appearing union in the parade. The professional eye will note that the float is a faithful model of a full-rigged ship, fixed up to beat the band and riding her cradle "like a thing of life," while everybody can see that the loving cup is a beautiful piece of workmanship, well worthy the occasion which it commemorates.

The Sailors' Union is proud of its success in this connection, the more because of the fine spirit shown by all the other unions, in acknowledging the merit of the judges' award. In turn, the Sailors agree with the verdict of the judges in awarding honorable mention to the Laundry Workers, Garment Cutters and Machine Blacksmiths. These organizations made a splendid showing, one that is the more commendable because of its favorable comparison with that of the veteran Sailors. Possibly, when the latter are placed under the handicap to which they would be subject under some rules of competition, the organizations in the "honorable-mention" class will be able to win a prize for themselves. In such event, the winner will receive the congratulations of the Sailors, given as readily and as warmly as are those extended to the Sailors on the present occasion.

Of course, the Sailors value the loving cup on account of its intrinsic value and beauty; but they value it even more on account of the sentiments associated with it. These sentiments express more than appears upon the surface. The sentiment typified by the cup on behalf of its donor, the Red Front Clothing Company, is that of respect for organized labor; the award of the cup to the Sailors' Union expresses the respect of the judges for that particular organization. The judges, being representative citizens, expressed the sentiment of the community. To gain the esteem of the public was one of the original aims of the men who founded the Union. It is therefore with no small degree of pride that the present generation of members acknowledges the concrete testimony of their success in this worthy ambition. The gift of our friends will be long preserved for the admiration and inspiration of future generations of seamen and trade-unionists generally.

THE SOUND FISHERIES.

Ed. Rosenberg, organizer of the International Seamen's Union of America, who for the past two years has been at work among the fishermen of Puget Sound, reports that concerted efforts are being made to nullify the law passed by the last session of the Washington Legislature, providing for a thirty-six-hour closed period every week. Organizer Rosenberg writes the JOURNAL, stating the facts of the situation, and inclosing a copy of his letter to Governor Mead. Both communications are herewith published, as follows:

Editor COAST SEAMEN'S JOURNAL—The fishermen of Puget Sound are hard at work to compel the salmon canners' and trapmen's combine to obey the laws passed at the last session of the Washington State Legislature, for the protection and continuance of the salmon industry of Puget Sound, seriously threatened by the short-sighted greed of men and companies owning traps. These laws were enacted last spring, after a long and bitter fight. The Fishermen's Protective Union of the Pacific Coast and Alaska spent considerable money in literature and general agitation to acquaint the people of the State with the real conditions of the Puget Sound fisheries. The enthusiastic support of the trade-unionists of the State and of the public generally, in the shape of widely signed petitions and resolutions, turned the scale in favor of the fishermen. Now the trapmen, with the assistance of the State Fish Commissioner, are trying to set aside the law, but prospects for a victory to our side are good.

The press of the State during all this time has aided us and continues its support. I have had several interviews with Governor Mead and have received assurance of assistance.

The following letter to Governor Mead, fully explanatory of the situation here, was printed in full in the Seattle Post-Intelligencer, of September 17:

In compliance with your request to submit to you in writing data relating to the thirty-six-hour weekly closed season by the salmon fish traps on Puget Sound, I herewith submit to you the following:

The law distinctly provides that during the weekly closed season "the tunnel and front part of the pot of all fish traps shall be raised to high water mark to permit salmon and other fish to swim freely and without hindrance in any direction." The fish trap owners are not doing this. Some of them are placing, during the closed season, a piece of webbing in front of the tunnel; others are closing the tunnel by raising it. This practice allows the traps to corral the fish in the hearts and practically fish during the closed season. Very few fish, once they are in the hearts, find their way out, the trap being so constructed as to always lead the fish toward the tunnel. That is the contention of men who have worked on traps for years and thoroughly understand how they operate. The weekly closed season thus only affects the gill-netters and purse-seiners, for when their gear is in the water it is fishing.

It was fully shown at the last State Legislature, which enacted this law, that a thirty-six-hour weekly closed season is absolutely necessary to save the salmon industry of Puget Sound. The traps catch about 90 per cent. of salmon caught on Puget Sound, the seines, gill nets and set nets the remaining 10 per cent. Thus it can be seen that our salmon industry is doomed unless the law can be enforced on the traps.

This law is necessary, is practicable, and is fair to all interests involved, except that it could and should be improved at the next legislature by changing the time from when to when the thirty-six hours should run, the gill-netters now, in many places where they can only fish nights, losing two nights out of the seven. When the provision that the traps should raise the tunnel and front part of the pot to high water mark was placed in the Megler bill by a member of the Fisheries Committee of the House at a meeting of that committee, leading trap owners of Puget Sound and their attorneys were present and raised no objection. Otto Schultz and Thomas Wright, of the Carlyle Packing Company, both owners of traps, told me before this provision was placed in the Megler bill that it certainly could be complied with. Now the trapmen claim that to comply with this provision would endanger their traps, and give that as their reason for the violation of the law. This is subterfuge, pure and simple, called forth by short-sighted greed that already has decreased and continues to decrease our salmon industry and threatens its complete extinction. Even if by complying with the law the traps during a heavy gale were in danger, which men fully acquainted with the traps deny, the gill-netters and purse-seiners continually run the danger of loss of nets through snags and other causes; why, then, should the traps not risk, if risk there were, some loss to obey the law enacted for the protection and saving of industry?

During the last three months I have visited most of the fishing grounds of Puget Sound, and I am compelled to state that Fish Commissioner Kershaw has not only not used the powers of his office to enforce the thirty-six-hour closed season law, but has ruled that the trapmen need not raise the tunnel and front part of the pot to high water mark to permit fish to swim into the outer waters of Puget Sound—that to raise the tunnel is sufficient. * * *

Now, your Excellency, it appears plain to me from the most careful investigation and consideration of the facts brought to my knowledge, that Fish Commissioner Kershaw is both unwilling and unable to enforce the thirty-six-hour law on the traps; that if the law is to be enforced and the salmon industry of Puget Sound preserved, the trap men must be given to understand that they must obey the law of the State as well as the other fishermen; also that no fish commissioner can pervert the plain meaning of the law to permit the traps to fish as long as a salmon is running. You, Governor, can and no doubt will, once the matter is fairly and fully placed before you, aid the fishermen of Puget Sound to preserve our salmon fisheries, for your letter of July 27 instructing the Fish Commissioner to enforce the weekly closing law and pointing out to him the way it can and ought to be done, has assured the fishermen that they have in you a strong and fearless friend. But it is also known to all fishermen that the Fish Commissioner, since the receipt of the letter from you, has not changed his policy of allowing the traps to fish during the closed season as long as they pretended to obey the law by hanging a piece of webbing in front of the tunnel or closing same. In this connection it is necessary to state that to permit the closing of the tunnel only to be called enforcement of the law is to invite the violation of the law. With the fish gathering in the hearts during the closed season in large quantities in a heavy run, if the tunnel is lowered for a brief period, most of the fish as a rule will rush into the pot; then the tunnel can be raised again. This takes only a few seconds. A man is usually stationed at the tunnel, and a few turns of his hand would close the tunnel. Under this construction aside from the fact that the trap is even with the tunnel closed, it would take a deputy on each trap to prevent the violation of the law. If the fish, however, are not permitted to gather in the hearts, as the law provides, violation of the law would be difficult and more readily detected. * * * *

To fully demonstrate the bad faith of the salmon combine when it states that it desires the preservation of the salmon industry, and hence had the Earles bill introduced at the last session of the Legislature, providing for the closing of sockeye fishing for 1906 and 1908, and for a weekly thirty-six-hour closed season for other years, I only need to mention that in the Earles bill no provision as to how the traps should obey the law was inserted. Had the Earles bill passed, the traps lawfully could have fished as they do now, and only the purse-seiners and gill-netters, the owners of floating gear, could have been stopped from fishing. The present practice of the trapmen fully proves this.

Mr. Kershaw strongly urged the passage of the Earles bill, and when that bill was defeated, tried to have the present thirty-six-hour law so amended that it should apply to the tributaries of Puget Sound, as it read. His amendment would have made the law apply only to the few gill-netters and set-netters in the small rivers. Comment on that action and his present practice is certainly unnecessary.

Der Seemann, the organ of the German Seamen's Union, reports splendid progress in organizing work. At the end of the first quarter of this year the membership in good standing was 3,117. At the close of the second quarter there were 3,667 members in good standing, an increase of 550 paid-up members during three months. The treasury of the Union was augmented by 3,534 marks during the same period, the total bank account at the end of the second quarter being 103,349 marks ($25,837). Der Seemann urges the organized seafarers of Germany to continue and renew their efforts in the near future, to the end that all men who make a livelihood on the sea may unite and better their conditions.

No settlement has been reached between the Northwestern Brewers' Association and the United Brewery Workmen. When a settlement is made the fact will be announced by the latter. In the meantime our readers can hasten the end of the dispute by refusing to drink any beer that does not bear the red label of the United Brewery Workmen.

Every dollar expended on the union label is worth, in practical results, ten times the same amount expended on strikes and boycotts.

EIGHT-HOUR DAY WINS.

The article, "Eight Hours in England," reprinted on page 2 of this issue, from the British Labor Gazette, official publication of the British Government, is an important confirmation of the claim that the eight-hour day is profitable to the employer as well as to the employe. The experience of the British War Office, during a ten-years' trial of the shorter workday, while important in itself, is admittedly but a repetition of the experience of private concerns. Summed up, the experience of the War Office under the eight-hour day (involving a reduction of nearly six hours per week, or one hour per day) is that "no extra cost has been incurred by the public on account of the reduction of hours, nor has the output of work been diminished." Piece-work employes have suffered no reduction in wages, while day-workers "have received an increased hourly rate of pay to make their earnings per week of forty-eight hours equal to those per week of fifty-four hours." This authoritative statement of the case, important as is its showing, makes no mention of the far more important results of the shorter workday, i. e., the material results to the community, in the shape of the increased demand for and consumption of good things, and the moral results to the individual worker, in the shape of enlarged domestic and intellectual spheres.

Another striking illustration on the same subject comes to hand in the form of an article in the Scientific American, entitled "A Government-Built Battleship," being an account of the progress made by the New York Navy Yard in the building of the United States battleship Connecticut. The Scientific American unqualifiedly indorses the action of Congress in awarding the contract for the Connecticut to a Government yard, and advocates the continuance of the policy of Government shipbuilding. In the course of its interesting remarks, the Scientific American says:

> The results thus far achieved have more than fulfilled expectations. The Connecticut has not only been built faster, and considerably faster, than any previous battleships constructed for our navy, but she is to-day slightly ahead of the sister-ship at the Newport News (private) yard, and this in spite of the fact that great enthusiasm prevails at the Southern yard, and there is an unspoken understanding among the workmen to push the boat along and have her completed ahead of the Government-built ship. In the report of August 1 of this year, the Connecticut was 0.83 per cent ahead of the Louisiana. During the month she has advanced 2.48 per cent toward completion; so that on September 1, 86.15 per cent of the work was done. The indications are now that she will be ready for her preliminary trials in the spring of next year, and ready for her final sea trial two or three months later.

It should be understood that the "great enthusiasm" which prevails at the private contractors' yard is merely another term for sweating the men in order to discredit the work of the Navy Yard.. Whichever of these vessels be first at the end of the race, it is a moral certainty that the Connecticut will prove the better piece of workmanship. As the Scientific American says, the Navy Department, by its work on the Connecticut, "has buried once and forever the old popular fiction that the construction of warships in a Government yard is necessarily slow and expensive, and the work indifferently done." These evidences of success under the eight-hour system, afforded by the two leading Governments of the world, make the efforts of those employers (the National Typothetae, for instance) who would adhere to the longer workday look more ridiculous than the efforts of Mrs. Partington to sweep back the Atlantic. In the former, as in the latter case, the contest is unequal. The laws of Nature are bound to prevail. Again we say, the eight-hour day has come to stay!

THE ALAMEDA WRECK.

The unfortunate wreck of the Oceanic liner Alameda, almost in the Golden Gate, will be regretted by every seaman who has admired that vessel on account of her graceful lines and fine seagoing qualities. The proverbial good luck of the twin sisters, Alameda and Mariposa, seems not to have altogether deserted the former in her mishap, since all on board were landed without wetting a foot or even turning a hair. A feature of the wreck that has elicited general comment was the conduct of the crew, which was fully up to the best ideals of seamanship. There was no excitement, no rush for the boats. Every man Jack kept his head and used it to good purpose. Of course, the Alameda's crew were all union men, from master down to deck-boy. The fact that the weather was comparatively fine at the time of the disaster does not detract from the credit due the crew, when contrasted with the conduct of other crews in similar circumstances and in the same locality. At the present moment we recall three such cases, those of the Oceanic, Rio de Janeiro and Algoa. In the cases of the two first-named craft many lives were lost; in the latter case the vessel pulled away from the rocks after a very close shave. Each of these vessels was manned by Chinese, and it is a matter of record that the loss of life in the cases of the Oceanic (or rather City of Chester, which vessel was sunk by the Oceanic) and Rio de Janeiro, and the narrow escape of the Algoa, were due very largely to panic among the Chinese seamen (?). This fact has been decided beyond debate by the United States Supreme Court, in its decision in the Rio case, that tribunal having ruled, for the first time in its history, against the limitation of liability on the part of the shipowner, on the ground that the Rio, having been manned by a Chinese crew unable to understand or obey the orders of the officers, the Pacific Mail Steamship Company must make good the losses suffered as a consequence of the wreck. The contrast between these cases reinforces the old truth that while Chinese and other forms of cheap labor may do well enough in fine weather, in an emergency white seamen are needed, and needed badly.

Demand the label of the United Garment Workers (see fac-simile on pages 11, 12, 14 and 16) when purchasing oilskins, shirts, underwear, ready-made suits, etc.! The label stands for white, union labor, as against Chinese and sweatshop products.

Those who are disposed to criticise Carnegie's selection of an epitaph should bear in mind two mitigating circumstances, to wit, a very limited choice of friendly, not to say complimentary, remarks, and a literary judgment that doesn't amount to anything more than it can afford to pay for.

Demand the union label on all products.

ATLANTIC COAST MARINE FIREMEN'S UNION.

HEADQUARTERS, BROOKLYN, N. Y., Sept. 20, 1905.
General condition fair.
DANIEL SULLIVAN, Secretary.
15 Union st.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC.

HEADQUARTERS, NEW YORK, N. Y., Sept. 20, 1905.
Shipping and prospects good.
H. P. GRIFFIN, Secretary.
166 Christopher st.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

HEADQUARTERS, SAN FRANCISCO, Oct. 2, 1905.
Regular weekly meeting was called to order at 7:30 p. m., J. Pearson presiding. Secretary reported shipping fair. A Quarterly Finance Committee was elected. Delegates were nominated for the International Seamen's Union convention, at Cleveland, O. Nominees wishing to have their names placed on the ballot are requested to notify the Committee on Ballot not later than Friday, October 6. The election will be held in the regular meetings on or about October 16.
A. FURUSETH, Secretary.
S. W. cor. East and Mission sts. Tel. Main 5397.

TACOMA AGENCY, Sept. 25, 1905.
No meeting; no quorum. Shipping fair; men still scarce.
H. L. PETTERSON, Agent.
3004 McCarver st. Tel. Main 808.

SEATTLE AGENCY, Sept. 25, 1905.
Shipping fair.
P. B. GILL, Agent.
1312 Western ave. P. O. Box 48. Tel. James 3031.

PORT TOWNSEND AGENCY, Sept. 25, 1905.
No meeting; no quorum. Prospects uncertain.
WM. THORBECK, Agent.
114 Quincy st. P. O. Box 48. Tel. 443.

ABERDEEN AGENCY, Sept. 25, 1905.
Shipping brisk.
WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

PORTLAND (OR.) AGENCY, Sept. 25, 1905.
Few coasters in port. Men scarce.
D. W. PAUL, Agent.
40 Union ave. Tel. Hood 352.

EUREKA AGENCY, Sept. 25, 1905.
No meeting; no quorum. Shipping good; prospects fair.
C. SORENSEN, Agent.
222 C street. P. O. Box 327. Tel. Main 566.

SAN PEDRO AGENCY, Sept. 25, 1905.
Shipping and prospects fair.
HARRY OHLSEN, Agent.
P. O. Box 2380. Tel. Main 774.

HONOLULU (H. T.) AGENCY, Sept. 18, 1905
Shipping medium; prospects uncertain.
A. COLDIN, Agent.
P. O. Box 96.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

HEADQUARTERS, SAN FRANCISCO, CAL., Sept. 28, 1905.
Regular weekly meeting was called to order at 7:30 p. m., Ed. Andersen in the chair. Secretary reported shipping fair. It was decided to elect two delegates to represent the Marine Cooks and Stewards of the Pacific at the next convention of the International Seamen's Union. Nominations to be made at the next regular meeting, October 5, at Headquarters and the branches, to be voted upon for four consecutive meetings.
EUGENE STEIDLE, Secretary.
54 Mission st.

SEATTLE (WASH.) AGENCY, Sept. 21, 1905.
Shipping dull; quite a few men ashore.
H. ROTHSCHILD, Agent.

SAN PEDRO (CAL.) AGENCY, Sept. 21, 1905.
Shipping good; prospects good.
G. LLOYD, Agent.

LAKE SEAMEN'S UNION.

HEADQUARTERS, CHICAGO, ILL., Sept. 25, 1905.
Shipping fair.
V. A. OLANDER, Asst. Secretary.
123 North Desplaines st.

MARINE COOKS AND STEWARDS OF THE GREAT LAKES.

HEADQUARTERS, BUFFALO, N. Y., Sept. 19, 1905.
Situation unchanged.
H. R. WALKER, Secretary.
55 Main st.

ATLANTIC COAST SEAMEN'S UNION.

HEADQUARTERS, BOSTON, MASS., Sept. 21, 1905.
Shipping fair.
WM. H. FRAZIER, Secretary.
1½A Lewis st.

On the Great Lakes.

(Contributed by the Lake Seamen's Unions.)

More Big Boats.

The much and long talked of 600-foot vessel has come and two steamers of that class will be in commission on the Lakes next season. The first order for a freighter of that type was placed recently when H. Coulby, President and General Manager of the Pittsburg Steamship Company, closed a contract with the American Shipbuilding Company for two steamers.

The new boats, which will cost about $900,000, will be 600 feet over all, 580 feet keel, 58 feet beam and 32 feet deep. They will be thirty-one feet longer and two feet wider and one foot deeper than the steamers E. H. Gary, William E. Corey, George W. Perkins, and Henry C. Frick, which are known as the "Big Four" of the Steel Trust fleet. They are the largest carriers on the Lakes and hold all the ore cargo records.

The new boats will be built at South Chicago and work on them will be started as soon as the repairs that are being made at the shipyard are completed. The material for the big ships will be furnished by the Illinois Steel Company, which is a branch of the Steel Corporation. About 4,200 tons of steel will be used in the construction of each of these boats.

The 600-footers will carry about 1,300 tons more than the four big steamers and their capacity on twenty feet of water will be 12,000 tons. Mr. Coulby figures that the new boats will make twenty-one trips a year and that in full season they will move pretty close to 600,000 tons of ore .

The new boats will have same power as the "Big Four" steamers. They will have triple expansion engines with cylinders 24, 39 and 65 inches, with 42-inch stroke. The boilers will also be of the same size, but the new boats may have three instead of two boilers. They will be fitted with Ellis & Eaves draft.

"Our big ships that came out this season," said Mr. Coulby, "have done so well and handled with so much satisfaction that we decided not to increase the power of the new steamers."

The construction and general design of the new boats will be the same as the "Big Four" steamers, but the 600-footers will be heavier and stronger in order to care for the additional length.

The holds of the vessels will be built on what is known as the straight side hopper up for a distance of nine feet.

The holds will extend in one continuous length from the collision bulkhead forward to the forward boiler room bulkhead aft, with one screen bulkhead in the length of the same extending from the tank to the spar deck. In the hoppers there will be no obstructions of any kind, the sides of the vessel and the deck of the vessel being carried by arched girder construction, which extends from one side of the vessel to the other about six feet deep in the center and spaced every twelve feet apart in the center between hatches.

There will be no special accommodations for passengers. The cabins will be of steel, with pilot house, owner's and captain's quarters located forward under and on top of the forecastle deck, and the quarters for the balance of the crew will be located on the spar deck, aft of the machinery space. They will be luxuriously fitted out in hardwood and the best of furnishings.

The growth of Lake shipbuilding has been fostered wonderfully. Up to 1900 the 500-foot vessel was only talked of, but in that year A. B. Wolvin, of Duluth, ordered four vessels of that class and for a time it was thought that the limit had been reached. The four boats were the John W. Gates, James J. Hill, William Edenborn and the Isaac L. Ellwood. They held the records for several years and in 1904 Mr. Wolvin again set the pace when he ordered the steamer Augustus B. Wolvin, which is 560 feet over all and 56 feet beam.

Last year, Mr. Coulby, who is the Lake representative of the United States Steel Corporation, ordered the "Big Four" steamers which are 9 feet longer than the Wolvin and the two 600-footers that he closed contracts for recently will be the largest and most economical coarse freight vessels afloat.

The length of the Lake freighter has increased 100 feet in five years, and it will be many years before such a gain is made again

Report on Sevona Wreck.

William Phillips, chief-engineer, and Adam Fiden, first-assistant engineer, the only surviving licensed officers of the ill-fated steamer Sevona, which was wrecked during the recent gale on Lake Superior, have made an official report of the loss of the boat, and it has reached the office of Steamboat Inspectors Monaghan and Chalk. The report, which was mailed from Buffalo, after relating the fact that the steamer left the port of Superior at 6:03 p. m., September 1, 1905, loaded with iron ore bound for Cleveland, Ohio, goes on to state that until one hour past Outer Island all went well. It was at this stage of the trip that the first trouble was experienced. Engineer Phillips continues:

"Owing to the heavy sea the steamer was turned around and we headed for shelter. At 5:45 I was in the engine room with the second-engineer and received a signal for half speed and answered the same. About ten minutes later the steamer struck bottom. She struck on the Sand Island shoal. There was no further communication between the captain and me after that. After the steamer struck the after crew, consisting of fireman, deckhands and engineers, lowered the lifeboats (two metal boats) and remained by the steamer in the boats until about 11:30. We then left the steamer and landed safely on shore about 5 o'clock p. m., September 2, 1905. Steamer is a total loss; value $220,000. Seven of the crew were drowned. Captain D. S. McDonald, First-class Pilot Louis Darwine, Second-class Pilot George Hamilton, Wheelsmen Nels Salverson and O. Valette, Watchman Gus Drews and another watchman, name unknown."

It is possible that the above report will have to be more in detail, as nothing is said of the forward crew.

The steamer Melbourne, bound from Montreal to Hamilton, with a general cargo, was burned to the water's edge near Trenton, Ont., on September 20. The crew had a narrow escape. She is a total loss.

Lights for Shoals.

The fine marine charts which have been posted up in the Ashland Daily Press office all summer have been closely studied by every shipmaster that has been at that port, especially during the recent past. These charts, by the way, are published by the Government, and are the finest and most accurate in existence. "The recent marine disaster on Sand Island Shoals," said Captain W. C. Jordan of the Canadian steamer Leafield recently, "emphasizes the need of gas buoys on Sand Island Shoal, York Island Shoal and Bear Island Shoal. You will see by these Government charts that these shoals are entirely under water, and had there been a gas buoy on Sand Island Shoal, the Sevona would have been saved together with the crew.

"There should also be a light on the northeastern tip of Michigan Island, for the present light is of no use for vessels coming from the northeast, and most of them come that way to Ashland.

"Third, there should be a gas buoy in Chequamegon Bay to give outgoing vessels their proper range in going out. The old time shipmasters will say that there is no need of it, but a great many of us do not regularly enter Chequamegon Bay, and a glance at the Government chart and the direction we have to take, will show there ought to be a gas buoy there. It is of more importance than the La Pointe light.

"And lastly, there ought to be a harbor of refuge in the Apostle Islands probably in the region of Little Sand Bay, directly south of Sand Island, with proper lights showing the way in."

What Captain Jordan says, many other Lake shipmasters say. It has long been contended that there should be gas buoys on Sand Island Shoal, Bear Island Shoal and York Island Shoal, but probably owing to the depth of water on each shoal, and the difficulty of keeping the buoy in place, none has ever been placed there. These shoals are at present unmarked except on the charts, and as there is considerable water covering the rocks, many vessels without cargoes have probably passed over them, without even discovering their danger.

Membership Book Found.

An ordinary-seaman's membership book, containing letters and a Norwegian seaman's book, belonging to Johan T. Sjostrom, No. 941 B., was recently found in South Chicago. Owner can have same by applying to Val Duster, Lake Seamen's Union, South Chicago.

General Manager B. W. Parker, of the White Star line, announces that his company will spend $15,000 to begin improvements on Sugar Island, which the line has purchased as a resort for Toledo excursionists.

The small two-masted schooner Elizabeth, of Sturgeon Bay, was recently blown on the sandy beach near Peshtigo. Owing to shallow water tugs have been unable to get near the boat to render assistance and she will probably go to pieces.

Demand the union label on all products.

Marine Notes.

The steamer Nottingham arrived at Ashtabula, O., recently with the captain and six surviving members of the schooner V. H. Ketchum.

Duncan McMillan has resigned as agent of the Goodrich Transportation Company, at Milwaukee, and has been succeeded by W. P. O'Connor.

Arrangements are being made by the White Star line to have the steamer Arundel run between Toledo and Detroit this fall, as was the custom last year.

The schooner V. H. Ketchum, which was recently destroyed by fire on Lake Superior, was insured for about $25,000. She was formerly a steamer. Her machinery was taken out a few years ago and placed in the steamer R. W. England.

The old steamer Badger State, which was converted last spring from a passenger boat into a floating poolroom, has been sold by Hugh R. Havey to Henry N. Loud, the lumberman of Ausable, Mich. The old boat will be used as a lumber carrier.

Notice is given that on September 12, it was reported that the Maumee straight channel entrance gas buoy showed a fixed white light. Its proper characteristic, a fixed white light of ten seconds' duration, followed by an eclipse of ten seconds, will be resumed as soon as practicable.

The crew of the barge Nelson C. Holland had a run for their lives when the Holland recently crashed into the center pier of the wrecked Portage Lake draw-bridge. They succeeded in getting away from the boat before she sank in thirty feet of water, but left all their belongings behind.

The schooner V. H. Ketchum, which was burned on Lake Superior, was the first ore vessel to enter Conneaut harbor. On September 21, 1892, she brought in a cargo of 2,271 tons of ore and the harbor was then in such a condition that it required two tugs to get her to the only dock. A big crowd was on hand to see the entrance. The Ketchum was then a steamer and was in command of the late Captain William S. Mack.

Fourteen new plates were required to fix up the steamer Stephenson, of the Steel Trust fleet, which was rammed by the barge Roebling recently. The Stephenson was at the Superior shipbuilding yard for ten days, and has just left. The steamer D. M. Clemson is receiving thirteen new plates at the same yard. A number of her plates were damaged in the ice last spring, but the owners managed to keep her in commission. The wooden steamer City of Naples is at the same plant for a general recaulking.

John Morgan, a sailor, has begun suit in the Federal court at Duluth against the Pittsburg Steamship Company, demanding damages to the amount of $2,000 as the result of an alleged assault made upon him by John Surney, first-mate of the steamer Matoa, of the Pittsburg line, on which Morgan shipped at Ashtabula on September 1. According to Morgan's story he remained with the boat until she reached Two Harbors, when he asked leave. It was then, says Morgan, that he was assaulted by Surney. He asserts the mate used an ax on him and that his injuries were so serious as to necessitate a wound on his head being sewed up by a physician. Morgan further alleges that the master of the boat, H. Geroux, made no attempt at a rescue and did nothing that would cause Surney to desist.

TONAWANDA LETTER LIST.

Anderson, H. B.	Herring, S. A.
Andrasen, Nills S.	Hillman, Henry
Atcheson, Fred	Hanson, P.
Brown, Clarence J.	Jacobson, August
Bergorstrom, Oscar	Johnson, Joe
Baase, Paul	Johanssan, Carl
Brown, Fred C.	Karlsen, Karl A.
Bandon, Fred	Knudsen, H.
Brown, Joe	Kozlaske, Michael
Brinniers, Heer K.	Karlsson, G. P.
Carlsen, Carl	Leeland, W. M.
Coburn, J.	Lundgren, Victor
Cobb, James W.	Lafarge, John
Cunningham, John	Labo, Peter
Clare, Frank	Maese, Max
Conger, Joseph	Mathiasen, Oscar
Champine, Tony	Magnassan, C. J.
Cattanach, Ralph	McGrath, R.
Christensen, Chas.	McLawby, Ed.
Curire, John	McDonald, Murdock
Corran, F.	McLeod, Thos.
Charlson, Karl A.	McNamara, Michael
Danielsson, J.	Nicholson, Andrew
Donaldson, Chas. B.	Milsen, Nils.
Daugherty, James	Nilsen, Welenius
Drucks, Louis	Pedersen, A. H.
Engelson, J. M.	Palmatier, George
Fjeldsgaard, Adolf	Pederson, N. A.
Furtaw, Parker	Omonsen, Tollak
Farran, James	Rankin, Jac. W.
Glanz, Edw., Jr.	Sullivan, S. P.
Gillgren, Peter	Sarsen, Dick.
Green, J. S.	Shannon, H. P.
Gay, Harry B.	Stalls, William
Housen, Thergrim	Sheldon, H. S.
Hausen, Martin	Tovatt, Frank
Hceley, Edmond	Van Antyerp, Chas.
Hillman, J. R.	Waters, Frank
Hansan, A.	Young, James
Hansen, Karl Otto	

CONNEAUT LETTER LIST.

Bjomlund, Axel	Grant, Wm.
Badgley, Frank.	Henderson, D. J.
Caldwell, Jno. D.	Hill, Harry
Critchley, Albert	Ingman, Gust.
Davis, Thos.	Isaacs, Freeman J.
Devney, Will	McNeeley, Matt.
Dahl, Ernst	Paulson, Hans
Fuller, Archie	Wadsworth, Frank

INFORMATION WANTED.

Charles Strachan, member of the Lake Seamen's Union, is requested to communicate with Dr. H. Wilson, General Hospital, Conneaut, O.

Emil Lundberg, of Boda, Oland, Sweden, last heard from in San Francisco in 1899, is inquired for by G. R. Lambert, 158 92d st., So. Chicago, Ill.

James Perry, a member of the Lake Seamen's Union, is inquired for by his brother. Address, Fred Perry, 135 Clinton street, Milwaukee, Wis.

Milton Briggs Wiley is inquired for by his mother, at Philadelphia, Pa. Any information concerning his whereabouts should be sent to Lake Seamen's Union, 121-123 North Desplaines street, Chicago, Ill.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS

LAKE SEAMEN'S UNION

(Lakes District International Seamen's Union of America.)

121 and 123 North Desplaines Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, WIS.....133 Clinton Street
Telephone 240 South.

BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.

ASHTABULA HARBOR, O.....87 Bridge Street
Telephone 552.

CLEVELAND, O.....171 East River Street
Telephone Bell Main 1295.

TOLEDO, O.....719 Summit Street
Telephone Black 6981.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES.

DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3724.

ASHLAND, WIS.....515 East Second Street
Ashland Phone 1563.

SUPERIOR, WIS.....1721 North Third Street
Telephone Peoples 4615.

BAY CITY, MICH.....919 North Water Street

OGDENSBURG, N. Y.....94 Hamilton Street

SUB-AGENCIES.

MANITOWOC, WIS.....809 South Eighth Street

ERIE, PA.....107 East Third Street
Telephone Bell 599 F.

CONNEAUT HARBOR, O.....992 Day Street

SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
Telephone 1944 South Chicago.

SANDUSKY, O.....1107 Adams Street

PORT HURON, MICH.....931 Military Street

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UNITED STATES MARINE HOSPITALS.
CHICAGO, ILL.; DETROIT, MICH.; CLEVELAND, O.

RELIEF STATIONS.

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Buffalo, N. Y.	Marquette, Mich.
Duluth, Minn.	Milwaukee, Wis.
Erie, Pa.	Saginaw, Mich.
Escanaba, Mich.	Sandusky, O.
Grand Haven, Mich.	Sault Ste. Marie, Mich.
Green Bay, Wis.	Sheboygan, Mich.
Houghton, Mich.	Sturgeon Bay, Wis.
Ludington, Mich.	Superior, Wis.
Manistel, Mich.	Toledo, O.

We Don't Patronize.

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Groceries—James Butler, New York City.
Meats—Kingan Packing Company, of Indianapolis, Ind.
Pipes—Wm. Demuth & Co., New York.
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Clothing—N. Snellenberg & Co., Philadelphia, Pa; Clothiers' Exchange, Rochester, N. Y.; Strawbridge & Clothier, Philadelphia, Pa.; Blauner Bros., New York.
Corsets—Chicago Corset Company.
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Hats—J. B. Stetson Company, Philadelphia, Pa.; E. M. Knox Company, Brooklyn, N. Y.
Shirts and Collars—United Shirt and Collar Company, Troy, N. Y.; Van Zandt, Jacobs & Co., Troy, N. Y.; Cluett, Peabody & Co., Troy, N. Y.; James R. Kaiser, New York City.
Shoes—Harney Bros., Lynn, Mass.; J. E. Tilt Shoe Co., Chicago, Ill.
Suspenders—Russell Mfg. Co., Middletown, Conn.
Textiles—Merrimac Manufacturing Company (printed goods), Lowell, Mass.
Underwear—Oneita Knitting Mills, Utica, N. Y.
Woolens—Hartford Carpet Co., Thompsonville, Conn.; J. Capps & Son, Jacksonville, Ill.

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Bookbinders—Geo. M. Hill Co., Chicago, Ill.; Boorum & Pease Co., Brooklyn, N. Y.
Newspapers—Philadelphia Democrat, Philadelphia, Pa.; Hudson, Kimberly & Co., printers, of Kansas City, Mo.; W. B. Conkey Co., publishers, Hammond Ind.; Gazette, Terre Haute, Ind.; Times, Los Angeles, Cal.

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Iron, Architectural—Geo. L. Meskir, Evansville, Ind.
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WOOD AND FURNITURE.

Bags—Gulf Bag Company, New Orleans, La., branch Bemis Bros., St. Louis, Mo.
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Carriages—Crane, Breed & Co., Cincinnati, Ohio.
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Lumber—Trinity County Lumber Company, Groveton, Texas; Reinle Bros. & Solomon, Baltimore, Md.; Himmelberger Harrison Lumber Company, Morehouse, Mo.; Union Lumber Company, Fort Bragg, Cal.
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MISCELLANEOUS.

Advertising Novelties—Novelty Advertising Company, Coshocton, Ohio.
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Bill Pasters—Bryan & Co., Cleveland, Ohio.
Railways—Atchison, Topeka and Santa Fe Railroad; Missouri, Kansas and Texas Railway Company.
Telegraphy—Western Union Telegraph Company, and its Messenger Service.
D. M. Parry, Indianapolis, Ind.
Wellman, Osborne & Co., Lynn, Mass.; Thomas Taylor & Son, Hudson, Mass.
C. W. Post, Manufacturer of Grape Nuts and Postum Cereal, Battle Creek, Mich.
Lehmaier-Swartz & Co., New York City.

On the Atlantic Coast.

(Continued from page 3.)

Union Items.

Shipping on the Atlantic Coast is normal for the season. Freights are rather low, but charters are fairly plentiful. The outlook in the coastwise trade is decidedly more encouraging than it was in the corresponding month of last year.

Some weeks ago the managers of the "American Seamen's Federation," a crimping concern, with headquarters in New York, were haled into court by the New York agent of the Atlantic Coast Seamen's Union to show cause why they should not pay a license as shipping-agents. They were each put under $500 bail to appear for trial on September 21, but when that date arrived and the clerk of the court called out their names, neither of them was on hand to answer. Their bail will therefore in all likelihood be forfeited.

Mention was made in these columns a few weeks ago that at the request of Comrade Gildermeister, the New York agent of the Atlantic Coast Seamen's Union, the New York Central Federated Union had sent a communication to Commissioner of Licenses Keating, urging him to enforce the municipal ordinance requiring all shipping-agents to be licensed. A reply has since been received from Mr. Keating, stating that at the present time only one shipping-agent remains unlicensed, and that his case is now under advisement by the License Bureau.

H. P. Griffin, General Secretary of the Marine Cooks' and Stewards' Association of the Atlantic Coast, reports good progress. Every steamship line in New York, excepting the Ward line, has been unionized, and fifty men in the stewards' department in the Ward line have also joined the Association, and it is a reasonable expectation that before long that line, too, will be thoroughly organized. The Baltimore branch of the Association is also reported as doing very well. Mr. Griffin has been elected a delegate to represent the Association at the coming convention of the International Seamen's Union of America.

After months of more or less successful bucking against the Marine Firemen's Union, the United Fruit Company, of Boston, has at last yielded to that organization, and its steamers are now carrying none but union firemen, coalpassers and oilers at prevailing union wages. The success of the Marine Firemen in this instance has been attained very largely through the good work of Comrade Maloney, the Boston agent of the organization, supplemented by the loyalty of a number of the older members. The fight against the United Fruit Company would have been won long ago, had it not been for the treachery of many members who, when the Union was locked-out by the company, violated their pledge to the Union and went over to the enemy. These men are now reaping the reward of their treachery by being locked-out by both parties to the controversy. It is the old, old story of labor and capital warfare enacted once more. When peace has been established, and the indemnity question settled satisfactorily, the scab is thrown on the scrap-heap of an unsympathetic world, like the worthless trash he is.

Fag Ends.

Whom the trusts love they chasten with fat jobs.

Enthusiasm and sincerity are a hard team to beat.

There are none so diffident as those who know the most.

Enlightened men will freely follow where fools can not be led.

No victory is so well worth fighting for as the victory over self.

Friendship which must be bought is never worth the price it costs.

Time is the nursery of our hopes and the graveyard of our ambitions.

Wisdom is the natural ally of virtue; ignorance is the natural ally of vice.

It's a foolish fly that accepts an invitation to walk into the spider's parlor.

The difficulty of attaining perfection is best realized by those who have come nearest to it.

Wealth in books and poverty in fact are the two most distinctive features of our civilization.

Trust editors are Janus diplomats forsooth, bold flatterers of falsehood and meek friends of truth.

Much of what passes for "originality" nowadays is often merely the indigestion of a turgid imagination.

Any scratcher on the surface of life can find its evils, but it takes a philosophic mind to bear up under them.

There is one thing which can truthfully be said in favor of the average daily newspaper: What it lacks in quality it makes up in quantity.

Between the taciturnity of the wise and the loquacity of the foolish, the average man has a pretty hard time finding out what's what in this world.

Man's knowledge, as compared to his ignorance, is as a tiny rivulet compared to the mighty sea. He usually does not even know that much.

The man who has learned to bear with a small present evil, that a greater good may be obtained by and by, has found the real path of progress.

The difference between a "speech" and a "plain talk" is generally merely the difference between rhetorical flourishes and common-sense statements.

The difference between a useful and a harmful education is merely the difference between the knowledge that makes men intelligently discontented with preventable evils and resigned to incurable evils, and the knowledge that makes men unreasonably discontented with all things.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

Affiliated with the
AMERICAN FEDERATION OF LABOR.

WM. H. FRAZIER, Secretary-Treasurer.
1½A Lewis St., Boston, Mass.

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PROVIDENCE, R. I., 464 South Main St.
NEW YORK, N. Y., 51-52 South St.
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Headquarters:
WHITEHALL, N. Y.

LAKE SEAMEN'S UNION.
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TOLEDO, O., 719 Summit St.
NORTH TONAWANDA, N. Y., 152 Main St.
DETROIT, MICH., 7 Woodbridge St., East.
SUPERIOR, WIS., 1721 North Third St.
ASHLAND, WIS., 515 East Second St.
OGDENSBURG, N. Y., 94 Hamilton St.
BAY CITY, MICH., 919 North Water St.
MANITOWOC, WIS., 809 South Eighth St.
ERIE, PA., 107 East Third St.
SOUTH CHICAGO, ILL., 9142 Macklnaw St.
CONNEAUT HARBOR, O., 992 Day St.
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Branches:
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NORTH TONAWANDA, N. Y., 154 Main St
OGDENSBURG, N. Y., 94 Hamilton St
BAY CITY, MICH., 919 Water St.
ASHTABULA HARBOR, O., Tel. 305.
CLEVELAND, O., Atwater Bldg., Room 1.
CHICAGO, ILL., 42 Wells St. Tel. Main 3637.
MILWAUKEE, WIS., 317 Florida St.
Sub-Agency:
CONNEAUT, O., 981 Day St.

SAILORS' UNION OF THE PACIFIC.
Headquarters:
SAN FRANCISCO, CAL., Southwest corner East and Mission Sts.
Branches:
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SEATTLE, WASH., 1312 Western Ave.
PORT TOWNSEND, WASH., 114 Quincy St.
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EUREKA, CAL., P. O. Box 327.
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THE COAST SEAMEN'S JOURNAL
Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the
FEDERATED SEAMEN'S UNION OF AUSTRALIA
29 Erskine Street, Sydney, N. S. W.

List of Union Offices
ALLIED PRINTING TRADES COUNCIL
of San Francisco, Cal.

Abbott, F. H., 314-316 Battery.
Altvater Printing Co., 2593-2595 Mission
Althof & Bahls, 524 Sacramento.
American Printing House, 1067 Market.
Art Printery, The, 41-43 Eighth.
Barnhart & Swasey, 107 New Montgomery.
Barry, Jas. H., The Star Press, 429 Montgomery.
Belcher & Phillips, 508 Clay.
Ben Franklin Press, 123 Seventh.
Bensen & Liss, 776 Bryant.
Berry Bros., 320 Sansome.
Bickell, L. A., 19 First.
Black Cat Press, 402 McAllister.
Boulin-Leichner Co., 519 Filbert.
Brown, Andrew Printing Co., First and Mission.
Brunt, W. N. Co., 102-104 Second.
Budde, H. F., Cal. Press, 407½ Turk.
Church Press, 23 Davis.
Collins, C. J., 16 Hayes.
Cook, The Morton L., 144 Second.
Crocker, H. S. Co., 217 Bush.
Cubery & Co., 587 Mission.
Danish Printing Co., 410 Kearny.
Daily Racing News, 21-23 First.
Day & McClinton, 538 Sacramento.
Drake & Baker, 850 Market.
Drum Bros., 638 Mission.
Eagle Printing Co., The, 344 Kearny.
Eastman, Frank & Co., 509 Clay.
Eastman & Mitchell, 415 Market.
Fording & Halle, 22 Clay.
Francis-Valentine Co., 5 Anna Lane, off Eddy.
Gabriel Printing Co., 320 Sansome.
Galloway Publishing Co., 146 Second.
Gilmartin Publishing Co., The, 19 First.
Guedet Printing Co., 935 Market.
Golden State Printing Co., 73 Third.
Golden West Press, 146 Second.
Granger & Caldwell, 526 Montgomery.
Hancock Bros., 809 Mission.
Harvey, John D, 509 Clay.
Hayden Printing Co., 417 Montgomery.
Hicks-Judd Co., 21-23 First.
Hiester, Wm. A., 529 California.
Hughes, E. C. & Co., 511 Sansome.
Illinois Pacific Glass Works, 10-16 Main
Jalumstein Printing Co., 310 Hayes.
Knarston Printing Co., 529 Washington.
Lafontain, J. R., 603 Merchant.
Latham & Emanuel, 511 Sacramento.
Leader, The, 532 Commercial.
Leilich & Colburn, City Hall Square.
Levison Printing Co., 514 Sacramento.
Levingston, L., 540 Clay.
Luce & Iler Co., 406 Sansome.
Lynch, James T., 514 Kearny.
Lyon, W. T. & Co., 161 First.
Majestic Press, The, 1566 Market.
McCracken Printing Co., 509 Kearny.
Medina & Co., 221 Sacramento.
Meyerfield, Albert M., 414 Pine.
Monahan, John & Co., 412 Commercial.
Moore-Hinds Co., 149 Natoma.
Morris & Bain, 320 Sansome.
Murdock, C. A. & Co., 532 Clay.
Mysell-Rollins Co., 22 Clay.
Nevin, C. W. & Co., 532 Commercial.
Occidental Mystic Press, 6 Cottage Row
Pacific Goldsmith Publishing Co., 146 Second.
Partridge, John, 306 California.
Pernau Bros., 543 Clay.
Phelan, F. M., 111 Cook.
Phillips & Van Orden, 508 Clay.
Police Bulletin of San Francisco, Hall of Justice.
Polyglott Press, 628 Montgomery.
Recorder Publishing Co., 516 Commercial.
Roesch, Louis Co., 321-25 Sansome.
Rooney, J. V. Co., 1308 Mission.
Samuel, Wm., 411½ California.
San Francisco Newspaper Union, 405-407 Sansome.
Schreiber, P. H., 809 Mission.
Shanly, J. M., 414 Clay.
Smyth, Owen H., 511 Sacramento.
Spaulding, Geo. & Co., 414 Clay.
Springer & Co., 240 Ellis.
Standard Printing Co., 518 Clay.
Stanley-Taylor Co., 656 Mission.
Sterett Co., W. I., 933 Market.
Sterling Press, 229 Stevenson.
Stuetzel & Co., 144 Second.
Sunset Press, 1327 Market.
Sutter Press, The, 240 Stockton.
Tomoye Press, 144 Union Square av.
Town Talk Printing Co., 146 Second.
Turner, H. S., 3232 Mission.
Valleau & Peterson, 410 Sansome.
Wale Printing Co., 621 Clay.
Wenderoth & Brown, 319 California.
Werner, Geo. A., 1067 Howard.
Western Fine Arts Co., 529 Clay.
Williams, Joseph, 142 Seventh.
Wilson, Geo. F., 405 Front.
Winkler, Chas. W., 146 Second.
Winterburn, Jos., 417 Clay.
Woodward, W. A. & Co., 12 Sutter.

Bookbinders.

Althof & Bahls, 524 Sacramento.
Brown & Power Co., 508 Clay.
Buswell & Co., 536 Clay.
Crocker, H. S. Co., 217 Bush.
Hicks-Judd Co., 21-23 First.
McGreeney, Wm. H., 23 Stevenson.
Kitchen, Jr. Co., John, 510-514 Commercial.
Levison Printing Co., 514 Sacramento.
McIntyre, J. B., 424 Sansome.
Malloye, F., 422 Sacramento.
Mysell-Rollins Co., 22 Clay.
Phillips Bros., 505 Clay.
Rotermundt, Hugo L., 413 Sacramento.
Webster, Fred L., 19 First.
Whelan, Richard I. & Co., 42 Stewart.
San Francisco Mailing Co., 609 Mission, 5th floor.

Photo Engravers and Etchers.

Barnhart & Swascy, 107 New Montgomery, near Mission.
Bolton & Strong, 621 Clay.
California Engraving Co., 506 Market.
San Francisco Etching Co., 109 New Montgomery.
McCabe & Sons, 611 Merchant.
Sierra Engraving Co., 324 Grant av.
Sunset Engraving Co., 108 Union Square av.
Union Engraving Co., 144 Union Square av.
Yosemite Engraving Co., 24 Montgomery.

Electrotypers and Stereotypers.

American Press Association, 19 First.
Hoffschneider Bros., 412 Commercial.
Martin & Co., 508 Clay.



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General News.

The Czar has conferred the title of Count upon M. de Witte, the Russian peace plenipotentiary.

Fire, causing a loss estimated at about $500,000, consumed the entire business portion of Butte, Mont., on September 24.

The California Supreme Court has declared unconstitutional the Anti-Trading Stamp law passed by the last Legislature.

The Minneapolis Times has suspended publication, after sixteen years' effort to reach a paying basis.

The net increase in the British revenue for the quarter ending September 30 is £731,750, despite the decrease in the duty on leather.

The Swedish steamers Njord and Robert collided on September 30 near Hveen Island, in the Sound. The Robert sank. Twenty persons were drowned.

Wreckage washed ashore on Kangaroo Island, on the coast of South Australia, points to the loss with all hands of the British ship Loch Vennachar, 1557 tons, which left the Clyde on June 14, bound to Adelaide and Melbourne.

The Sultan of Turkey has granted to Germany the right to establish a naval station on the island of Thasos, ninety miles northwest of the Dardanelles, and has given a German company a concession of all the mines on the island.

During the recent sessions of the Congress of Zemstvo and Municipalities at Moscow, Russia, a new political party, entitled the Constitutionalist-Nationalist party, was formed. Many prominent persons are members of the new organization.

Officials in Paris, France, say that it is practically assured that France will accept an invitation to the second peace conference at The Hague, owing to the united efforts of Emperor William and President Roosevelt, but official action awaits Russia's communication.

The Council of Professors, at St. Petersburg, Russia, has voted in favor of the unrestricted admission of Jews to the university courses and has recommended the admission of all candidates for matriculation regardless of the regulation restricting Hebrew students to 3 per cent of the student body.

Admiral Fournier says the British naval station at Singapore gives a strategic base sufficient to absolutely prevent the passage of naval forces within the China Sea, and is capable of suppressing commercial communication between China and Europe. Thus Singapore becomes Great Britain's key to the door of the China Sea.

It is said that discharged Japanese soldiers may solve the Yaqui problem in the State of Sonora. Such, it is reported, is the hope of the Mexican Government, which has just entered into a contract with the Imperial Japanese colonization company for the colonization of Japanese in that State.

The special committee of the Norwegian Storthing to which the question was referred, decided by a vote of 12 to 6 to recommend to Parliament the adoption of the Government bill embodying the draft of the treaty providing for the separation of Norway and Sweden signed at Karlstad on September 23. The dissenting six are Deputies Konow, Kastberg, Eriksen, Hansen, Bryggessa and Grivi.

The Workers' Compensation for Accidents Amendment Bill, recently introduced in the New Zealand Parliament, proposes that a weekly payment in respect of compensation for the total or partial disablement shall not be less than £1 per week in every case where the worker earned not less than 30s per week. The compensation may, in lieu of weekly payments, be a lump sum agreed to by the parties or determined by the Arbitration Court.

World's Workers

Under the Victorian (Australia) Wages Board system, employes must not be paid any part of a wage in merchandise.

Wharf lumpers at Port Augusta, South Australia, recently went on strike as a protest against the employment of non-nuionists.

The New South Wales typographical union celebrated its twenty-fifth birthday last month by a large picnic party at one of the beautiful pleasure grounds on the shores of Botany Bay, Sydney.

In Victoria last year the factories numbered 4208, being an increase of 57 on the previous year, and 50,554 males and 25,733 females were employed therein—increases of 1120 and 1939, respectively.

General Booth of the Salvation Army announces that he has chartered three steamers, which in the spring will sail from London for Canada with emigrants, all of whom will be guaranteed employment.

The experience of those trades in Victoria which come under the protecting wing of the Factories and Shops legislation has been so satisfactory that others not so fortunate are clamoring for and demanding equal advantages.

The Coastal Operative Butchers and Slaughtermen's Union, in West Australia, intends to make an effort to resuscitate the one-time powerful Goldfields Butchers' Union, which was killed by an adverse award of the Arbitration Court.

The Sydney (N. S. W.) Wharf Laborers' Accident and Burial Society has £542 to the credit of its burial fund, £384 in the accident fund, and £102 in the management fund; or a total of £1030. The sum of £43 16s 8d was distributed in accident pay during the past half-year.

Under the New Zealand Shops and Offices Act, Ah Joe, Mow Lee, Ah Poy, Wah Kee Bros., Kong, Some & Co., Ah Ghee Wing, were recently each and all fined 10s and costs, totaling £9 11s, for failing to close at 6 p. m.; and You Lee was fined £2 and 7s costs, for failing to close on the statutory half-holiday.

The Victorian (Australia) Anti-Sweating League has discovered that a number of girls who are good shorthand writers and smart typists were receiving an average wage of only 8s 6d a week. The League is approaching other organizations with a view of action being taken to assist the girls to obtain a reasonable wage.

The Australian High Court has granted the New South Wales Colliery Employes' Federation leave to appeal against the decision of the State Supreme Court in granting the mineowners an injunction restraining the State Arbitration Court from hearing the industrial dispute submitted by the employes' union.

Mail advices reaching England give a startling picture of the conditions under which imported Chinese laborers are forced to work in the gold mines of the Transvaal. There are now 48,000 coolies employed in the mines. They are housed in compounds, where they are in reality prisoners. Every infraction of regulations or failure to turn out the allotted amount of work is visited with severe and degrading punishment.

A bill which has been introduced into the Victorian (Australia) Legislative Assembly to regulate the attachment of wages provides that no order shall be made by any court, judge or justice for the attachment of the wages of any clerk, servant, laborer or workman, whose pay does not exceed £2 per week. If the wages of any such person does exceed £2 a week, only the surplus above that rate is to be liable to attachment.

San Francisco Letter List.

Letters are advertised for six months and kept at the Sailors' Union Office for twelve months, all told. If not called for at the expiration of one year letters will be returned to the Postoffice.

Aamodt, I. P.
Aass, T. A.
Abernethy, W. E.
Adolf, C.
Agiitzky, Hans
Albrecht, Emil
Allmers, F.
Amundsen, Pet.
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Andersen, Ole
Andersen-714
Andersen-1009
Andersen, E. G.
Andersen-1301
Andersen-1235
Andersen, Lars T.
Andersen, A. H.
Andersen, Sigurd
Andersen, W. A.
Andersen, Edw.
Anderson, A. E.
Anderson-604
Anderson, Adolf
Anderson, Thomas
Baardsen, Ed.
Baartvelt, M.
Barlebon, E.
Bauer, Frank
Beehler, J.
Benson, Ben
Bergh, A.-1878
Bergquist, V.
Berthelsen, Alf
Bindseil, W.
Bengtson-1272
Blackley, Albert
Block, C.
Block, Herman
Bock, C.
Bohrman, Wm.
Boisen, Knud
Boothby, J.
Cainan, Geo.
Canrinez, W.
Carlsen, Hans
Carlson-760
Carlsson-861
Carisson, John
Carisson-449
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Chevis, Frank
Christensen-986
Christensen, A.
Dahl, Olaf
Dahlgren, Oscar
Danielson, Ernst
Degn, Paul
De Groot, J.
De Haan, G. A.
De Jong, W.
Eek, Nicolas
Eckhardt, W.
Ehelert, Aug.
Ekblom-507
Ekiund, Ellis
Eliasen, Johan
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Engeli, E.
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Fabricius, H.
Fagelund, Gus
Fagerlund, G. E.
Fahlesen, Emil
Faragher, John
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Gabrielsen, Knud
Garside, James
Gasman, G. A.
Geissler, T.
Gibbs, G. W.
Gilholm, A.
Gent-561
Gjasdal, Eiling
Gottschalk, Max
Griffin, John
Gronberg, Erik
Grondahl, W. S.
Hafstrom, Fred
Hakansson, Fred
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Hallberg, Herman
Halmes, C.
Hammarsten, O.
Hange, M. N.
Hansen-1267
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Hansen, Chas. G.
Hansen, Hans R.
Hansen-1229
Hansen, Theo.
Hansen, H. C.
Hansen, Fred S.
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Hansen-1567
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Hansen-Edwart
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Hansen, Ole R
Hansen, Laurits A.
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Amundsen-1093
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Arnson, Henry
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Ashford, G. E.
Asplund, Emil
Borjesson, E.
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Brevig, Herman
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Briliowski, M.
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Fredriksson, A.
Freiberg, Peter
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Grundberg, Ivar
Grunbrock, H. J.
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Knaph, John O.
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Knudsen, H.
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Krieger, Adolf
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Lane, Leeland
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Matthews, J.
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Simpson, L. C.
Sivertsen, Geo.
Sjogreen, A.
Skogsfjord, O.
Skrrio, Mr.
Smedburg, David
Taherman, Erik
Talbot, A. E.
Taliant, Christy
Tenzer, Franz
Thestrup, L. P.
Thomas, Jas. W.
Thoresen, Pet.
Thuestad, M. J.
Ticmann, John
Tiesing, Ed. A.
Tierney, J.
Uberwimer, F.
Vandersilp, D.
Vangsoe, J. P. J.
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Wiberg, John
Yoen, Ole O.
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Zervas, John
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Lindstrom, Alex.
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Lof, Oscar
Lofgren, C.
Lowrie, R. A.
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Luden, Albin
Ludwick, Bert
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Michelson, H. M.
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Moerman, Gaston
Moffatt, J.
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Nyman, J. C.
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Olsen, Hans
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Olsson, Waldemar
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Peterson, Chas.
Peterson-1036
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Petrow, F.
Pettersen, Johan
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Pratt, L.
Prepin, C.
Rockwell, Theo.
Rosan, Oscar
Rosenblum, J.
Rosenquist, Alf.
Rosenstrom, F.
Ross, Joseph A.
Roth, G.
Rudlaff, R.
Rudsit, F.
Smith, C. H.
Smith, E. A.
Smith, F.
Smith, A.
Sorensen, Th.
Sorensen, Jorgen
Sorensen, C.
Stahn, Otto
Stangeland, O. B.
Starkey, W.
Stedman, G. F.
Stephan-1175
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Storsten, Henrik
Stener, John
Strandquist, L.
Struer, John
Svendsen, Otto
Swarthoim, C.
Tierney, John
Todt, John
Toliefsen, John
Tonnessen-440
Torkel-503
Tornstrom, Ed.
Tralow, Rich.
Trepin, C.
Tronsen, Marinus
Tuxen, Carl
Tyrholm, Johan
Unruh, Paul
Volgt, Arthur
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News from Abroad.

Preliminary steps have been taken for sending home the Cubans still remaining in Spanish prisons.

Alderman Walter Vaughan Morgan was elected Lord Mayor of London for the ensuing year, on September 29.

The British Government has decided to establish a naval base at Singapore as part of a vast new scheme of Imperial defense.

The Pope has appointed Bishop O'Connell, of Maine, his special envoy to the Mikado to build up the Catholic Church in Japan.

Germany's attitude toward France has grown pacific as the outcome of the establishment of peace between Russia and Japan.

The new Franco-Russian commercial convention was signed at St. Petersburg on September 29, and becomes effective on March 1, 1906.

Godefroy Cavaignac, who was French Minister of War during the exciting period of the Dreyfus case, died suddenly on September 25, aged 52 years.

Official confirmation has been received from Parral, Mexico, of a demonstration there on September 24 against all foreigners, and against the Americans in particular.

Anti-peace demonstrations continue to be held in different localities of Japan, the meetings passing condemnatory resolutions, but there has been no further violence.

The claims made by China against Russia and Japan for damages done by the armies in Manchuria may be submitted to The Hague tribunal for arbitrament.

The Norwegian steamer Venezia was wrecked on September 10 near Skallingen, on the southwest coast of Jutland. The master and his wife and ten of the crew were drowned.

It is reported in St. Petersburg that the Shah of Persia has borrowed $7,500,000 from Russia, and it is said that this is part of Russia's plan to get a foothold in Persia.

The Suez Canal has been closed temporarily owing to the sinking of the British steamer Chathem, loaded with dynamite and gelatine. The wreck was blown up.

A severe storm swept over Manila, P. I., on September 20, doing great damage to shipping and property. A number of lives were lost in the native district of the city.

The anniversary of the death of Emile Zola was observed in Paris, France, on September 29, crowds of people visiting the Montmartre Cemetery, where flowers were deposited on his tomb.

The British steamer Changsha, of 2300 tons register, belonging to the China Navigation Company, which recently sailed from Hongkong, from Manila, and it is feared she was lost in the recent typhoon.

The International Navigation Congress was opened at Milan, Italy, on September 25 in the presence of King Victor Emmanuel and Queen Helena and the Cabinet Ministers. Thirty-six nations were represented.

Four minor officials were killed and over twenty persons were wounded by the explosion of a bomb at the Pekin (China) Railway station, on September 24. Prince Tsai Cheu and Wu Ting Fang were among the injured.

A London Standard correspondent reports the formation of a big Anglo-Japanese shipowning and carrying combination, with a capital of $25,000,000. It will take over about forty steamers, varying from 2000 to 3000 tons each, which Japan acquired for transport work during the war, and will use them chiefly for centralizing the Japanese coasting trade.

Labor News.

Thirty-two men engaged in decorating the new Capitol at Harrisburg, Pa., have gone on strike in sympathy with the Philadelphia house painters.

It is reported that three of the best-organized local unions of teamsters in Chicago have voted to repudiate the recent election of National officers for the Brotherhood.

The employing painters of Philadelphia, Pa., have asked for an injunction to prevent a sympathetic strike of mechanics employed on operations with the dissatisfied journeymen painters.

The Board of Directors of the National Association of Manufacturers has adopted resolutions calling upon the members to aid employing printers to fight the demands for an eight-hour day.

The Philadelphia Central Labor Union has protested to Mayor Weaver against the "hostility" of the partisan police in the Labor Day parade and indorsed the building trades' condemnation of the North American.

Shelby Smith, the principal in the famous "Smith Case" in the recent convention of the International Typographical Union, has obtained an order enjoining the Philadelphia branch of that organization from expelling him.

The inmates of the New Jersey State Prison have stopped making mail bags, because of the law prohibiting the use of convict labor on Government contracts. A Trenton factory, employing 100 persons, has taken up the work.

The strike of union printers in the newspaper and job offices of the Argus Company, at Albany, N. Y., has ended, the company having signed an agreement for an eight-hour workday for all departments.

It is announced that the International Typographical Union has secured the signatures of all the proprietors of job printing offices in San Diego, Cal., to an agreement for an eight-hour day, beginning January 1.

The anthracite coal operators declare that they will not, under any consideration, grant the demand of the mine-workers for an eight-hour day, and that they proposed to agree only that the present agreement shall be continued.

The Chicago union freight handlers have voted to accept the old wage scale and conditions which have prevailed for two years, and agreements to that effect were made with nineteen railroads against which strikes have been threatened for the past few days.

Wisconsin and Minnesota farmers have formed unions, and will affiliate with the Chicago labor unions through the American Federation of Labor, if the local labor leaders can bring about a proposed alliance for offensive and defensive purposes.

The band of the Second Regiment, National Guard of California, has been mustered out, owing to the fact that it refused to parade on Memorial Day in Sacramento because the ladies of the Grand Army of the Republic had engaged a non-union drum corps.

A verdict of $100,000 against the city of Chicago was given the Panhandle Railroad on September 19 in a damage suit brought because of the burning of a number of freight cars belonging to the railroad company during the American Railway Union strike of 1894.

The French steamer Canada arrived at Colon on September 18, bringing from Martinique 600 laborers for work on the Panama Canal. They will be sent to the Pariso, Culebra and Padre Miguel sections. The Government of the Canal Zone paid the passage of these laborers, and will also provide them with lodgings, hospital and commissariat coupons. The majority of the men arrived penniless.

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14 CLAY ST., one Block North of Market St., near Ferry.
SAILORS' OUTFITS
Best quality Rubber Boots and Oil Clothing, Shoes, Flannel Underwear, Hats, etc.
ALL WITH THE UNION LABEL.
We give you a square deal.

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806 THIRD STREET,
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The rooms are all newly furnished and the accommodations first class. Board and Lodging, $5 per week. All rooms single.

D. EDWARDS
4 MISSION ST., SAN FRANCISCO
Opposite Sailors' Union Hall
We sell the kind of Goods you require.
Extra Strong Hickory Shirts
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Also a full line of Gentlemen's Furnishing Goods and Hats. Look at our goods. You will be pleased. No trouble to show them

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RED SEAL CIGAR
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Well Heeled
That's what the average Sailor needs to be—well shod, too, and no better way than to just buy Red Front shoes. This is our new Department that we want you to know more about.

YOUR FALL SUIT
What about it? Bought it yet? No? Well, get next to our styles—let us put a tape around your manly form and see the results—good, honest clothing—prices fair and square—stiff breezes which should blow your patronage through our doorway.

The Red Front Clothing Co.
MARKET ST., Opp Powell
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STILL ON DECK
ED. ANDERSEN
7 EAST ST., NEAR MARKET
Cigars, Tobacco and Notions
UNION-MADE GOODS A SPECIALTY.
LUMBER HOOKS.

Union Boot and Shoe Store ...
Repairing Neatly Done
C. LESTER
12 Steuart Street.
BOOT & SHOE WORKERS UNION
UNION STAMP
Factory No

Domestic and Naval.

A re-inspection of all steamers in the United States was ordered on September 26 by the Department of Commerce and Labor.

Miss Fanny Kagan, a steerage passenger on the White Star liner Cretic, has sued that company for $10,000 damages for indignities forced upon her by members of the vessel's crew.

James W. Boyd, a clerk in the Public Health and Marine Hospital Service, at Washington, D. C., was recently arrested, charged with embezzlement. He admits having abstracted at least $20,000 in the last three years.

The Hamburg-American Steamship Company's first turbine steamer, the Kaiser, made a successful trial trip at Hamburg on September 26, reaching twenty-seven miles an hour, or a mile above the contract stipulation.

The State Department has been informed that Prince Louis of Battenborg will be in Washington, D. C., on November 2. The report from Halifax that the visit of the British squadron to the United States has been abandoned is erroneous.

Hugh Blaik, a large shipowner and a pioneer in the shipping business between Leith and American ports, died at the former place on September 26. Mr. Blaik had been blind for twenty years, but he continued to personally direct his extensive interests.

The largest cargo of grain ever shipped out of Chicago was cleared on September 29, on the steamer George H. Russell. It consisted of 235,000 bushels of corn and 58,000 bushels of barley, aggregating 5572 tons. The cargo went to Buffalo.

A spar about four feet above water, attached to wreckage, was passed by the British schooner Nicanor, which recently arrived at Philadelphia, Pa., from Sherbrook, N. S. The spar was passed on September 14, twenty miles southeast of Fire Island Lightship.

Orders for 100,000 tons of shipping have been placed with Clyde (Scotland) shipbuilders during the past month, while 44,000 tons of new ships were launched during the same period. This boom is due to the expectation of a great increase in the Far Eastern trade now that the war is over.

Among the vessels driven ashore at Manila, P. I., during the recent typhoon were the American ship Erskine M. Phelps, Captain Graham, which arrived on September 8 from Philadelphia; the American ship Hecla, Captain Nelson, which arrived on August 30 from Portland, Or., and the Chilean bark Alta, Captain Thonegal.

The monster ore carrier, John Stanton, was launched September 17, from the yards of the American Shipbuilding Company in Lorain. The boat is owned by Captain C. L. Hutchinson, of Cleveland, O., and is a 9000-ton vessel, 524 feet in length and 54 feet beam. She will go into commission in about thirty days.

Inquiries made in British shipping circles have failed to confirm the story sent out from Liverpool recently in regard to the Anglo-Japanese shipping combine. Both Sir Alfred Jones and R. D. Holt disavow all knowledge of the report, as does also the Nippon Yusen Kaisha, the Japanese national steamship line.

The schooner Kate B. Ogden arrived at Philadelphia, Pa., from Wilmington, N. C., reports passing a bell buoy on Brown Shoal out of order. The buoy had turned over. A vessel's mast, heel up, extending about eight feet above water, was passed by the schooner, E. Starr Jones, also arrived from Windsor, N. S. The mast was passed on September 10, four miles southeast of Naset Light. It was attached to a submerged wreckage.

With the Wits.

Precise—"Will you marry me?" he asked bluntly.

"No;" replied the Boston maiden, but she added coyly: "I am not endowed with sacerdotal power. Put your question properly. Ask me if I will become your wife."

Fixed.—"It's all right," said Yerner's platonic friend; "she will marry you."

"Oh, don't make fun of me, Bess," protested Yerner. "You don't know anything about it."

"Yes, I do. I told her to-day that I wanted you."

One Way.—"My manuscripts," complained the young writer despondently, "are always coming back to me."

"I'll tell you," said the editor genially, "how you can manage all that."

"Oh, how?" cried the other, brightening hopefully.

"Don't inclose any stamps."

Dissembling.—"That man in there is a hypocrite," said Jackson as he left the drug store.

"You mean the druggist?"

"Yes. When I went in I interrupted him in the midst of compounding a prescription; I told him I wanted a two-cent stamp and he smiled as sweetly as if he was glad to see me."

That Means Business.—"That boy of yours is a pretty spunky little fellow."

"Oh, I don't know. I heard him bullying a much smaller boy the other day."

"But I heard him talk right up to a fellow twice his size to-day."

"That's nothing. The boy who is really spunky is one who will talk right up to a boy his own size."

She Had to Forgive.—Mrs. Winks—"Mrs. Ayres and her husband have had a dreadful quarrel, just because she gave him a letter to mail and he carried it around in his pockets for a week. Isn't it too silly of her?"

Mr. Winks—"Maybe that would make you mad too."

Mrs. Winks—Oh, John! I wouldn't lose my temper over a little thing like that."

Mr. Winks—"I'm glad to hear you say it, my dear. I just recall that I've still got that letter you gave me last Wednesday."



Union made Clothing

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In purchasing here you buy direct from the makers at a saving of middlemen's profits.

Ready-to-wear suits and overcoats $10.00 to $35.00.

Made-to-order suits and overcoats $10.00 to $45.00.

Garments can be purchased in either one of our two stores.

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All Watch Repairing Warranted for two years. Eyes Tested Free by an Expert Optician.

ALARM CLOCKS REDUCED TO 45 CENTS.

Open Evenings till 8 p. m. Saturdays, 10 p. m.

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SMOKERS

See that this Label (in light blue) appears on the box from which you are served.

Issued by Authority of the Cigar Makers' International Union of America (SEPT. 1880)

Union-made Cigars.

This Certifies, That the Cigars contained in this box have been made by a First-Class Workman, a MEMBER OF THE CIGAR MAKERS' INTERNATIONAL UNION of America, an organization devoted to the advancement of the MORAL MATERIAL and INTELLECTUAL WELFARE OF THE CRAFT. Therefore we recommend these Cigars to all smokers throughout the world.

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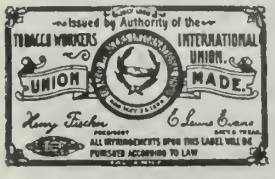
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Send for Illustrated Catalogue.

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Gents' Furnishing Goods, Hats, Caps, Trunks, Valises, Bags, etc., Boots, Shoes, Rubber Boots and Oil Clothing of all kinds. Everything strictly UNION MADE. Seamen's outfits a specialty.

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Opposite U. S. Custom House **SAN FRANCISCO**

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Taylor's Modern Navigation, a book for both young and old navigators, is now in the Library of every Pacific Mail Steamship, in many Universities, and is highly recommended by many noted navigators. Send for circulars and testimonials.

Moving Sales At HALE'S

Many departments are already moving into new quarters.

Other departments are anticipating moving orders to come soon. The new building is one week nearer completion, but not near enough as yet to hold the stocks we had planned to fill it with.

And our new goods are coming in every day—putting us to our wits' ends. For many stock rooms, already cram full, refuse to receive more. There is only one way out of the difficulty and we have taken it.

Marked prices that are hurrying goods out rapidly from every department.

No matter what you need—you can likely save largely—by buying at Hale's, now.

Hale's Good Goods

Open at 9. Closed at 6 every day

MARKET ST., NEAR SIXTH
San Francisco

Union Clothing Store

A COMPLETE STOCK OF

Sailors' and Firemen's Clothing and General Supplies.

ERNEST COLBY

17½ Steuart Street,

Bet. Market & Mission, San Francisco



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The largest first class tailoring establishment on the Pacific Coast using this CUSTOM TAILORS UNION LABEL label

Suits to order from $16.00 up

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Samples and Self-Measurement Blanks free by mail

CHARLES LYONS
London Tailor
721 Market & 122 Kearny ST
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SCOTTY'S MILWAUKEE SWEATERS & JACKETS

Have stood the test against all competitors.

Lake Faring Men All Know It.

SWEATERS SENT BY MAIL FOR $3.00
Beware of Imitations.

WILLIAM LISLE

"SCOTTY"

111 Menomenee St., Milwaukee, Wis.

COAST SEAMEN'S JOURNAL

FOR THE SEAFARING PEOPLE OF THE WORLD.

OFFICIAL PAPER OF THE INTERNATIONAL SEAMEN'S UNION OF AMERICA.

A Journal of Seamen, by Seamen, for Seamen. *Our Aim: The Brotherhood of the Sea.* *Our Motto: Justice by Organization.*

VOL. XIX. No. 3. SAN FRANCISCO, WEDNESDAY, OCTOBER 11, 1905. WHOLE No. 939.

AUSTRALIAN LABOR PRESS.

A Great Power in the Commonwealth.

Tom Lauder, of Melbourne, Gives His Experience.

THERE is probably no country in the world with such a variety of labor newspapers as Australia. When one takes into consideration the smallness of that island continent's population, it might further be stated that it has, proportionately, the largest newspaper-reading public in the world, and the most critical. Every bush hamlet of a few thousand inhabitants luxuriates in its local organ; every shearer's hut or miner's camp is lost without its weekly sheet. And so, out of the fact that even the man away "out back"—away on the dreary, sun-scorched plains—is interested in getting news of his fellowmen, has arisen what is now widely known throughout Australia as the Labor Press.

This press had very humble beginnings. Fifteen years ago it was but the "baseless fabric of an empty dream." But the "baseless fabric" very speedily assumed concrete shape, until to-day labor papers exercise as much power in the Government of Australia as any of the most unscrupulous capitalistic dailies.

It was about the period of the Shearers' strike in Queensland—the year 1893—that the Brisbane Worker, then under the control of William Lane, came into prominence. It had already been running, but its mission as a really live force may be put down at or about the period named. Lane, its first editor, achieved some small notoriety as the founder of New Australia, a communistic experiment in Paraguay, destined to collapse and shatter the many ideals of its undoubtedly honest and self-sacrificing founder. Under Lane's editorship, the Worker gradually forged its way ahead. Lane was a brilliant worker, although somewhat visionary. Still, the little weekly, under his care, speedily became known all over a territory as large as France, Germany, Holland, Belgium and the British Isles combined. Hence grew into power a strongly organized union sentiment, and a host of speakers and writers, fully prepared to crystallize that sentiment into a permanent legislative factor.

The influence exercised by the Brisbane Worker would probably be thwarted were it not for the solid and subsidized support it receives from the Queensland bush workers. These toilers, rough and uncouth as many of them may be, form the vanguard of all that is truest and best in Australian laborism. To these men, therefore, the Worker of Queensland owes practically its existence during the years that have gone, and it will continue to claim their protection during the years that are to come. To these men the Worker is more than the Bible itself—it is their Bible! To one, like the writer, who knows something about Queensland, such a paper as the Worker and the men who support it, form the beacon toward which organized labor is marching, steadfast in the hope of securing better industrial and social conditions for the masses.

Next to the Worker, Queensland can boast of some ten or twelve labor, or semi-labor, weeklies. Probably the most important is, or was, the Charters Towers New Eagle. Charters Towers is a strong labor center in Northern Queensland. It is situated some five hundred miles above the Tropic of Capricorn, and is noted for its gold, saloons and thirst. It is a veritable treasure-house for the enterprising saloonkeeper. What Brisbane is to Southern Queensland, so is Charters Towers to Northern Queensland. And its labor weekly takes proportionate rank.

Midway between Northern and Southern Queensland lies Central Queensland, the leading city of which is Rockhampton. For a very long period Rockhampton supported the People's Newspaper, a labor weekly, which exercised no small influence over that part of the State. Eventually a big and prolonged drought struck the central district, and among other ravages tore away the financial supports that had hitherto kept the labor organ in fairly sound condition. Not very long after its collapse, however, another labor weekly, the Critic by name, appeared—Northern, Central and Southern Queensland still being represented in labor journalism. Thus, the labor press in Queensland stands in a very promising position. Its future is bound up with the prosperity of the State, and also with the amount of enterprise its supporters put into it. Queensland is a rich State, offering almost illimitable opportunities for enterprise and initiative, and nowhere can these leading qualities be better exercised than in the expansion of the Australian labor press in that State of the Commonwealth. Queensland practically inaugurated the Australian labor press. Now it has an opportunity to carry it further and further toward its goal.

About seven and one-half years ago a number of men interested in advanced economic ideals foregathered in Melbourne. At that time it seemed almost an impossibility to establish a worker's paper in Victoria, various previous attempts having proved unmistakable failures. However, a further attempt was made, and out of that attempt the Tocsin was established—a paper which at varying periods has shown promise of better results than ordinarily have fallen to the lot of newspapers. There are reasons, however, why the optimistic desires of some of its promoters have failed to materialize. Those reasons I shall show immediately.

Among the founders of the Tocsin were two different types of character—men with a conscience and men without a conscience. In other words, there were men who considered it practicable to put into effect the most advanced ideas—those who might be termed socialistic dreamers—and there were men who only saw in the establishment of a people's weekly the gratification of their own selfish ends and their political advancement. Needless to say, in course of time the latter element triumphed, and the Tocsin, instead of fulfilling its founders' ideas—that of a genuine Victorian Labor-Socialist newspaper—eventually became a mere advertising sheet for a few political adventurers. That is how matters stood when the writer quit the editorial chair, eighteen months ago.

I first became connected with the Tocsin in the year 1900. At that time the paper was very poorly printed; contained but little news of any paramount interest to the worker, or any one else; had a miserably small circulation, and generally consisted of eight pages, demy folio, interspersed with cheap advertisements, such as "Mother Seigel's Curative Syrup," and "Dr. Williams' Pink Pills for Pale People."

To this little sheet I contributed twenty-six articles dealing with my experience in South Africa. These articles won eulogistic references from no less a literary authority than Professor Rentvul, of the Melbourne University. In addition they assisted materially in increasing the circulation of the paper, at that period struggling along with a bare weekly output of about 1700 copies.

During this period the Tocsin was under the literary guidance of a philosophic anarchist—one, nevertheless, of the gentlest men who ever put pen to paper. Under the auspices of that writer the paper was noted for long disquisitions rather than for short, pithy paragraphic matter. The result was that, however good the long articles were, the workers were not inclined to bite, and the circulation remained stationary.

Eventually the poor fellow who then held the helm became very ill, and after twelve months of protracted suffering died in a public hospital.

For some considerable time previous to his death I had been appointed to the editorial post. That position I held for nearly two years, and while holding it the circulation of the Tocsin went up as high as 10,000. This, of course, was a somewhat abnormal jump from 1700; but, at all events, I managed to get a standing circulation of 5000. In addition the paper was considerably improved, both in typographical appearance and in style of literary get up.

However, I found the grafting element which had, as elsewhere stated, wiped out all opposition, so securely entrenched that it was well nigh impossible to do anything with the paper. I saw clearly that its usefulness as a labor weekly was over, and that the only chance for the workers of Victoria lay in the establishment of another and thoroughly representative weekly. In a big city like Melbourne, and in such a strongly radical State as my native State of Victoria, there is ample room for a genuine people's weekly. It is my intention—all being well—to make the attempt at no distant period, if not in Victoria, well, in some other State or colony of Australasia. However, one thing is certain, the labor press in Victoria is only such in name now. The advent of the grafter has completely demolished it as a potent factor in industrial affairs. In time, perhaps, the Victorian worker will begin to understand the situation. That time, it is to be hoped, is not far distant.

TOM LAUDER.

San Francisco.

Australian Notes.

(For the COAST SEAMEN'S JOURNAL.)

I suppose you have seen an account of the great Land frauds here. As we do not receive very reliable reports through the press, we will have to wait for a true account of the Commission now sitting.

The Wharf Lumpers have their case before the Arbitration Court just at present. It has lasted now three weeks and is likely to continue one week more. The barrister who is conducting the case is W. M. Hughes, one of our Labor party. He is one of the crowd who has risen from the ranks, and has been the means of organizing the Longshoremen's Union, the Trolly and Carters' Union, and has done good work in the labor movement in general.

The employers have banded together to defeat the Trade-Union Label, in the Federal Parliament, and the strongest argument that is being used against it is the articles in the COAST SEAMEN'S JOURNAL. Naturally enough, they show how you have your fair and unfair list printed.

This season is supposed to be one of the best that Australia has had for a considerable time, especially in the wool and wheat lines. The building trades are brisk; also a very considerable number of buildings are being torn down and more substantial ones are being erected. There is a very strong agitation being carried on here in connection with the construction of locomotives in this country, as we contend that they can be manufactured here equally as well as in America; but the bone of contention is that they should be made by the Government in its workshops at Eveleigh, and a great many people say that every shop that is run as a private concern should have the opportunity of sending in tenders for their construction. As the Government debars a person over forty years old from obtaining permanent employment, you see that the people are very much divided in their opinions.

Our Eight-Hour Demonstration Day falls on October 2, and we are making great preparations, as this is our Jubilee year. The Attorney-General has stopped the selling of our "Art Union" tickets on the streets, but we have made arrangements to give a good discount to shopkeepers as an incentive. The first prize is valued at £500 and the second at £100, and there are about 100 other smaller prizes.

Shipping is fairly brisk here at present, as far as our Union is concerned. As far as the Longshoremen's Union is concerned, things are rather dull this month, but the season commences next week, so that there is a bright outlook.

The unemployed problem is still very much discussed here. As you are aware, our cities are very far apart and are not as getatable as yours, and as all out of work flock to the cities, we always have a good-sized crowd here. The Government has now taken the matter up and established relief works, but the pittance paid is so small that very few trouble them. Of course, about eighty per cent of the unemployed are not trade-unionists.

ED. A. KELLY.

Sydney, N. S. W., Sept. 10, 1905.

The Province of Milan is one of the important centres of Italy. It contains 300 silk mills, giving employment to 40,000 workmen; 200 cotton mills, with 25,000 workmen, and twenty woolen mills, with 3,000 workmen.

Old Times on the Coast.

Thirty-one years ago the writer severed his connection with the United States Navy, having, at that time, completed a term of sixteen and one-half years continuous service as boy and man. Ignorant of the conditions existing on the Pacific Coast, I foolishly imagined that I would be able to earn and save more money in the merchant service than I possibly could in the Navy. The illusion was quickly dispelled.

Walking the water-front day after day, soliciting a chance to ship from every skipper and mate along the beach, I saw my "reserve fund" slowly disappearing. Requests for employment usually met with the question: "Who are you boarding with?" After meeting with much discouragement I finally scraped acquaintance with an old sailor who kept a little place on Mission street, right opposite where the Sailors' Hall now stands. This man was known as "Uncle Sam," a name well known to the seafaring fraternity many years ago. I was put wise, and with a letter of introduction in my pocket I laid a course for the "New York and Brooklyn Exchange," kept by Pete McMahon, as honest an old chap as ever ran a boarding house. Having a little money to spend on "red eye," I was made welcome, and shown to my boudoir, which I occupied in company with nine other "sons of the sea" and innumerable little animals called bed bugs. Here I stayed, enjoying all the comforts of an "ill-spent life," until the size of my "slate" compelled Pete to find a ship. So one fine morning, the bar-keep said: "Well, Shamus, a foine ship I have for ye." "Yes! and where is she going?" "To Liverpool, my lad." "Not on yer life. I'm going to ship in the Navy again." The result was that next day found "Shamus" engaged on the bark Oakland, bound for the Sound, wages fixed at the magnificent sum of twenty dollars a month.

Here I found a forecastle large enough to accommodate about a dozen chickens, lined with bunks for ten men. After a little good-natured growling among ourselves and curses loud and deep on ships and owners in general, duds were stowed away and work commenced. We had a quick but stormy passage to Cape Flattery, and then the fun commenced, beating up the Straits to Port Townsend. Thirteen solid days and nights; wet, cold, and hungry; never a drop of hot coffee or sufficient chuck at supper time to enable us to save a bite for the middle watch. Braces and pumps, pumps and braces. Oh, ye steam-schooner mules, what a snap you have got!

Well, we finally made Port Townsend and were wind-bound for a couple of days. Up anchor and off for Port Madison; made Apple Tree Cove and dropped anchor for the night. Next day made Madison, but had to kedge about a mile and a half from anchorage to wharf. No steamers for towing ships then —no lumber ready. Stripped to a gantling and re-fitted. Weather bad; frost, snow and rain. No oilskins. Twenty dollars for a pair of blankets in the store; no stove in the forecastle, and sudden death to go near the galley. Oh, the good old times! Grub stopped one Sunday because we would not shovel snow off deckload and clean brass on the poop. Begged for charity at the County Jail, kept by one of nature's old-time gentlemen, Sheriff Williams of Kilsap County. Got two good square meals, and my mouth is watering now at the thoughts of them. Finished loading. Sailed; arrived safely in 'Frisco. Six inches less around the waist and two inches longer in the arms! Went to office for our pay and got—what? A due bill payable in thirty days. Paid "boarding-master" ten per cent for cashing it. After deducting the amount of his bill—among the items of which we found five dollars charged for "the chance," one dollar for taking our things on board, one dollar for bringing them on shore again—we were given what was left, and damned little of it there was. Hurrah for "Bottle Meiers!" "Play mit der fiddle up, to hell mit der oilskins!" In forty-eight hours we were ready for sea again.

Such was the Coast in the "good old days." Do we wish for their return? God forbid! The hardships and petty meannesses that were endured by Jack in those days are almost incredible. Ships went to sea in the winter with barely enough provisions and water to reach the port of destination under the most favorable circumstances. Fourteen, and often sixteen hours constituted a day's work. Ill fed, ill clothed and ill treated, it is no wonder the Sailors' Union developed a holy hatred of the vicious system that permitted such abuses. The Sailors' Union has bestowed upon its members the greatest good that any man can possibly possess—Manhood!

THE DOCTOR.

Toy Trade of Germany.

The value of toys exported from Germany last year was about $13,500,000, of which the United States, as the principal customer, took nearly $4,000,000. Sonneberg is the chief center of this industry. The Chamber of Commerce of that city, in its last annual report, has this to say of the toy industry:

Great Britain has been the principal recipient of the goods exported from that (Sonneberg) district, but to all appearances it will ere long have to surrender first place to the United States. The powerful transatlantic commonwealth, favored by a rich and increasing population, has been enabled to retain its importing capacity in spite of the protective character of its Customs tariff. The message of the President was all the more disappointing to us, as the hoped-for reform of the tariff and the expected reciprocity treaty was not mentioned therein. This is a consummation devoutly to be wished, and must be worked for by Germany—of course with prudence, so as not to imperil our trade relations with the United States. The constant care and cultivation of these is a life matter for important branches of German industries, and will continue to remain so as long as our products find difficulty in entering the markets of Europe.

Next to the toy industry in Sonneberg is the manufacture of china ware, consisting chiefly of dinner and tea sets, statuary, painted plates and medallions, articles used for electrical apparatus, stoppers for bottles, marbles for children, and doll heads. The exports of this class of merchandise last year aggregated 32,406 metric tons, valued at nearly $13,000,000, of which 56 per cent came to the United States. The manufacture of glassware, especially tubes and bottles for chemical and medical uses, glass balls, glass ornaments for Christmas-tree decorations, etc., is important, as is also the manufacture of pearls from fish scales. For all these goods the United States is a large customer. Slates and slate pencils, masks, and artificial eyes are likewise considerable items in the manufacture and export trade of Sonneberg.

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions.)

A Case of Eliotism.

A janitor in a large apartment house in New York, writing to the New York Evening Journal, says that he "has often read that to succeed in life, as we are told by the big men of the day, you should work hard, do more than you are expected to do, and you will be rewarded." Then he goes on to tell that he used to have three boy assistants, but as there is rather less work to do in the summer than in the winter, he offered early in the summer to do the work with only two assistants, which offer was accepted by the owner. Now that winter is approaching he would like to have the third assistant again, but the owner tells him to keep it up with two assistants only, and intimates that he must have been loafing before, despite the fact that now he has to work from 6 a. m. until after midnight.

This is so evidently a case for the consideration of those charged with the dissemination of the Eliot-Hopkins-Thurber doctrine of economics that it is respectfully referred to them. It may be pointed out here, in a general way, that, as a rule, there is no sentiment in business; rewarding him for doing more than he is expected, or rather paid to do is sentiment. Under the circumstances, perhaps, the best rule for workingmen to follow, is the time-honored one about returning a fair day's work for a fair day's pay, and putting it up to the boss that good wages and reasonable hours of work are much more acceptable than an occasional "reward." It has long been recognized by all who have made the subject a study that if men can get justice they will, as a class, willingly dispense with charity, and the "rewards" for being a "sucker" are the meanest kind of charity.

The recent order of Secretary Metcalf, of the Department of Commerce and Labor, to the effect that all steam vessels throughout the United States which have not been inspected within the last two or three months must be re-inspected, contains all the usual emphatic insistence upon attention to the life-saving apparatus and the execution of fire-drills by the crews, but not one word about the efficiency or numbers of the latter. So far as the Department of Commerce and Labor is concerned it is evident that as long as every steamer carries a landsman to couple and uncouple the hose, he will be accepted by the Department as an entirely satisfactory equivalent for "the crew," all hands and the cook.

The press is just now more or less agitated over the "epidemic of crime that is sweeping over the land," etc. With the examples of corruption, open graft and downright theft among our "prominent citizens" before the masses, the wonder is not so much that there is an "epidemic of crime" in the land as that there are any honest men left at all. When the ignorant and illiterate are taught by example from those in high places that the possession of great wealth, no matter how obtained, is the only thing that commands respect and deference, what else can be expected from them but an "epidemic of crime?"

Motor Fishing Boats.

Every once in a while we are brought face to face with the fact that the world of to-day is, indeed, wonderful, when its scientific accomplishments are compared with those that excited the youthful wonder of men now only middle-aged. The Marine Journal, discussing the merits of motor boats and the steadily increasing use of them, says:

> One of the greatest fields for these useful vessels is among the fisher, oyster, and lobster men all along the Atlantic Coast, from Maine to Florida, and the fisherman (excepting offshore fishermen), who has not a power-propelled boat, is literally out of the race in his important calling. This class of hardy toilers no longer wait for a favorable breeze to market the catch, but when a fair catch is under the hatches, away they go to the nearest city, town, or resort, and dispose of it to the best advantage. Fishermen only need wireless telegraphy now to make their equipment perfect. With that apparatus on board, any enterprising gatherer of deep-sea food might ascertain which market to head for that would be the most profitable as to price, in consequence of a scarcity of the special kind of fish he had to dispose of.

It is already in use on the great ocean liners

Yes, wireless telegraphy, as it becomes more perfected and simplified, is bound to be increasingly employed by all classes of seafarers. and in the Navy, and its general installment on all classes of freight-carrying merchantmen and fishing vessels is only a matter of a short time now. That it will tend to greatly promote the safety of life afloat is understood by none so well as by practical seamen.

Much ado was recently made by the New York Press over the contemplated arrest by the Federal authorities of eleven millionaire tile manufacturers for having violated the Alien Contract Labor law. But Messrs. Millionaires were not arrested. Instead, they were deferentially approached by the representatives of the law and told that they were technically under arrest, but would be given ample time in which to furnish bail, and they accordingly bailed themselves "out." It is said that they have already engaged very able and very learned counsel to defend them and carry the case into the Supreme Court of the United States, if necessary. Therefore the case is likely to be decided inside of a hundred years at any rate!

The scheme of the boss printers to break the strikes of the printers by teaching women typewriters how to manipulate typesetting machines will furnish a little more "food for reflection" for those estimable citizens who are worried over the ever-interesting problems of "race-suicide" and the "segregation of the sexes." But "business" must be protected, even although the institution of "home" perish from the earth.

The three principal Italian charitable societies in New York have combined for the purpose of establishing a bureau which will investigate all complaints made by Italians and all injuries done to Italians anywhere in the United States. Special attention will be given to relieving the great congestion of Italians in New York, by distributing them among the rural communities, where work may be found for them on the farms.

Union Items.

At the regular weekly meeting of the Central Federated Union, of New York, on September 17, resolutions were read, condemning the city officials for having, through negligence and incompetence, been indirectly responsible for the recent elevated railroad disaster, as well as for the burning of the steamer General Slocum, the collapse of the Darlington hotel, and the fall of numerous buildings in New York during the last six months, with accompanying great loss of life. The resolutions were unanimously adopted, and copies ordered sent to all affiliated organizations, with the request that they be read and discussed at the next meeting after their receipt.

Shipping along the Atlantic Coast has been quite brisk lately, the demand for seamen having generally been in excess of the supply. Freights are fairly good, both in sail and steam tonnage. Despite this, Secretary Frazier, of the Atlantic Coast Seamen's Union, takes a gloomy view of the outlook for the coming winter, basing his apprehensions upon the fact that most of the Eastern seaports have stocked up with enough coal to last them during many months to come. This has, of course, been done in anticipation of the expected strike in the anthracite coal fields. As an offset to this, however, the coastwise lumber trade promises to be brisker than usual during the coming winter, as there will be a large demand in New York and vicinity for building and dock materials, including granite, paving stones, bricks, cement, lime, sand, etc.

For some weeks past there has been a strike in progress among the New York mail wagon drivers, backed up by the National Teamsters' Association. The parties who had the contract for delivering the mails at the various ferries and railroad stations made the usual claims that the strike was a failure, that they had all the men they needed, that there was no delay, etc., etc. But so unsatisfactory has their service been to the city that the authorities in Washington have been forced to take cognizance of the matter, with the result that the mail contractors were given until midnight of September 30 to bring the service up to its usual schedules or have their contract voided. In consequence of this decision of the Government, the union drivers have been reinstated at the rate of wages for which they struck.

At the regular weekly meeting of the Central Federated Union, of New York, of September 24, several of the delegates stated that European immigrants were regularly smuggled into New York, hundreds at a time, without having passed through Ellis Island. Delegate Sullivan, of the Atlantic Coast Marine Firemen's Union, said that the leading steamship companies on the Atlantic Coast were supplied with crews by crimps, who made it a regular business to induce the seamen on foreign vessels to desert, and that in this manner alone thousands of aliens were

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(Continued on page 10.)

Home News.

The army strength in Hawaii is to be increased from two companies to a battalion of infantry.

W. R. Hearst was named as a candidate for Mayor of Greater New York at a Municipal Ownership mass meeting held in that city on October 4.

The Republicans of Massachusetts, in Sate convention, at Boston, Mass., on October 6, declared for a revision of the tariff.

Cornelius Corcoran, President of the Common Conneil of Milwaukee, Wis., together with a former Alderman and two private citizens, have been indicted by the Grand Jury, on charges of grafting.

Ten men met instant death at the quarry of the Vermont State Company at Gremville, N. Y., on October 6, when about 100 feet of the bank crashed down without warning, burying the victims.

John D. Rockefeller's representative, F. T. Gates, has turned over to the General Education Board the $10,000,000 Rockefeller promised to give the Board on June 30 last for higher education.

Secretary of War Taft arrived at Washington, D. C., on October 2, breaking the record from Yokohoma to Washington by making the trip in fourteen days and arriving two days ahead of schedule time.

John Temple Graves, editor of the Atlanta Daily News, has made formal annonnecement of his candidacy for the United States Senate, to succeed Senator A. O. Bacon, whose term will expire in March, 1907.

The New York section of the Social Democratic party has announced that the late Mrs. E. D. Rand, mother-in-law of Professor George D. Herron, has bequeathed $200,000 for the establishment of a school of socialism.

Secretary of War Taft will at the first opportunity take up with the President the proposition to transfer the control of the whole matter of the construction of the Panama Canal from the War Department to the State Department.

The health authorities of Chicago, Ills., have begun a rigid investigation of the numerons deaths among children in South Chicago. It is believed that many children have been neglected in order to collect insurance.

In a letter to Assistant Secretary of State Loomis, President Roosevelt declares that Secretary Hay disagreed with him on "even the mild censure" of Loomis in the Taft report, and that Hay condemned Bowen in strong terms for "treachery and disloyalty."

General Gomez, Liberal candidate for the Presidency of Cuba, in a recent interview declared that "Liberty is dead in Cuba, and the condition of affairs there is worse than it ever was under Spanish rule, even in the most ferocious periods of the Weyler Government."

At a Cabinet meeting held on October 6, it was determined that no changes or modifications in conflict with instructions to United States Consuls contained in the circular on Chinese exclusion issued several months ago by the President's direction shall be made.

The report of Francis A. S. Dodge, the Paymaster-General of the Army, for the last fiscal year shows that the amount of savings deposited by the men was $1,531,020, making the total amount since the establishment of the savings system $26,294,236.

Mrs. Clarence Markham, wife of a farmer living twelve miles north of Alpha, Ill., killed her seven children with an ax on September 30, set fire to the house in which the bodies lay and then cut her own throat, inflicting wounds from which she died soon after fleeing from the burning building.

SAN PEDRO, CAL.

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INFORMATION WANTE

George Jordan, a native of Ge any last heard from in August, 19 Port Townsend, Wash., is inquir for by the German Consulate at San ran eisco, Cal.

Pacific Coast Marine.

The Kosmos liner Anubis sailed from Champerico on Oct. 4 for San Francisco direct, and will be due at the latter port on October 14.

The first freight steamer left Vladivostok on Oct. 1 for Cheefoo, thus reopening regular commerce by sea between Vladivostok and other ports.

The Columbia River Lightship, No. 50, parted from her moorings during a heavy gale on Oct. 6 and drifted on the beach a little inside Cape Disappointment.

The British schooner El Presidente, built at San Francisco for service on the rivers of Colombia, sailed for Tumaco, on Oct. 3, under command of Captain Stohen.

The steamer St. Paul went ashore at Point Gorda, Cal., during a heavy fog on Oct. 7. All hands, including a large number of passengers, were saved. The vessel is a total wreck.

Charles M. Schwab has announced that the Union Iron Works, of San Francisco, will shortly be enlarged so as to make it the equal in size and capacity of any shipbuilding plant in the country.

The Oceanic liner Alameda, which went ashore at Fort Point, in San Francisco harbor, on Sept. 30, was floated on Oct. 6. It is now believed that the vessel suffered comparatively little damage.

The Northern Commercial Company's steamer, Sarah, which left Dawson, N. W. T., on September 19, ran aground fifteen miles below Circle City, and was still stranded on October 1.

Commodore William B. Seabury of the Pacific Mail Company has resumed command of the liner Korea, relieving Captain Adrian Zeeder, who has been in command of the Korea for the last two voyages.

The steamer Buckman, recently purchased on the Eastern Coast by the Barneson-Hibberd Company of San Francisco, and being brought out by Captain Milton Thwing, arrived at St. Lucia on Oct. 3.

Advices were received at San Francisco, Cal., on October 1 that the Japanese liner America Maru, Captain Going, had sailed from Yokohama for Honolulu and San Francisco, and would be due at the latter port on October 17.

The steam-schooner Brooklyn, bound from Eureka with a cargo of lumber, collided with the steam-schooner San Gabriel, off Point Arena, Cal., during a fog on Oct. 6, and was badly damaged, while the San Gabriel escaped with slight injury.

From the latest reports the Russian cruiser Lena will not leave the Mare Island (Cal.) yard for some weeks to come. Her flag has not been raised yet, and will not be until the peace treaty is fully signed. The Lena will then sail for Vladivostok.

A telegram received at San Francisco on October 5, reported that the British ship Bermuda, bound from Newcastle, Australia, for Acapulco, had been towed into Acapulco on the 1st by the German steamer Nauplia in a dismasted condition.

Repairs to the steamer F. A. Kilburu, which went ashore outside Coos Bay a few weeks ago, while bound from Portland to San Francisco, are nearly completed at Boole's shipyard, on Oakland Creek. Upon resuming service the Kilburn will be stronger than ever before.

The ship Eclipse arrived at Tacoma, Wash., on October 1, thirty-five days from Shanghai. When but two days out the vessel ran into a typhoon that did considerable damage and caused the loss of a number of sails. Captain Larsen and two seamen were seriously injured.

The German fourth-class cruiser Falke, which has been on a cruise to the Alaskan coast, returned to San Francisco on Oct. 2, and will remain there for the next four weeks before proceeding to Central America and the Isthmus of Panama, by way of San Pedro, San Diego, Mazatlan and other ports.

Sixty-nine seafaring men have been charged by secret service agents at Seattle, Wash., with illegal naturalization, who previously secured papers in San Francisco which were revoked after an investigation. The naturalization frauds in the North, it is stated, will exceed in seriousness the conditions unearthed at San Francisco.

The largest cargo of salmon of the year from Alaska was brought to San Francisco on October 5 by the ship W. H. Macy. It consisted of 84,000 cases. The same vessel last year brought the record cargo that season, amounting to 86,000 cases. The year's catch is now practically at hand and is being distributed and trans-shipped in a lively manner.

The steamer City of Topeka, under command of Captain Paulsen, sailed from San Francisco on Oct. 7, for Ensenada and all the Mexican ports usually visited by the Curacao. The Curacao, now laid up, was expected to be ready for service last week, but will not be able to resume service for some weeks, and the City of Topeka will make the trip in her place, manned by the Curacao's crew.

The new steamer Bessie Dollar, built at Port Glasgow for the Robert Dollar Steamship Company of San Francisco, has probably been already launched from the builders' yards. Captain Gow, late of the Hazel Dollar, also a new steamer built at Port Glasgow, is to have command of the Bessie Dollar, which is a modern freighter with a particularly large capacity for lumber.

Sailing vessels now due at San Francisco include the British ship Wayfarer, out 157 days from Hamburg; the British ship Bardowie, 235 days out from Newcastle, England, and which on July 16 put into Cape Town with her bulwarks stove and stanchions damaged. The Bardowie discharged 600 tons of coke at Cape Town and sailed again on her passage on August 21. The French ship Duchesse de Berry, 177 days out from Swansea, is also due.

The American bark Homeward Bound sailed from San Francisco on October 1, in tow of the tugboat Sea Rover, for Eureka, where she will take on a partial cargo of lumber for Sydney or Melbourne. She is to return to the former port to complete her cargo before sailing for Australia. The British bark Inversnaid, to carry merchandise to Sydney, was also towed out for Eureka, but, like the Homeward Bound, will return to San Francisco to finish loading.

Captain Abner Zeeder of the Pacific Mail liner Korea, whose citizenship rights have been under investigation by Secret Service Agent Helms, was reinstated to citizenship by Judge Murasky, at San Francisco on Oct. 6, to whom Agent Helms had referred to the captain's papers. First Mate Leopold Quayle of the City of Sydney, was also rehabilitated as a bona fide citizen of the United States by Judge Murasky on the same day.

The overdue British bark Lalla Rookh reached her destination, Falmouth, on Oct. 6, after a long passage of 199 days from Brisbane, Australia. For weeks the Lalla Rookh has been on the overdue board, for some time past at a rate of 90 per cent for reinsurance, which is usually regarded as the limit. Another overdue arriving on the same day was the British ship Deanmount, eighty-eight days out from Newcastle, Australia, for Valparaiso, and quoted at 15 per cent.

The United States Circuit Court of Appeals handed down a decison at San Francisco on Oct. 2, in the case of the Oceanic Steamship Company against the Government in favor of the action of Collector of the Port Stratton, who collected $2 per head from the steamship company for 210 alien passengers who went through this country. The opinion was written by Judge Hawley, Judge Ross concurring; but Presiding Judge Gilbert entered a very positive dissenting opinion.

Following is the reinsurance list, as posted at San Francisco on October 8: French bark Ville de Mulhouse, 120 days from Port Pirie for Antwerp, 6 per cent. Wulfran Puget, 125 days from Shields for Valparaiso, 10 per cent. British bark Renfield, 122 days from London for Fremantle, 5 per cent. Italian bark Affezione, 110 days from Bahia Blanca for Stockton, England, 15 per cent. British bark Principality, 158 days from Junin for Rotterdam, 90 per cent. British bark Celticburu, 139 days from Port Pirie for Antwerp, 10 per cent. German bark Edmund, 137 days from Port Talbot for Iquique, 35 per cent.

Further details of the burniug of the American ship Roanoke on August 10 in Noumea, New Caledonia, have been received. The ship was loading a full cargo of chrome ore, when fire was discovered in the forward hold. In spite of all that the crew of thirty-two men, and the crews of the American ship Susquehanna and the Norwegian bark Arabia, could do, the fire got beyond control, and all hands were driven over the side into small boats, and from a distance they witnessed the total destruction of the ship. The mate of the Susquehanna, who had the led the fight against the fire, was almost overcome, and was helpless for some hours afterward. Captain Amesbury of the Roanoke is now en route to New York.

DIED.

John Axel Anderson, No. 729, a native of Sweden, aged 44, died at San Francisco, Cal., Oct. 7, 1905.

John Anderson, No. 756, a native of Finland, aged 46, drowned in Chignik Bay, Alaska, June 10, 1905.

Harry Hansen, No. 1476, a native of Norway, aged 26, drowned at Aberdeen, Wash., Oct. 3, 1905.

Andreas Heggland, No. 195, a native of Finland, aged 29, drowned in Chignik Bay, Alaska, May 3, 1905.

Harrold Syoersen, No. 130, a native of Norway, aged 37, died at Port Townsend, Wash., Sept. 27, 1905.

HOW'S THIS?

We offer One Hundred Dollars Reward for any case of Catarrh that cannot be cured by Hall's Catarrh Cure. F. J. CHENEY & CO., Toledo, O.

We, the undersigned, have known F. J. Cheney for the last 15 years, and believe him perfectly honorable in all business transactions, and financially able to carry out any obligations made by his firm.

WALDING, KINNAN & MARVIN,
Wholesale Druggists, Toledo, O.

Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system. Testimonials sent free. Price, 75c. per bottle. Sold by all Druggists.

Take Hall's Family Pills for constipation.

F. R. Wall, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. Merchants' Exchange building, California street, near Montgomery; rooms 208-209 Phone Bush 508.

Bagley's Sun-Cured is now packed in pouches and the fronts will be received assorted with labels from the foil packages, for premiums.

Dyers' Strike in Saxony.

United States Consul, Ernest L. Harris, of Chemnitz, reports that the dyers' strike in Saxony, which had its origin in Glauchau-Meerane, and which threatened at one time to assume enormous dimensions, has come to a sudden end. He writes:

The great strike at Crimmitschau during the winter of 1903-4 is still keenly remembered by everybody in this part of Saxony. At that time 8,000 skilled and organized workmen held out for six months. The factory owners finally won the day, but the industries of Crimmitschau suffered to such an extent that they will not regain their former prosperity for many years to come. After the strike was over the factories were only able to take back a small percentage of their old workmen for the reason that all outstanding orders had been canceled, and in the meantime a sharp competition sprung up in other parts of Germany.

In the present crisis there is no question but what both employer and employe throughout all the textile centers in Saxony and Thuringia were anxious to localize and settle the points of difference before the strike spread from Glauchau-Meerane to Gera and other places in Thuringia. The number of workmen on strike in Glauchau-Meerane was 11,000, and if it had assumed greater dimensions fully 40,000 men would have been forced to quit work. The reason for this is to be found in the action of the Gera manufacturers who, by previous arrangement, had agreed to work in union with the factory owners of Glauchau-Meerane. By closing down their factories the pressure of their united efforts would be brought to bear, not only upon the strikers at Glauchau-Meerane, but upon organized labor in general.

On August 12 the dyers and their employers in Glauchau-Meerane, each making certain concessions, finally agreed upon a scale of wages and declared the strike off, the same having lasted about three weeks. The minimum weekly wages agreed upon is $3.50 for men and $2.15 for women.

Canadian Merchant Marine.

According to the annual report of the Dominion Department of Marine and Fisheries recently published, the number of vessels recorded in the Dominion on December 31, including old and new vessels, sailing vessels, steamers, and barges, was 7,152, measuring 672,838 tons registered tonnage—an increase of 132 vessels and a decrease of 10,309 tons register compared with 1903. Assuming the average value to be $30 per ton, the value of the registered tonnage of Canada on December 31, 1904, would be $20,185,140. The number of new vessels built and registered in 1904 was 308, measuring 18,554 tons. Estimating the value of the new tonnage at $45 per ton, there would be a total value of $834,930 for new vessels. Of the total number of sailing ships and steamers, Nova Scotia has 2,066, Ontario 1,886, and Quebec 1,287. The number of steamers is 2,543, with a gross tonnage of 353,514 tons. Ontario has 1,288 of the steamers, or more than half.

The importation of paints, inks, and colors into Chile average about $800,000 annually in value. Germany and Great Britain are the chief supply sources, the United States participating only to the amount of $31,500 in the importation of these articles during 1905.

COAST SEAMEN'S JOURNAL

Published Weekly by
THE SAILORS' UNION OF THE PACIFIC
Established in 1887

W. MACARTHUR....Editor | P. SCHARRENBERG, Manager

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Advertising Rates on Application.

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, - - - - OCTOBER 11, 1905.

SAN FRANCISCO A FREE PORT.

The Oakland (Cal.) Longshoremen's Union (formerly known as "No. 225, I. L. M. and T. A.") decided on last Thursday to withdraw from the long-name outfit, and will henceforth be known as the "Lumber Handlers' Union of California." This action removes the last trace of long-nameism in the harbor of San Francisco. The latter is now a free port, free from the claims, pretensions and dangers of "industrialism," as represented by the so-called "International Longshoremen, Marine and Transport Workers' Association."

The action of the Oakland longshoremen, besides being creditable to their intelligence, will redound to their material benefit, since they are now assured of the whole-hearted support of their fellow-workers in other crafts. The Sailors, for instance, who have felt that any support, or even recognition, granted to the long-namemen was so much aid and comfort extended to the enemy, are now free to lend a helping hand, secure in the knowledge that the power thus created will not be used against themselves.

The position taken by the Sailors' Union of the Pacific in its dealings with the longshoremen on the Pacific Coast, namely, that the actual support, or non-support, of the Sailors is a matter of more concern to the longshoremen than the nominal support or opposition of the "I. L. M. and T. A.," has been amply justified by results. Wherever the longshoremen have acceded to the requests of the Sailors the benefits to the former have been immediate and important. The two most recent instances of this fact are contained in the cases of the Union Lumber Company and the Hooper Lumber Company, both of San Francisco. These concerns have for a long time been running their yards on a non-union basis. As soon as the Longshore Lumbermen determined to join hands with the Sailors, steps were taken jointly to unionize these yards. The outcome has been a complete success. The efforts which, when undertaken singly or separately, had proved abortive, were crowned with success immediately the Sailors and Lumbermen joined hands in common cause. The Union and Hooper yards are now thoroughly union establishments. Lastly, but not leastly, many employes of the latter concern secured an increase of wages of $1 per day (i. e., from $3 to $4) immediately upon the completion of the agreement.

These and all similar results have been secured solely by co-operation between seamen and longshoremen; they can only be maintained by a continuance of that method. Those who, through misinformation, are disposed to criticise the attitude of the organized seamen toward the "I. L. M. and T. A." are invited to reflect upon the facts. Longnameism sounds well, no doubt; but trade-unionism alone produces results in the hour of supreme test.

WRECKS ON THE COAST.

The wreck of the Oceanic liner Alameda, noted in these columns last week, has turned out to be no wreck at all. The old girl just wanted a rest, and, having taken one for a week, she floated off the rocks so quietly and quickly that the wreckers had scarce time to get their mouths into shape for a big holler over their own achievement, which consisted mainly in a lot of tall talk about what they were going to do. The Alameda, like the patient who hears the doctors discuss his case, determined to fool the wise ones, so she got up and left them still discussing the proposed operation. The small sum of $60,000 will again put the handsome ship in good shape, and the Alameda's luck will henceforth shine with added luster.

The series of wrecks that has occurred on the Coast within the past few weeks is remarkable for two things, namely, for the lack of fatalities in any case, and for the abundance of newspaper wisdom that has been developed in the course of the discussion on the subject. The more important of the recent strandings on the Coast include the steamers Tricolor, Gypsy, Alameda, Santa Barbara and St. Paul. Of these the Tricolor, Gypsy and St. Paul are total wrecks. In each case fog prevailed at the time of the accident, and that fact is attributed by seamen as the main cause of the trouble. The newspapers, however, are disposed to scout the fog theory, the fact that the seamen favor that theory being against rather than in favor of its acceptance by the newspapers, since seamen are notoriously unreliable in such matters! The newspapers have a theory of their own, to wit, that these vessels were too close to the land when they went ashore! Could anything be more conclusive? When a vessel goes ashore, it is because she was too close to land; when a vessel founders at sea, it is because she got full of water! The profundity of these theories is only equalled by their simplicity, a feature which, by the way, is but another evidence of the genius that inspires them.

The newspapers, not content with merely telling us the cause of the recent wrecks on the Coast, have proposed a remedy, which is that ships shall be so constructed that they can travel on land as well as on water, all the same "mit der cars across." 'Tis a splendid idea, one that gathers sanctity with each century that passes since it was first born to the world. The suggestion lacks but one thing to make it perfect, the amphibious ship must be commanded by a navigator of commensurate abilities. The inference is plain, of course; we must have a newspaper editor in the capacity of boss buttons. Presumably the editors have allowed their modesty to deter them from making this obvious suggestion, for once assuming that the intelligence of their readers would see the point. By all means let us hasten the advent of the ship that can cut off corners when need be, and let her be commanded by the editor, who, by reason of the fact that he is always in deep water and always in a fog, is eminently qualified to steer his craft amid these dangers without striking anything except an occasional happy thought.

The loss of the freight-steamer Sevona and seven lives in the recent storm on Lake Superior forcibly illustrates the lax system of life-saving equipment on board that class of vessels. The Sevona had on board a number of female passengers. In order that the women might be saved part of the crew had to remain on board, the boats available being insufficient to carry all hands. Those who remained on board were drowned. "Women and children first!" is good principle, of course; but when in practice that principle is translated into "Women and children only!" the ethics of chivalry are somewhat strained. The Sevona case is made the more noteworthy by the fact that quite recently a delegation of Lake vesselowners protested to the Washington authorities against the application of the new Steamboat Inspection laws to freighters which carry passengers only upon occasion—that is, upon every occasion possible. It would appear from the Sevona case that the protest in question has been successful; also it would appear that the said protest was unwarranted by the conditions. Perhaps we ought not be too critical. Perhaps, if an occasional small sacrifice, say of seven lives or so, be not made to the principle of "Women and children first!" the same will fall into innocuous desuetude, in which event the "romance of the sea" will be robbed of its main-stay. Perhaps the owners of the Sevona are entitled to credit, rather than blame, for their part in the maintenance of a "splendid tradition!"

The article by Tom Lauder, on page 1 of this issue, is an interesting and timely discussion of a great institution. Long and intimate acquaintance with the labor press of Australia impels the JOURNAL to indorse all that our correspondent says regarding the ability and power of our contemporaries in the Antipodes. Mr. Lauder makes no mention of the labor press of New South Wales, his intention being to further discuss the subject, as it appears in that and other parts of Australasia, in a subsequent article. Meanwhile, we note the "special, double, moving-in number" just issued by the Worker, of Sydney, N. S. W. The occasion of our esteemed contemporary's "showing off" is the opening of its own building in Sydney, a fine illustration of which appears on the front page of the issue. The Worker was first published in 1891 and has since continued to grow in influence among the Australian trade-unionists. We congratulate the Worker and wish it many years of added prosperity and power for good.

The government of industrial conditions by the women of the households, exercised through the medium of the union label, is the kind of "petticoat government" that every man may welcome with pride and pleasure.

A special agent of the Department of Commerce and Labor reports that "Japan wants the United States to enact legislation discouraging Japanese immigration to the United States." The same authority adds that Japan will protest against any act on the part of this country "which would look like discrimination or which would reflect on Japan's dignity." It appears from this report that Japan's future peace of mind depends mainly upon one thing. The United States will doubtless be able to accommodate Japan in the matter of "discouraging" the immigration of her coolies, but whether our measures of discouragement will, or will not, "reflect upon Japan's dignity" will depend upon the length of the lugs which that nation proposes to put on.

The "Workers' Magazine," now going the rounds of the press as a feature of the "Sunday supplement," is an imposition upon the reading public. Under the pretense of giving the average reader a glimpse of the field occupied by the labor press, the "Workers' Magazine" dishes up a lot of twaddle about the evils of "looking at the clock" and the virtues of "making the bosses' business your own." The stuff is anti-union throughout and should be frowned upon by the labor press, instead of being advertised by that medium—at so much per insertion. Altogether, the "Workers' Magazine" is a fitting climax to the atrocities perpetrated by the Sunday press, as silly as "Happy Hooligan," but not half as funny.

The reference in our "Australian Notes" (published on page 2 of this issue) to the use of this paper by the Australian opponents of the union label applies particularly to the publication of the "We Don't Patronize" list. The Australian Parry-Postites object to that, as an infringement upon their sacred right to "run their own business." However, it is more than likely that the union label will receive legislative approval by the Australian Parliament, in which event the JOURNAL will be entitled to congratulate itself upon its part in popularizing the label among the Australian workers.

Those missionaries who recently voted to put a stop to the discussion of "tainted money" may flatter themselves upon having got rid of a very delicate subject. But the discussion will continue, just the same. Indeed, the missionaries will be very fortunate if they do not find themselves discussed as an element of the "taint." A question of the kind under consideration may be fought out, but it can't be cried out.

Attention is directed to the call for the convention of the International Seamen's Union of America, published in another column. Locals of that organization should determine to be fully represented upon the occasion, which will doubtless mark an important epoch in the work of organization among the American seafaring craft.

When does the "taint" leave the money? When the latter is paid in the shape of fair remuneration for honest labor. And not a minute sooner!

When buying cigars see that the blue label of the Cigarmakers' International Union is on the box from which you are served!

Seamen's Convention Call.

INTERNATIONAL SEAMEN'S UNION OF AMERICA,
Boston, Mass., October 3, 1905.

To Affiliated Unions: Greeting—Pursuant to the constitution of the International Seamen's Union of America, you are hereby notified that the Eleventh Annual Convention of the I. S. U. of A. will be called to order on Monday, December 4, 1905, at ten a. m. in the port of Cleveland, Ohio.

The eleventh convention of the I. S. U. of A. will be one of the most important conventions that has ever been held, as questions of great moment to the seamen of this country will have to be dealt with; and in order that they may be dealt with wisely, it is very important that every organization should send as many delegates as is possible, and to send the best and the most capable men. Don't let favoritism or popularity guide you in your selection, but send men who are capable and well informed as to the needs and conditions of the seamen of this country, organized and unorganized.

REPRESENTATION.

Representation will be: One delegate for two hundred or more members; three delegates for five hundred or more members, and one delegate for each additional five hundred members, or majority fraction thereof.

Delegates shall be elected by a general vote of the organizations they represent.

Delegates are not entitled to seats unless their organization has paid per capita tax in full for the quarter ending September 30.

Hotel accommodations can be had as follows:

Hotel Saunders .....$1.25—$1.50 per day
New Commercial .....$1.25—$1.50 per day
American House .....$2.50 per day up
Kernard .....$2.50 per day up

Headquarters will be established at the Hotel Saunders.

Yours fraternally,
WM. H. FRAZIER,
Secretary-Treasurer, I. S. U. A.

ATLANTIC COAST SEAMEN'S UNION.

HEADQUARTERS, BOSTON, MASS., Sept. 28, 1905.
Shipping fair.
WM. H. FRAZIER, Secretary.
1½A Lewis st.

ATLANTIC COAST MARINE FIREMEN'S UNION.

HEADQUARTERS, BROOKLYN, N. Y., Sept. 27, 1905.
Shipping slack; quite a few men ashore. Branches meeting with fair success.
DANIEL SULLIVAN, Secretary.
15 Union st.

FISHERMEN'S PROTECTIVE UNION OF THE PACIFIC COAST AND ALASKA.

HEADQUARTERS, SAN FRANCISCO, Oct. 6, 1905.
Regular weekly meeting was called to order at 8:00 p. m., P. Ahlsteadt presiding. Secretary reported the fishing in Alaska during last season, good, with the exception of Igagik, Ugashik, Karluk and Alitak, and that the men seemed fairly well satisfied, as far as the fishing is concerned, but that there is among all the fishermen a general dissatisfaction with the articles they signed for the different companies. A Quarterly Finance Committee was elected. Delegates to the International Seamen's Union convention, at Cleveland, O., were nominated. The election to be held in the two next regular meetings. It was decided that two delegates be sent. Resolutions favoring the action taken by I. S. U. of A. in relation to the trouble between the aforesaid I. S. U. of A. and the so-called "I. L. M. and T. A." were unanimously adopted. Resolutions instructing and authorizing the Secretary to use all efforts in getting a Government Hospital erected at Bristol Bay, Alaska, were unanimously adopted. Resolutions favoring amending the articles heretofore signed by the fishermen were unanimously adopted.
Respectfully submitted,
I. N. HYLEN, Secretary.
9 Mission st.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

HEADQUARTERS, SAN FRANCISCO, Oct. 9, 1905.
Regular weekly meeting was called to order at 7:30 p. m., E. A. Erickson presiding. Secretary reported shipping fair. The Quarterly Finance Committee reported having found books, bills and cash on hand and in banks correct. A communication was received from the Oakland Longshoremen's Union, stating that they had unanimously voted in favor of returning their charter to the so-called "I. L., M. & T. A." The Shipwreck Benefit was ordered paid to ten members of the crew of the wrecked steamer St. Paul; three members of the steamer Gipsy, and one member of the ship Foyledale.
A. FURUSETH, Secretary.
S. W. cor. East and Mission sts. Tel. Main 5397.

TACOMA AGENCY, Oct. 2, 1905.
No meeting; no quorum. Men still scarce.
H. L. PETTERSON, Agent.
3004 McCarver st. Tel. Main 808.

SEATTLE AGENCY, Oct. 2, 1905.
Shipping fair.
P. B. GILL, Agent.
1312 Western ave. P. O. Box 48. Tel. James 3031.

PORT TOWNSEND AGENCY, Oct. 2, 1905.
No meeting; no quorum. Shipping and general situation unchanged.
WM. THORBECK, Agent.
114 Quincy st. P. O. Box 48. Tel. 443.

ABERDEEN AGENCY, Oct. 2, 1905.
Shipping and prospects fair.
WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

PORTLAND (OR.) AGENCY, Oct. 3, 1905.
No meeting; no quorum. Shipping slack; few men ashore.
D. W. PAUL, Agent.
40 Union ave. Tel. Hood 352.

EUREKA AGENCY, Oct. 2, 1905.
No meeting; no quorum. Shipping good; prospects fair.
C. SORENSEN, Agent.
222 C street. P. O. Box 327. Tel. Main 566.

SAN PEDRO AGENCY, Oct. 2, 1905.
Shipping and prospects fair.
HARRY OHLSEN, Agent.
P. O. Box 2380. Tel. Main 774.

HONOLULU (H. T.) AGENCY, Sept. 25, 1905.
No meeting; no quorum. Shipping medium; prospects poor.
A. COLDIN, Agent.
P. O. Box 96.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

HEADQUARTERS, SAN FRANCISCO, CAL., Oct. 5, 1905.
Regular weekly meeting was called to order at 7:30 p. m., W. Sorensen in the chair. Secretary reported shipping fair. The resignation of the agent, H. J. Rothschild, in Seattle, was accepted and W. Sorenson elected for the unexpired term. Nominations for delegates to the International Seamen's Union convention were proceeded with. Shipwreck Benefit was ordered to be paid to the crew of the steamer Santa Barbara. M. Naughton, shipwrecked on the schooner Muriel in San Pedro was allowed the full benefit. A Quarterly Finance Committee was elected.
EUGENE STEIDLE, Secretary.
54 Mission st.

SEATTLE (WASH.) AGENCY, Sept. 28, 1905.
Shipping quiet; not many men idle.
H. J. ROTHSCHILD, Agent.

SAN PEDRO (CAL.) AGENCY, Sept. 28, 1905.
Shipping fair; prospects good.
G. LLOYD, Agent.

LAKE SEAMEN'S UNION.

HEADQUARTERS, CHICAGO, ILL., Oct. 2, 1905.
Shipping rather slow. It was decided to send the full quota of delegates to the eleventh annual convention of the International Seamen's Union of America.
V. A. OLANDER, Asst. Secretary.
123 North Desplaines st.

MARINE COOKS AND STEWARDS OF THE GREAT LAKES.

HEADQUARTERS, BUFFALO, N. Y., Sept. 26, 1905.
Situation unchanged.
H. R. WALKER, Secretary.
55 Main st.

On the Great Lakes.

(Contributed by the Lake Seamen's Unions.)

Plain Dealer, Double Dealer.

DULUTH, Sept. 29.—A real mutiny, minus the blood and thunder accompaniments of the Clark Russell novels, took place on the barge Matanzas last night. Instead of demanding more grog and plum duff, all the crew of the Matanzas wanted was a few more inches of canvas on the hatch covers, which they claimed were not of sufficient length for safety. The barge, which was bowling down Lake Superior in tow of the steamer Shenandoah at the time of the uprising, was brought back to port. Upon reaching shore a representative of the Seamen's Union investigated the case and upheld the sailors. New hatch covers were then provided and the two vessels resumed their voyage this afternoon. The boats belong to Captain James Davidson, of Bay City.

The foregoing appeared in the Cleveland Plain Dealer under date of September 30, and shows the opinion of that paper on sailors and seafaring men in general. I must admit that that paper is not alone in its hatred of seamen, but few persons, and even fewer newspapers, vent their spleen so openly. "A real mutiny, minus the blood and thunder accompaniments of Clark Russell novels," is good. We all know that the men, according to the landsman's idea, should have made the trip. If the weather held good, and the barge got safely through, then all right. If a blow came up, and seas began to break over her and because of insufficient hatch cloths, she leaked water into her hold and finally went the way of the old Pretoria, then all the sympathy would be due her owners! But no sympathy for the crew from the Plain Dealer at this time of the season, when old Superior has her war paint on.

The owners should be compelled by law to furnish adequate protection for their crews. I am well aware that there are several old tubs which would be better at the bottom of the Lake, but I do not know any seamen who want to go with them. The chances are good that the crew of the Mantanzas were in the right, else they would not have been upheld by their agent. Neither would Captain Gordon have submitted to their demands. But I am not going into the right and wrong of the thing, for I only have the Plain Dealer's article to go by. But the gross injustice toward seamen in general is what I dislike. "Everything for the owner, let the sailor drown," appears to be the motto of the Plain Dealer. The brave men who gave their lives to the Sevona, that her passengers might be saved, have apparently died in vain. Not one word of credit have they received, and before the snow falls their very names will cease to be a memory to all except their comrades and the dear ones left behind. I note in a current newspaper—the Plain Dealer, of course—that the owners are very much exercised over the order for another inspection of their vessels. If they are safe and in good condition, why do the owners object to their being inspected?

A local newspaper, of date September 29, had a scare-head article of news: "A Drunken Sailor Saved." A switchman had found some man asleep near the railroad tracks and awakened him. There was nothing to show that he was a sailor, except that he was drunk! Do you wonder? W. H. J.

Conneaut, O.

Demand the union label on all products.

The Dead of the Iosco.

With the discovery of two additional bodies the remains of fifteen persons who perished in the wreck of the steamer Iosco and her consort, the schooner Olive Jeanette, have now been recovered. Of these, eight have been picked up along the beach in the vicinity of the Huron Mountain club and the others in the neighborhood of L'Anse. One body found on September 14 was that of a man who wore silk underwear, although his trousers were of the blue jean variety and his shoes of the common sort. On the corpse was found $152 in currency in a large pocketbook which was attached to a belt securely fastened about his waist. There were no papers or marks of identification. A description of the corpse follows: Height, 5 feet, 6 inches; weight, 140 pounds; smooth face; eye tooth crowned with gold.

There is considerable wreckage scattered along the beach near Huron Mountain for a distance of thirty miles. It consists principally of cabin furniture and parts of the upper works of the Iosco. An oak railing twenty feet long, mattresses, bed springs, leather couches and chairs are among the articles found, and there is much of the same kind of debris on the shores of Huron islands. The searching party found a child's toy, a wooden soldier painted black and white, with the appearance of having been fashioned with a jack-knife. The impression prevails that a child is among the missing, as a quantity of doll's clothing was washed up with the wreckage.

It is planned to maintain the beach patrol until the dozen or more missing bodies are recovered, although Captain Smith, representative of Hawgood & Company, of Cleveland, owners of the lost craft, says that it is probable that some of the bodies will never be found. Most of the bodies have been taken to the receiving vault in Park cemetery for storage. All have been numbered, and the coroner has a description of each. The remains of the one woman found have not been identified. It was supposed they were those of Mrs. W. B. Barnes, wife of the cook, herself assistant steward of the Iosco, but later information is that with her husband she left the boat before the latter sailed on her ill-fated trip.

Henry Hess, of Buffalo, chief-engineer of the Western Transit Company, has resigned his position at the age of seventy, having been with the company since 1856. He gained rapid promotion in the service and in 1865 he was made first-engineer of the steamer Mohawk, after which he handled the machinery on nearly all of the company's fleet, having been in the Commodore, Fountain City, Albany, Hudson, Troy, Buffalo, Chicago and Utica, and at the time of his retirement was in the Superior. He has never missed a trip.

The steamer H. C. Frick, last of the "Big Four" built this year for the Steel Trust, sailed from Bay City on September 25, on her first trip, clearing for Duluth. While going from the shipyard to the fueling dock the new boat bumped into the Michigan Central bridge, cracking the cement pier and displacing one span several inches.

New Coal Dock.

President Francis L. Robbins, of the Pittsburg Coal Company, has issued instructions to go ahead with the construction of a $100,000-coal dock at Point aux Frenes, near the Soo. The dock will be used for fueling vessels passing in the St. Mary's River, and will provide competition for the Cleveland coal men. The Pittsburg Coal Company will now be enabled to obtain the fuel business of the Pittsburg Steamship Company, which amounts to about $100,000 a year.

While the Pittsburg Coal Company has been supplying the steamship company's furnaces with coal, the Cleveland coal men have been furnishing most of the fuel for its vessels. The location of the new dock is said to be especially advantageous for vessels. Officials of the Steel Trust fleet have been asked to formally approve of the location, and it is said that President and General Manager Coulby, who is now at the head of the Lakes looking after the steamer Maritana, which is in bad shape at Detour, would extend his trip to the Soo. Assistant Manager Harvey and Superintendent Smith are also at Detour, and the matter may be decided upon while these three officers are in the upper Lakes vicinity.

Who Will Settle?

Who is to pay for the $20,000 worth of hardware and groceries which lighter No. 3 of the Merchants' Lighterage Co. dumped into the Chicago River four weeks ago has become a great question among the fifty people to whom it was being sent and the wholesale firms which shipped it.

The Lighterage Company has applied to the Federal courts to limit its liability to the value of the lighter, as it lies at the bottom of the river. As that is worth nothing, and will be blown up by the Government engineer as an obstruction to navigation, the Lighterage Company escapes. Some of the shippers secured bills of lading from the railroad companies for goods now on their way down the drainage canal to the Mississippi, and the railroads say these are not holding. The firms which shipped the goods state that they did not insure against marine risks, and the people who bought the goods allow they knew nothing about any marine risk, as they supposed the consignments were to come by rail.

Out of the question involved will come some important decisions regarding the new system of shipping goods by lighters on the Lakes.

The schooner Senator was caught in a storm near Poverty Islands, Lake Michigan, recently and rolled her masts overboard. The crew were taken off the wreck by the tug Smith and landed at Mackinac Island. The derelict was picked up by Ann Arbor No. 3 and towed into Frankfort. The masts and rigging are entirely gone, and there were twelve inches of water in the hold.

The new steamer Peter White took out 8,830 gross tons of hard hematite iron ore from Marquette for Buffalo as her maiden cargo.

The total number of deaths from yellow fever at New Orleans up to date was 419.

Marine Notes.

The new 500-footer, building at Craig's, at Toledo, will be named in honor of Eugene Zimmerman, of Cincinnati, president of the C. H. & D.—Pere Marquette Railroad System.

The D. & C. line has chartered the steamer Arabia, owned by M. Calvin, of Buffalo, for several trips from Cleveland to Detroit, to bring up accumulation of iron commodities.

A fine of $200 has been placed on the steamer Mariposa, of the Steel Trust fleet, for violation of navigation rules in the St. Mary's River. She is charged with passing the steamer Bessemer at Johnson's Point.

The new lighthouse tender Aspen, being built for the Eleventh District at Craig's yard, was launched recently. The boat is to be delivered to the Government not later than November 22.

Harry Molyneau obtained possession recently of his yacht Hazel M., which was seized a month ago at Sandusky by the revenue-cutter Morrill, for sailing at night without a license. The fine was reduced from $200 to $10 and was paid.

The schooner West Side, which reached St. Clair River on September 25, leaking badly, stopped at Detroit on the 27th and lightered 100,000 feet of lumber. She then proceeded for Cleveland with extra men on board to work the pumps.

The Richelieu & Ontario Navigation Company had the biggest season's business in its history, with $250,000 increase over last season Eight per cent will be earned on the capital stock of the company. Several of the steamers are now closing the season.

Captain Whitney Carr has been appointed assistant to Captain Samuel Leonard, manager of the Great Lakes Towing Company at Ashtabula and Conneaut. The business has grown rapidly at the latter port, and Captain Smith decided to relieve Captain Leonard of some work.

A cargo of wheat, which left Fort William on the steamer Rosemount recently, was later loaded on the ocean steamer at Montreal, for Europe, breaking the record for fast shipments. The grain was brought by the steamer Rosemount and came down the St. Lawrence in river barges.

T. Wall, a seaman on the steamer Kaliyuga was recently injured by a falling stack and was removed to St. Joseph's hospital at Lorain. He was painting the sides of the vessel. One of the whirlies swung around and struck the stack of No. 3 machine, knocking it off. It fell on Wall's back and knocked him to the ground.

Articles of incorporation of the Franklin Steamship Company were recently filed in the office of the register of deeds at Duluth. These provide for a capitalization of $155,000. The highest liability to which the company can become charged is $220,000. The signing members are: President, David W. Stocking; vice-president, John W. Wolvin; secretary and treasurer, G. Ashley Tomlinson, Fred P. Houghton and Herbert R. Spencer.

The car-ferry Ann Arbor No. 3, which arrived at Manistique, recently, reported having passed the abandoned schooner Senator ten miles south of Point Au Barques. The spars were gone and the derelict was making heavy weather in the gale. There was no sign of the crew, who must have left the wreck some time before. The abandoned boat was built in 1863 and was owned by Candler Bros. of Detroit. She measures 332 tons.

TONAWANDA LETTER LIST.

Anderson, H. B.	Herring, S. A.
Andrasen, Nills S.	Hillman, Henry
Atcheson, Fred	Hanson, P.
Brown, Clarence J.	Jacobson, August
Bergorstrom, Oscar	Johnson, Joe
Baase, Paul	Johanssan, Carl
Brown, Fred C.	Karlsen, Karl A.
Bandon, Fred	Knudsen, H.
Brown, Joe	Kozlaske, Michael
Brinniers, Heer K.	Karlsson, G. P.
Carlsen, Carl	Leeland, W .M.
Coburn, J.	Lundgren, Victor
Cobb, James W.	Lafarge, John
Cunningham, John	Labo, Peter
Clare, Frank	Maese, Max
Conger, Joseph	Mathiasen, Oscar
Champine, Tony	Magnassan, C. J.
Cattanach, Ralph	McGrath, R.
Christensen, Chas.	McLawby, Ed.
Curire, John	McDonald, Murdock
Corran, F.	McLeod, Thos.
Charlson, Karl A.	McNamara, Michael
Danielsson, J.	Nicholson, Andrew
Donaldson, Chas. B.	Milsen, Nils.
Daugherty, James	Nilsen, Welenius
Drucks, Louis	Pedersen, A. H.
Engelson, J. M.	Palmatier, George
Fjeldsgaard, Adolf	Pederson, N. A.
Furtaw, Parker	Omonsen, Tollak
Farran, James	Rankin, Jac. W.
Glanz, Edw., Jr.	Sullivan, S. P.
Gillgren, Peter	Sarsen, Dick.
Green, J. S.	Shannon, H. P.
Gay, Harry B.	Stalls, William
Housen, Thergrim	Sheldon, H. S.
Hausen, Martin	Tovatt, Frank
Heeley, Edmond	Van Antyerp, Chas.
Hillman, J. R.	Waters, Frank
Hansan, A.	Young, James
Hansen, Karl Otto	

CONNEAUT LETTER LIST.

Bjomlund, Axel	Grant, Wm.
Badgley, Frank.	Henderson, D. J.
Caldwell, Jno. D.	Hill, Harry
Critchley, Albert	Ingman, Gust.
Davis, Thos.	Isaacs, Freeman J.
Devney, Will	McNeeley, Matt.
Dahl, Ernst	Paulson, Hans
Fuller, Archie	Wadsworth, Frank

INFORMATION WANTED.

Charles Strachan, member of the Lake Seamen's Union, is requested to communicate with Dr. H. Wilson, General Hospital, Conneaut, O.

Emil Lundberg, of Boda, Oland, Sweden, last heard from in San Francisco in 1899, is inquired for by G. R. Lambert, 158 92d st., So. Chicago, Ill.

James Perry, a member of the Lake Seamen's Union, is inquired for by his brother. Address, Fred Perry, 133 Clinton street, Milwaukee, Wis.

Milton Briggs Wiley is inquired for by his mother, at Philadelphia, Pa. Any information concerning his whereabouts should be sent to Lake Seamen's Union, 121-123 North Desplaines street, Chicago, Ill.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS

LAKE SEAMEN'S UNION

(Lakes District International Seamen's Union of America.)

121 and 123 North Desplaines Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, WIS.....133 Clinton Street
Telephone 240 South.
BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.....87 Bridge Street
Telephone 552.
CLEVELAND, O.....171 East River Street
Telephone Bell Main 1295.
TOLEDO, O.....719 Summit Street
Telephone Black 6981.
NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES.

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Telephone 3724.
ASHLAND, WIS.....515 East Second Street
Ashland Phone 1563.
SUPERIOR, WIS.....1721 North Third Street
Telephone Peoples 4615.
BAY CITY, MICH.....919 North Water Street
OGDENSBURG, N. Y.....94 Hamilton Street

SUB-AGENCIES.

MANITOWOC, WIS.....809 South Eighth Street
ERIE, PA.....107 East Third Street
Telephone Bell 599 F.
CONNEAUT HARBOR, O.....992 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
Telephone 1944 South Chicago.
SANDUSKY, O.....1107 Adams Street
PORT HURON, MICH.....931 Military Street

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UNITED STATES MARINE HOSPITALS.
CHICAGO, ILL.; DETROIT, MICH.; CLEVELAND, O.

RELIEF STATIONS.

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Buffalo, N. Y.	Marquette, Mich.
Duluth, Minn.	Milwaukee, Wis.
Erie, Pa.	Saginaw, Mich.
Escanaba, Mich.	Sandusky, O.
Grand Haven, Mich.	Sault Ste. Marie, Mich.
Green Bay, Wis.	Sheboygan, Mich.
Houghton, Mich.	Sturgeon Bay, Wis.
Ludington, Mich.	Superior, Wis.
Manistel, Mich.	Toledo, O.

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Pipes—Wm. Demuth & Co., New York.
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Corsets—Chicago Corset Company.
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Hats—J. B. Stetson Company, Philadelphia, Pa.; E. M. Knox Company, Brooklyn, N. Y.
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Shoes—Harney Bros., Lynn, Mass.; J. E. Tilt Shoe Co., Chicago, Ill.
Suspenders—Russell Mfg. Co., Middletown, Conn.
Textiles—Merrimac Manufacturing Company (printed goods), Lowell, Mass.
Underwear—Oneita Knitting Mills, Utica, N. Y.
Woolens—Hartford Carpet Co., Thompsonville, Conn.; J. Capps & Son, Jacksonville, Ill.

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Bookbinders—Geo. M. Hill Co., Chicago, Ill.; Boorum & Pease Co., Brooklyn, N. Y.
Newspapers—Philadelphia Democrat, Philadelphia, Pa.; Hudson, Kimberly & Co., printers, of Kansas City, Mo.; W. B. Conkey Co., publishers, Hammond Ind.; Gazette, Terre Haute, Ind.; Times, Los Angeles, Cal.

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Iron, Architectural—Geo. L. Meskir, Evansville, Ind.
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Bags—Gulf Bag Company, New Orleans, La., branch Bemis Bros., St. Louis, Mo.
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Lumber—Trinity County Lumber Company, Groveton, Texas; Reinle Bros. & Solomon, Baltimore, Md.; Himmelberger Harrison Lumher Company, Morehouse, Mo.; Union Lumber Company, Fort Bragg, Cal.
Leather—Kullman, Salz & Co., Benicia, Cal.; A. B. Patrick & Co., San Francisco, Cal.; Columbus Buggy and Harness Company, Columbus, Ohio; Lerch Bros., Baltimore, Md.
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MISCELLANEOUS.

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Bill Posters—Bryan & Co., Cleveland, Ohio.
Railways—Atchison, Topeka and Santa Fe Railroad; Missouri, Kansas and Texas Railway Company.
Telegraphy—Western Union Telegraph Company, and its Messenger Service.
D. M. Parry, Indianapolis, Ind.
Wellman, Osborne & Co., Lynn, Mass.; Thomas Taylor & Son, Hudson, Mass.
C. W. Post, Manufacturer of Grape Nuts and Postum Cereal, Battle Creek, Mich.
Lehmaier-Swartz & Co., New York City.

On the Atlantic Coast.

(Continued from page 3.)

landed in New York every year. On motion, a committee of five was appointed to investigate the matter and frame such recommendations, to be acted upon, as in their judgment would put a stop to the practice of smuggling aliens into the port of New York without the knowledge of the Ellis Island authorities.

Since the recent accident on the elevated road in New York, in which twelve persons were killed and forty injured through the incapacity of a motorman, who was a Farley strike-breaker, the company has gradually dropped the men in their employ who got there through taking the places of strikers in the strike of last March. It is said that the damage suits against the company resulting from the aforesaid accident will aggregate several million dollars, and as their experience with Farley's men has, up to date, been of the costly sort, it will be seen that the managers of the road are not quite so wise as they thought they were. None but fools ever have much occasion to lock the door of the stable after the horse has been stolen.

President Roosevelt's admirers are busy with all sorts of schemes for furnishing him with outlets for the surplus strenuosity which he is expected to have on hand at the expiration of his present term. The latest is the raising of a fund with which to equip him for going in search of the North Pole and bringing it here. It is a cold proposition, to be sure; but as Mr. Roosevelt is generally credited with a warm temperament, it would not be surprising if he were to fall in with the scheme, heart and soul.

The resolution favoring exclusion from the United States of Japanese and Korean coolies, which was adopted at the recent annual convention of the International Elevator Constructors' Union, shows which way the wind is blowing. Better tell the watch below to be handy for a call; there is going to be a hot time this winter in Washington about this exclusion business, and before it is over Mongolian stock will be down to 30 cents per 1000 shares.

Jupiter Pluvius was the most conspicuous participant in the New York Labor Day parade. Goodness, but how it rained! If Mr. Post had conspired with the Weather Bureau no worse brand of non-union weather could have been turned out for the day of all days. However, the boys had a good time, just the same, for what the day lacked in spectacular displays it made up in enthusiasm and all-round good fellowship.

The Presbyterian Church, it is reported, has entered upon an agitation to advance the cause of organized labor. This news suggests that some one must have read, marked and inwardly digested the tale about Mahomet and the mountain.

The things that stimulate the minds of one generation of men often become as insipid to the next as water to a tippler or common sense to an utopian reformer. Every age has a special method in its madness.

Demand the union label on all products.

Fag Ends.

Ignorance is a safer companion through life than error.

To deserve success is not always to be able to command it.

No wealth or power can compensate for an accusing conscience.

Experience is about the only thing men would rather buy than borrow.

Knowledge is power and time is money, yet most of us are wasters of both.

'Tis better to be honored by the lowly than merely tolerated by the great.

Man knows but little, and most of that little he would be much better off without knowing.

Man's hatred still rules more strongly than his love; revenge is ardent, gratitude but lukewarm.

In passing through life it is of more importance to know what to avoid than what to choose.

All the good intentions we ever had will not compensate for even one evil which we have done.

Civilization's most absurd customs usually rest upon and are enforced by the hoariest precedents.

Work for the Initiative and Referendum and the Recall, the three fundamental props of democracy.

Only that part of our existence which we have spent in improving ourselves really deserves to be called life.

It is better to deserve the esteem of our fellowmen without obtaining it, than to obtain it without deserving it.

The truth concerning most things is generally found at the half-way station between the extremes of unbelief and fanaticism.

Persuasion is the weapon of rational men inspired by the spirit of charity; persecution is the weapon of bigots inspired by fanaticism.

Few men will make the journey of life without discovering that it is much easier to confound one's enemies than to please one's friends.

It is a curious paradox that men will go to war and fight to defend and uphold principles which they seldom think of living up to in time of peace.

We can not all be wise or witty or profound, but every man can be liberal in his views and opinions of other men, and only to the extent that we are thus liberal can we claim to be really civilized.

Most minds are so constituted that they can not grasp even a little that is to the purpose unless that little has been greatly diluted with much that is not to the purpose.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

Affiliated with the
AMERICAN FEDERATION OF LABOR.

WM. H. FRAZIER, Secretary-Treasurer.
1½A Lewis St., Boston, Mass.

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PROVIDENCE, R. I., 464 South Main St.
NEW YORK, N. Y., 51-52 South St.
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Headquarters:
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Branch:
GLOUCESTER, MASS., 141½ Main St.

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Headquarters:
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TOLEDO, O., 719 Summit St.
NORTH TONAWANDA, N. Y., 152 Main St.
DETROIT, MICH., 7 Woodbridge St., East.
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ASHLAND, WIS., 515 East Second St.
OGDENSBURG, N. Y., 94 Hamilton St.
BAY CITY, MICH., 919 North Water St.
MANITOWOC, WIS., 809 South Eighth St.
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PORT HURON, MICH., 931 Military St.

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NORTH TONAWANDA, N. Y., 154 Main St.
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ASHTABULA HARBOR, O., Tel. 305.
CLEVELAND, O., Atwater Bldg., Room 1.
CHICAGO, ILL., 42 Wells St. Tel. Main 3637.
MILWAUKEE, WIS., 317 Florida St.

Sub-Agency:
CONNEAUT, O., 981 Day St.

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PORT TOWNSEND, WASH., 114 Quincy St.
ABERDEEN, WASH., P. O. Box 334.
PORTLAND, OR., 40 Union Ave.
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PACIFIC COAST MARINE FIREMEN'S UNION.

Headquarters:
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SEATTLE, WASH., Colman Dock, Room 10.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, CAL., 54 Mission St.

Branches:
SEATTLE, WASH., Colman Dock, Room 9.
SAN PEDRO, CAL., P. O. Box 2155.

FISHERMEN'S PROTECTIVE UNION OF THE PACIFIC COAST AND ALASKA.

Headquarters:
SAN FRANCISCO, CAL., 9 Mission St.

Branches:
SEATTLE, WASH., P. O. Box 42.
ASTORIA, OR., P. O. Box 183.

BAY AND RIVER STEAMBOATMEN'S UNION OF CALIFORNIA.

Headquarters:
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THE COAST SEAMEN'S JOURNAL

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

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29 Erskine Street, Sydney, N. S. W.

List of Union Offices
ALLIED PRINTING TRADES
COUNCIL
of San Francisco, Cal.

Abbott, F. H., 314-316 Battery.
Altvater Printing Co., 2593-2595 Mission
Althof & Bahls, 524 Sacramento.
American Printing House, 1067 Market.
Art Printery, The, 41-43 Eighth.
Barnhart & Swasey, 107 New Montgomery.
Barry, Jas. H., The Star Press, 429 Montgomery.
Belcher & Phillips, 508 Clay.
Ben Franklin Press, 123 Seventh.
Bensen & Liss, 776 Bryant.
Berry Bros., 320 Sansome.
Bickell, L. A., 19 First.
Black Cat Press, 402 McAllister.
Boulin-Leichner Co., 519 Filbert.
Brown, Andrew Printing Co., First and Mission.
Brunt, W. N. Co., 102-104 Second.
Budde, H. F., Cal. Press, 407½ Turk.
Church Press, 23 Davis.
Collins, C. J., 16 Hayes.
Cook, The Morton L., 144 Second.
Crocker, H. S. Co., 217 Bush.
Cubery & Co., 587 Mission.
Danish Printing Co., 410 Kearny.
Daily Racing News, 21-23 First.
Day & McClinton, 538 Sacramento.
Drake & Baker, 850 Market.
Drum Bros., 638 Mission.
Eagle Printing Co., The, 344 Kearny.
Eastman, Frank & Co., 509 Clay.
Eastman & Mitchell, 415 Market.
Fording & Halle, 22 Clay.
Francis-Valentine Co., 5 Anna Lane, off Eddy.
Gabriel Printing Co., 320 Sansome.
Galloway Publishing Co., 146 Second.
Gilmartin Publishing Co., The, 19 First.
Guedet Printing Co., 935 Market.
Golden State Printing Co., 73 Third.
Golden West Press, 146 Second.
Granger & Caldwell, 526 Montgomery.
Hancock Bros., 809 Mission.
Harvey, John D, 509 Clay.
Hayden Printing Co., 417 Montgomery.
Hicks-Judd Co., 21-23 First.
Hiester, Wm. A., 529 California.
Hughes, E. C. & Co., 511 Sansome.
Illinois Pacific Glass Works, 10-16 Main
Jalumstein Printing Co., 310 Hayes.
Knarston Printing Co., 529 Washington.
Lafontain, J. R., 603 Merchant.
Latham & Emanuel, 511 Sacramento.
Leader, The, 532 Commercial.
Leilich & Colburn, City Hall Square.
Levison Printing Co., 514 Sacramento.
Levingston, L., 540 Clay.
Luce & Iler Co., 406 Sansome.
Lynch, James T., 514 Kearny.
Lyon, W. T. & Co., 161 First.
Majestic Press, The, 1566 Market.
McCracken Printing Co., 509 Kearny.
Medina & Co., 221 Sacramento.
Meyerfield, Albert M., 414 Pine.
Monahan, John & Co., 412 Commercial.
Moore-Hinds Co., 149 Natoma.
Morris & Bain, 320 Sansome.
Murdock, C. A. & Co., 532 Clay.
Mysell-Rollins Co., 22 Clay.
Nevin, C. W. & Co., 532 Commercial.
Occidental Mystic Press, 6 Cottage Row
Pacific Goldsmith Publishing Co., 146 Second.
Partridge, John, 306 California.
Pernau Bros., 543 Clay.
Phelan, F. M., 111 Cook.
Phillips & Van Orden, 508 Clay.
Police Bulletin of San Francisco, Hall of Justice.
Polyglott Press, 628 Montgomery.
Recorder Publishing Co., 516 Commercial.
Roesch, Louis Co., 321-25 Sansome.
Rooney, J. V. Co., 1308 Mission.
Samuel, Wm., 411½ California.
San Francisco Newspaper Union, 405-407 Sansome.
Schreiber, P. H., 809 Mission.
Shanly, J. M., 414 Clay.
Smyth, Owen H., 511 Sacramento.
Spaulding, Geo. & Co., 414 Clay.
Springer & Co., 240 Ellis.
Standard Printing Co., 518 Clay.
Stanley-Taylor Co., 656 Mission.
Sterett Co., W. I., 933 Market.
Sterling Press, 229 Stevenson.
Stuetzel & Co., 144 Second.
Sunset Press, 1327 Market.
Sutter Press, The, 240 Stockton.
Tomoye Press, 144 Union Square av.
Town Talk Printing Co., 146 Second.
Turner, H. S., 3232 Mission.
Valleau & Peterson, 410 Sansome.
Wale Printing Co., 621 Clay.
Wenderoth & Brown, 319 California.
Werner, Geo. A., 1067 Howard.
Western Fine Arts Co., 529 Clay.
Williams, Joseph, 142 Seventh.
Wilson, Geo. F., 405 Front.
Winkler, Chas. W., 146 Second.
Winterburn, Jos., 417 Clay.
Woodward, W. A. & Co., 12 Sutter.

Bookbinders.

Althof & Bahls, 524 Sacramento.
Brown & Power Co., 508 Clay.
Buswell & Co., 536 Clay.
Crocker, H. S. Co., 217 Bush.
Hicks-Judd Co., 21-23 First.
McGreeney, Wm. H., 23 Stevenson.
Kitchen, Jr. Co., John, 510-514 Commercial.
Levison Printing Co., 514 Sacramento.
McIntyre, J. B., 424 Sansome.
Malloye, F., 422 Sacramento.
Mysell-Rollins Co., 22 Clay.
Phillips Bros., 505 Clay.
Rotermundt, Hugo L., 413 Sacramento.
Webster, Fred L., 19 First.
Whelan, Richard I. & Co., 42 Steuart.
San Francisco Mailing Co., 609 Mission, 5th floor.

Photo Engravers and Etchers.

Barnhart & Swasey, 107 New Montgomery, near Mission.
Bolton & Strong, 621 Clay.
California Engraving Co., 506 Market.
San Francisco Etching Co., 109 New Montgomery.
McCabe & Sons, 611 Merchant.
Sierra Engraving Co., 324 Grant av.
Sunset Engraving Co., 108 Union Square av.
Union Engraving Co., 144 Union Square av.
Yosemite Engraving Co., 24 Montgomery.

Electrotypers and Stereotypers.

American Press Association, 19 First.
Hoffschneider Bros., 412 Commercial.
Martin & Co., 508 Clay.



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General News.

The Hamburg Senate has abolished the order of September 1, which permitted the transportation of Russian emigrants through that port, but the six-day quarantine order remains in force.

The Venezuelan Government has ordered from the Creusot Works, France, thirty batteries of field artillery and twelve batteries of modern guns of seventy millimeters caliber.

It is rumored that the recent explosion on the Japanese battleship Mikasa was due to a mutiny caused by dissatisfaction among the crew over the peace terms.

Tom Seabwright, a negro ex-convict, who committed criminal assault on two negro girls, was taken from the county officers at Bainbridge, Ga., by a mob of negroes and lynched on October 8.

The Civil Service Commission is preparing to forward a circular letter to all Government employes warning them against campaign contributions as in violation of the regulations.

The Mississippi State Board of Health has issued an order forbidding boarding schools and colleges in that State to open before November 1, on account of the yellow fever infection.

The Japanese Navy Department announces the seizure on October 7, near the Island of Tsu, of the Norwegian steamer Amphrite, bound for Vladivostok. The German steamer Carl, bound for Nicolaiefsk, was seized on the 6th near the Tsu Islands.

The members of the British mission who spent two and one-half years in marking the boundary between Persia and Afghanistan, in the Seistan region, report that they encountered terrible hardships. Fifty of the members died from various causes, and nearly 5,000 camels and 120 horses succumbed.

In order that the damage resulting from the recent typhoon in the Philippine Islands may at once be repaired, and to prevent suffering among the many people whose houses and property were destroyed by it, the Quartermaster-General of the United States Army has cabled to Manila that an extra allotment of $50,000 has been made to meet the expenses.

The text of the international agreement for the suppression of what is known as the white slave traffic, has been issued in London. The countries joining in it are the United Kingdom, Germany, Austria-Hungary, Belgium, Denmark, Spain, France, Italy, Holland, Portugal, Russia, Sweden and Norway and Switzerland.

Surgeon-General R. M. O'Reilly of the Army has submitted an exhaustive report on the health conditions of the Army to Secretary of War Taft. There were 79,586 "admissions to the sick report" during the year, 406 deaths from all causes and 1377 discharges for disability. The figures show a steady and progressive improvement in the health of the Army.

By signing a receipt for $1,259,598,278.58 2-3, which has been delivered into his keeping, after two months and a half had been spent in counting it, Charles H. Treat, of New York, Treasurer of the United States, has completed the largest financial transaction in the history of the world. The sum named is the reserve fund of the United States and is stored at Washington, D. C.

Responsibility for the accident on the New York Elevated Railroad, on September 11, in which twelve persons lost their lives, has been fixed upon two men, Cornelius A. Jackson, the towerman, and Motorman Kelly, who were both charged with criminal negligence. Jackson was arraigned before the Coroner and released on $5000 bail. Kelly, the motorman, has been missing ever since the accident.

World's Workers

A strike of the motormen employed by the Electric Street Car Company at Santiago de Chili, was declared on October 4.

The British Trade-Union Congress, at its recent session, defeated a resolution in favor of compulsory arbitration by a majority of 92,000 votes.

It is said that the wages of the workers in the Scotch shipbuilding trades are rising, on account of a boom in that industry.

The number of women factory inspectors in England is to be increased. It is found that women are more successful in detecting offenders under the Factory and Workshop Acts than are men.

The net effect of all the changes in rates of British wages reported in August was a decrease in wages of £966 per week. The changes affected 247,473 workpeople, of whom 92,761 received advances, while about 154,712 sustained decreases.

A lockout in three of the big electrical works in Berlin began on September 30. It affects all the factories of the Algemeine, the Siemens-Halske and the Siemens-Schuckert companies, except one lamp factory, and throws about 33,000 workmen out of employment.

A dispute in the building trades in Munich, Germany, has been settled, and work was resumed on August 23 owing to an agreement under which the minimum hourly rate for bricklayers is to be 6d., for carpenters, 5⅜d., and for laborers, 4½ d.

The strike of the electrical workers at Berlin, Germany, has extended to two more factories. The total number of men out is 38,000. No disturbances have occurred. Enough men have been obtained to supply a current sufficient to keep two-thirds of the street-cars going.

A new Belgian law prescribes that in warehouses or shops in which goods are stored or sold, seats shall be provided in the proportion of one to each female assistant, and that such assistants shall be allowed to use them whenever they can do so without hindrance to their duties.

The French and Colombian colonies at Colon, Panama, are increasing rapidly. The steamer Versailles, which recently arrived, brought 700 laborers from the island of Martinique, French West Indies, and 300 from Cartagena, Colombia. These are to be employed on the Panama Canal works.

On and after July 17, 1906, a new law operated in Belgium, by which employes in industrial and commercial establishments (other than members of the employer's family or his domestic servants) will not be allowed to work more than six days per week, Sunday being observed as the day of rest.

The changes in hours of British labor reported during August, affected 784 workpeople, whose aggregate working time was decreased by 1642 hours per week. During the eight months—January to August, the total number of British workpeople reported as affected by changes in hours of labor was 6513, the net decrease in their working time being 15,443 hours per week.

The Queensland Typographical Association's half-yearly report congratulates the members on the steady progress of the organization. The assets are worth over £770, liabilities nil, and the financial membership totals 186. Mention is made that the Association's reasonable request for preference for unionists seeking employment in the Government Printing Office has been acceded to, and that the Association is now affiliated with the Australasian Typographical Union, thus coming into line with all the other Commonwealth typographical societies.

San Francisco Letter List.

Letters are advertised for six months and kept at the Sailors' Union Office for twelve months, all told. If not called for at the expiration of one year letters will be returned to the Postoffice.

Aamodt, I. P.
Aass, T. A.
Abrahamsen, A.
Adolf, C.
Aglitzky, Hans
Allmers, F.
Amundsen, Pet.
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Andersen-714
Andersen-1009
Andersen, E. G.
Andersen-1301
Andersen-1235
Andersen, A. H.
Andersen, Sigurd
Andersen, Edw.
Andersen, Eskil
Andersen-1113
Andersen-1191
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Balke, Henry
Barber, A.
Barleben, E.
Barry, Mich.
Bauer, Frank
Bayerle, Rupert
Bennett, N. M.
Bechler, J.
Benson, Ben
Bergh, A.-1378
Berggren, W.
Berggvest, Emil
Bernard, Sandallo
Berthelsen, Alf
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Eklund, Ellis
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Fagerlund, G. E.
Fahlesen, Emil
Foley, James
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Hafstrom, Fred
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Hansen-1229
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Hansen, Fred S.
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Jansen, Henry
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Leite, Hans A.
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Skutvick, J. J.
Smedburg, David
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Taberman, Erik
Talbot, A. E.
Tallant, Christy
Tenzer, Franz
Thestrup, L. P.
Thomas, Jas. W.
Thoresen, Pet.
Thuestad, M. J.
Tiemann, John
Uberwimer, F.
Vangsoe, J. P. J.
v. Lubke, Joh.
Van Ocker, Mr.
Vanstone, Mr.
Vassallo, P.
Watson, J. F.
Weber, Emil
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Ashford, G. E.
Austrand, L.
Blackley, Albert
Blank, Charley
Block, C.
Block, Herman
Bock, C.
Bohrman, Wm.
Boisen, Jurgen
Boisen, Knud
Boothby, J.
Borjesson, E.
Boston, Andrew
Bostrom, Carl
Brillowski, M.
Brock, Herman
Brown, Clarence
Bruce, J.
Bryndal, Henry
Buck, Harry
Buset, I.
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Craig, Alex
Curtis, R. H.
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Hanson, Maurice
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Hanson, Adolph
Hansson, John
Haraldsen, K.
Hauge, M. N.
Hay-1179
Hazeleaf, eGo.
Hedman, John M.
Helander, Chas.
Heloste, C. E.
Hermansson, H.
Hinrichsen, Harry
Holm, J.
Holmes, C.
Holmes, Chris F.

Istad, Olaus
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Johanson, Herman
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Johnsen, Sigv. B.
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Johnson, Harry
Jonasson, Frans
Jorgensen, P.
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Knaph, John O.
Knieling, John
Knudsen, H.
Knudson, Chris
Krieger, Adolf
Kristiansen, Gus
Kristensen, S.
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Kriza, R.
Kroger, L. H.
Krogstad, E.
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Lindberg, John
Lindberg, Fred
Lindburg, J.
Lindquist, Karl
Lindquist, C. A.
Lindseth, Gust
Lindstrom, Olof
Ljungberg, W.
Lof, Oscar
Lofgren, C.
Lowrie, R. A.
Luden, Albin
Ludwick, Bert
Lukin, Th.
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Mann, E.
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Michelson, H. M.
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Moran, Aleck
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Nyman, J. C.
Olsson, Waldemar
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Petersen, Gus E.
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Rockwell, Theo.
Rollo, Robt.
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Roth, G.
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Rudsit, F.
Russell, W.
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Steuer, John
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Tierney, John
Todt, John
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Torkel-503
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Tronsen, Marinus
Tuxen, Carl
Tyrholm, Johan
Unruh, Paul
Voigt, Arthur
Von Asperen, W.
Vucia, V.
Wall, R. A.
Warta, Arthur
Wifstrand, C. F.
Winter, John G.
Williams, R. C.
Wilson, C.
Wilhelmsen, Chas.
Wolf, John J.
Wolfe, John
Wolte, Paul

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Aagard, Chr.
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Aminel, A.
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Anderson, J.-760
Anderson, Chas.
Anderson, A.-650
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Baardsen, Edvard
Bakke, M.
Bauer, Frank
Bergquist, C.
Berkelund, Rasmus
Berteisen, Alf.
Bjerregaard, Christ.
Bjorkgren, Otto
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Blom, C.
Blomberg, G.
Brandt, W.
Brown, Frank
Burke, Thos.
Brunstrom, U. A.
Calberg, Oscar
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Cook, Harry
Cook, E. D.
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Daniels, C.
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Delsing, Ernst
Denk, Adolf
Doran, Eugene
Duis, J.
Eckland, Otto
Eineff, R. H.
Engberg, Oscar
Eriksen, Fred
Eriksen, Eneval
Eriksen, M.
Fraser, James
Fredericksen, Hans
Freusel, Adolf
Getz, D.
Ginstrom, F.
Gjerlow, Ingaard
Gorver, John
Gosling, W.
Gronberg, Carl
Guldberg, Randolf
Gustafsen, K. E.
Hahner, F.
Halversen, Halver
Hansen, H. C.
Hansen, O. R.
Hansen, Geo.
Hansen-1366
Hardy, W.
Heggum, L.
Helin, L. K.
Hermansen, A.
Hilke, Carl
Hogberg, Wm.
Hoiln, J.
Hollappa, Oscar
Horsley, Robin
Iverssen, Ole J.
Jacobs, Geo.
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Jacobsen, Oscar
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Vogt, C.
Yerna, F.
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West, James
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Wick, Ole
Wight, U.
Wind, J.
Winhneski, F.
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Bregler, Friedrich
Carnaghan, Wm.
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Fristrom, Ivar
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Torluk, Christian
Walburg, oJhn

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Baldvin, Melmer
Hasel, Gustaf
Hubraber, W.
Johnson, H.
Jorgensen, Rasmuss
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Larson, Werner
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Block, Hermann
Birkelund, R.
Caiman, George
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Danielsen, D.
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Dittmayer, Ch.
Dybsland, P. Th.
Eckman, G. A.
Elfstrom, J.
Farstad, K. E.
Ehlers, Henry
Hanson, J. F. & F.
Hanston, Rob.
Hansen, Henrik
Hansen, Th.
Hansen, Wm.
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Jensen, P.
Jugman, M.
Janhunen, W.
Kelly, Patrick
Klinker, J.
Kenna, P. J.
Martin, John F.
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Mietinnen, Adolf
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Nilsen, M. P.
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Olsen, Servin
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Swanson, Oscar
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Sillman, A.
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Swenson, James
Thies, Harry
Weissin, Charles
Werner, Frederick
Zambuera, M.

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Anderson, A. F.
Aspengren, Theodor.
Beardall, Robert
Branford, Chas.
Campbell, Neil H.
Cederholm, Victor
Duke, Charles
Gleason, Wm.
Godley, G.
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Jessamine, James
Jorgenson, Chas.
Kendall, E. C.
Kennedy, Thomas
Kloot, Johannes
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McLaughlin, Hugh
McStay, Edward
Miller, A. T.
Mills, A.
Nelson, Frank
Olsen, Charles
Palmer, John W.
Pestell, Stanley
Pons, Simon S.
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Rios, Manuel
Roberts, Stanley
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Spidowsky, Theodor
Turner, W.
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Wilson, Joe
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James L. Russell, a native of Geneva, N. Y.; last heard of about eighteen months ago, when going to Alaska, is inquired for. Address, COAST SEAMEN'S JOURNAL.

News from Abroad.

The Japanese peace treaty passed the Privy Council at Tokio on Oct. 4.

Bubonic plague has broken out at Chinde, in Portugese East Africa. Several deaths are reported.

The Swedish elections have placed rival parties in possession of the two houses of the Riksdag. A deadlock will result.

The attempt to create agitation in favor of a Norwegian republic is said to be finding no support from the country.

Admiral Togo, with a squadron of the best ships in the Japanese navy, will visit European and American waters some time next year.

A tidal wave struck the village of Campechuela near Manzanilla, Cuba, on Oct. 4. Fifty houses were damaged, but no lives were lost.

Field Marshal Edhem Pasha, who was commander-in-chief of the victorious Turkish army in the war with Greece, died at Constantinople on October 6.

Israel Zangwill, the Jewish author, has declared his expectation that his plan for a Jewish autonomous state under a British protectorate will be realized.

Government reports show that the result of the recent storm at Manila, P. I., is very serious. At least 200 natives and twenty-five Americans and foreigners were killed.

It is said that Secretary of War Taft's visit to Tokio has resulted in an important understanding as the outcome of Japan's explicit disavowal of any designs on the Philippines.

Fifty thousand Bengalis recently met in the Temple of Kalighat, East Indies, and resolved to boycott all foreign goods and workmen, as a protest against the position of the Province of Bengal.

John C. Sanger, late of New York, has been murdered in Sonora, Mexico, according to a report brought to El Paso, Texas, by J. R. Seaton. Sanger's brother was also recently killed in Sonora.

Official circles at The Hague express doubt as to whether arrangements can be completed early enough for the second peace conference to be held in 1906 and do not expect it to assemble before 1907.

Following closely upon the publication of the text of the Anglo-Japanese treaty has come considerable talk of the possibility of an understanding between Great Britain and Russia for the maintenance of peace in Central Asia.

The rector of the Moscow University has closed that institution because of a recent mass meeting held in its precincts at which a number of the participants were outside agitators totally unconnected with the University.

The presence of the British cruiser Fox at Hodeida, Yemen province, Turkish Arabia, has resulted in a speedy settlement of all the British claims in connection with the piratical attacks of Arabs on British dhows in the Red Sea.

Andrew Dewet, nephew of the famous Boer, Christian Dewet, has been arrested at his residence in a suburb of Windhoek, German Southwest Africa, with four Boers, accused of plotting to overthrow the German rule in Southwest Africa, to create a Boer republic.

Professor Behring of the Pasteur Institute, who believes he has discovered a cure for tuberculosis, will, upon demonstrating the value of his remedy, receive ipso facto 24,000 francs of income from the Prix Lacave, reserved by the academy for the conqueror of tuberculosis, and the sum of 10,000,000 francs set apart for the same purpose by a wealthy Brazilian.

Labor News.

The eight-hour movement of the International Typographical Union continues to make headway in various parts of the country.

It is reported that the Chicago Federation of Labor has expended $50,000 since May in litigation arising from the teamsters' strike.

Members of the committee are said to believe it easily possible to reduce the expenses of the Government Printing Office at least $1,000,000 a year.

Switchmen in the employ of the Grand Trunk Railroad, at Chicago, Ill., went on strike on September 29. Officials of the road took the places of the strikers.

The strike of the drivers employed on United States mail wagons in New York City, which had been in progress for several weeks, was settled on September 30. The strikers got all they demanded.

Orders have been received by local officials of the Carnegie Steel Company, at Columbus, O., to start the mills of the company in that city which have been idle for almost two years. About 500 men will be given employment.

The Supreme Court of Nevada on October 2 handed down a decision upholding the constitutionality of the Eight-Hour law. The law was passed by the last Legislature and was contested by several of the large mine-owners.

Because several printing establishments at Cincinnati refused to grant the demands of members of Typographical Union No. 3 for an eight-hour day, the union men employed in job printing establishments in that city have gone on strike.

On October 2, 6000 carpenters in Boston, Mass., and vicinity had their wages advanced 28 cents per day. The change became operative under a decision of Judge G. L. Wentworth of the Municipal Court as arbitrator, given about a month ago.

A bulletin issued from the office of the International Typographical Union shows that 224 subordinate unions are now working on an eight-hour basis, or have arranged to do so not later than January 1, 1906. Since September 8 such agreements have been signed in sixty-six cities.

Six hundred and fifty Canal laborers, brought to Colon from Martinique, French West Indies, were landed at the former port against their will. One hundred and fifty men were seriously beaten by the police. The laborers objected to the unsanitary conditions on the Isthmus.

The printers employed by the General Electric Company at Schenectady, N. Y., went on strike recently to enforce their demand for an eight-hour day, with no reduction in pay. The company has offered to grant the reduction of hours, but insisted on reducing wages correspondingly.

Preparations are under way for a concerted movement on the part of the big railroad brotherhoods to secure a reduction of the present working hours for railway employes all over the country. It is expected that the movement will assume definite form within the next two months.

Organized labor of Muskogee, I. T., is opposing the proposed State Constitution to be voted upon on November 7, on account of its "Open Shop" declaration, which reads as follows: "No person shall be denied or refused employment for the reason that he is or is not a member of any labor union."

The United States District Attorney at New York has caused the arrest of eleven heads of manufacturing concerns of that city, on warrants charging them with having conspired, through the medium of an employers' association, to violate the Alien Contract Labor law by the importation of foreign workmen.

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Magnusen, Gus	Vince, H.
McCarthy, T. J.	Waring, H.
Menton, John	Yager, Ralph
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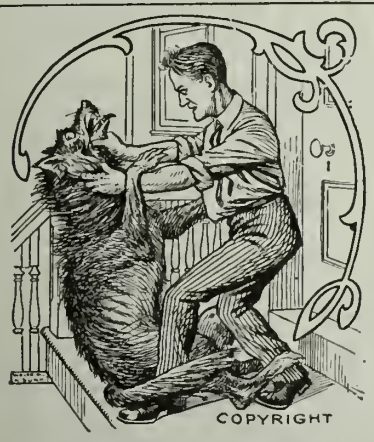
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Rainy weather will soon be with us and with it comes the use of rubber boots and overshoes. Rubbers, to be good rubbers, must be new rubbers. Sailors will appreciate our kind of rubber boots.

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Union Boot and Shoe Store ...
Repairing Neatly Done
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BOOT & SHOE WORKERS UNION
UNION STAMP
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Domestic and Naval.

The Allan line has suspended service to New York.

Boston is to have a passenger steamship line to Glasgow, Scotland.

Nineteen ships, with average tonnage of 9,000, were launched for the United States Navy during last year.

A fleet of more than two score steamers, barks and schooners is now bound to Philadelphia, Pa., with sugar.

The United States battleship Mississippi was launched from the Cramp yards at Philadelphia, Pa., on September 30.

A new freight steamship line between Philadelphia and Boston is contemplated among shipping men. Two vessels have been chartered, it is reported.

The steamer Virginian of the Leyland line, which has been on the rocks below Quebec for a month, was successfully raised and brought to that port on October 5.

The Vigilant, the Canadian cutter, recently captured eighty-six nets belonging to Captain Hanson, of the tug Arrow, at Dunkirk, N. Y. Captain Hanson saw the tug coming and ran south into American waters. No shots were fired.

The schooner C. P. Dixon, from Philadelphia for Colon, Panama, while anchored below Marcus Hook, N. Y., on October 1, was run into by two barges, in tow of the tug Lenape. The Dixon's figurehead was smashed, and she sustained other damage.

The steamer Colonia, which is laying the Commercial Company's new cable from Canso to Ireland, reported on October 1 from latitude 53 degrees 17 minutes N., longitude 27 degrees 3 minutes E., that she had laid out 1568 nautical miles.

True bills have been returned by the Grand Jury of Chicago against the owners of the steamer City of Traverse, charging them with keeping a common gambling house. This boat has been known for three months as Chicago's "floating pool-room."

The owners of the schooner Job H. Jackson, which was sunk in the lower Chesapeake Bay recently by the steamer Bayport, have libelled the Bayport in the Federal Court at Norfolk, Va., for $12,000 damages. The Bayport is now in drydock at Newport News. The Jackson is to be raised.

A new, though roundabout, steamship service between Southampton and New York was inaugurated on September 30 by the sailing from Southampton of the Royal Mail Steam Packet Company's steamer Tagus, which, after calling at West Indian ports, will proceed to New York. The service will be fortnightly.

Rear-Admiral Robley D. Evans, with part of the North Atlantic fleet, has returned to New York, and will prepare for the formation of a fleet of eight battleships, four armored cruisers and the new protected cruiser, Charleston, which will welcome Prince Louis of Battenberg, who is to arrive at that port between November 2 and 7.

With the arrival of the new dredge of the Maryland Dredging Company in the Delaware River, work has begun under all three contracts given out by the Government for deepening the channel. Work is now being done between New Castle, Del., and the Pennsylvania State line. The three contracts must be completed by the end of 1906.

Passengers arriving at New York on the Cunard liner Lucania, from Liverpool, told of sighting a monster iceberg stranded on the banks of Newfoundland. For more than a fortnight the big berg has been standingf on the same spot, unmoved by wind or wave. Officers of the Lucania declared that they also sighted the big berg on the last eastward passage.

With the Wits.

Though "Love is blind," as poets sing,
A cynic bachelor wight
Declares that marriage is the thing
That will restore its sight.

The Cause of It.—Cholly—"I admit it frequently takes me some time to make up my mind, but—"

Miss Pepprey—"Ah, naturally. You must lose time trying to locate it."

No Room For It.—Citiman—"I don't suppose you ever had smallpox or typhoid out in Swamphurst."

Subbubs—"No, indeed; there wasn't any room for it. The place is too full of malaria."

The Old Stone.—Hicks—"There's a sort of gem called 'bloodstone,' isn't there? Ever hear of it?"

Dunn (the bill collector)—"No, but I frequently hear of the stone you can't get any blood out of."

Up to Her.—"John!" whispered John's wife, "I'm thoroughly convinced there's a burglar downstairs."

"Well, dear," replied the husband, sleepily, "I hope you don't expect me to have the courage of your convictions."

He Had One.—Professor—"We know that heat expands, and we also know, Mr. Smart, that cold contracts, do we not?"

Mr. Smart (hoarsely)—"I guess so; but I'll bet it doesn't contract itself as much as we contract it."

Foiled.—Mr. Phoxy—"I was going to ask you to try this little trick; Multiply the years of your age by three, subtract twenty-one from the total, and what's the answer?"

Miss Kute—"You should be able to guess the answer at once."

Mr. Phoxy—"Yes? What is it?"

Miss Kute—"None of your business."

A Hint.—Mr. X. Entrick—"See here, young man, all the other young fellows who called to see Mabel before you, never stayed later than 10 o'clock and—"

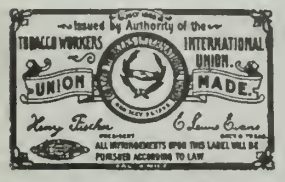
Mr. Meanwell—"Yes, sir."

Mr. X. Entrick—"And I was going to say, if you don't stay until 11 o'clock at least, I'll take it that your intentions are no more serious than theirs were."

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OFFICIAL PAPER OF THE INTERNATIONAL SEAMEN'S UNION OF AMERICA.

A Journal of Seamen, by Seamen, for Seamen. *Our Aim: The Brotherhood of the Sea.* *Our Motto: Justice by Organization.*

VOL. XIX. No. 4. SAN FRANCISCO, WEDNESDAY, OCTOBER 18, 1905. WHOLE No. 940.

BRITISH TRADE-UNION CONGRESS.

Membership, and Measures Adopted.

Compulsory Arbitration Again Defeated.

THE Thirty-eighth Annual Congress of the Trade-Unions of the United Kingdom was held in the Victoria Hall, Hanley, on Monday, September 4, and five following days. The Congress was presided over by the Chairmau of the Parliamentary Committee, Mr. James Sexton, General Secretary of the National Union of Dock Laborers. The standing orders of Congress provide that it shall consist of representatives of trade-unions who are actually working at their trade at the time of their appointment, or are permanent paid officials of the unions they represent.

This qualification of delegates to the Congress was adopted about ten years ago. The circumstances which led to the adoption of the rule that delegates must be actual workers at their trades or permanent paid officials of their respective unions, and the effect thereof, may not be without interest to American trade-unionists. Prior to the adoption of this rule, the Congress annually contained a number of delegates who, although retaining membership in their organizations, had ceased to work at the trades they represented. In many instances these delegates occupied public positions, some as Members of Parliament, others as members of local governing boards, etc. In the nature of things these delegates exercised an influence in the proceedings of the Congress that was out of proportion to their nominal standing as representatives of certain trades. It naturally transpired that the influence thus wielded did not always accord with the proper purposes of the Congress. In a word, much of the time of the Congress was occupied in discussion of a purely political character, to the exclusion of trade-union questions. This diversion of interest resulted in great dissatisfaction and wasteful bickering among the delegates. The rule in question was therefore introduced in the Congress as the only remedy for the evil which had developed. The opponents of the proposed qualification argued that its adoption would work a denial of the trade-unions' right to pass upon the qualifications of their representatives. This objection was met with the reply that the Congress must be vested with authority to make such regulations as might be found necessary to conserve its own safety and efficiency. The further objection was raised that the adoption of the rule under discussion would result in barring out a number of men who had theretofore distinguished themselves by devotion to the cause of trade-unionism, as well as by great service to the Congress itself. At this point the names of several delegates well known throughout the world were mentioned as prospective victims of the new rule. This appeal to the personal sentiment of the delegates toward certain of their confreres might have resulted in the defeat of the measure, but for the attitude taken by the more prominent of the delegates whom it was proposed to legislate out of the Congress. John Burns, at that time a powerful and conspicuous figure in the deliberations of British trade-unionists, espoused the proposed rule. Burns was then, as now, a Member of Parliament, and had for years previously ceased to work at his trade of engineer. He, however, declared his approval of the qualification under discussion, upon the ground that, while it would debar himself and others of like disposition from participation in future sessions of the Congress, it would also debar a larger number of men who, in the absence of such a rule, would enter the Congress for ulterior or personal purposes, rather than for the good of the labor movement. For his own part, Burns declared, while he regretted to sever his official connection with the Congress, he freely recognized the wisdom and necessity of that course and as freely pledged his continued interest in the cause of organized labor. The rule was adopted, and, so far as is known, has given entire satisfactiou to the British trade-unionists. The Congress has been freed from political agitation, while it has suffered no loss of loyalty on the part of those former delegates who, having quit the field of active trade-unionism, have carried their faith in that institution into other spheres of activity.

Trade-unions may send to the Congress one delegate for every 2,000 members or fraction thereof, but many of the larger societies do not send the full number of delegates to which they are entitled. Voting on important questions is by card, on the principle of one vote for every 1,000 members represented.

The analysis into groups of trades given below shows the composition of the Congress, and the trade groups represented are compared with the corresponding figures for the Congress of 1904:

Groups of Trades.	1904			1905		
	No. of Organizations.	No. of Delegates.	No. of Members	No. of Organizations.	No. of Delegates.	No. of Members.
Building	11	29	182,042	8	23	157,594
Mining and Quarrying	10	82	373,326	13	98	4.7 453
Engineering	13	16	36.576	14	24	127,234
Shipbuilding (including Boiler Making)	3	21	68,261	3	21	69,400
Other Metal Trades	21	37	62,079	20	37	58,531
Textile Trades	15	96	156,721	12	91	157,276
Clothing	10	24	54.052	8	23	50,140
Transport (Land and Sea)	15	39	123.535	16	41	131,576
Chemicals, Gas and General Laborers	10	34	68,736	9	24	62,220
Printing, Bookbinding, &c.	11	19	49,319	12	20	51,078
Pottery and Glass	3	3	2,840	6	8	8,149
Woodworking and Furnishing Trades, &c.	9	12	31,645	7	9	28,814
Baking and Cigar Making	2	4	7,000	2	4	6,991
Engineers	9	14	25,384	9	15	23,636
Postoffice Employes	4	7	39,032	4	7	45,749
Miscellaneous	12	16	38,984	11	13	43,673
Total	159	453	1,320,432	154	458	1,469,514

NOTE.—Societies forming parts or branches of a federation or amalgamation are not counted in this Table as separate organizations, and double entries arising in this way have been deducted.

The number of organizations accounted for in the foregoing statement is 154, but allowing for the number of distinct societies included in federations, members of about 218 separate trade-unions attended the Congress as delegates this year out of a total of about 1,166 unions in existence. The membership represented, however, comprised about three-fourths of the total membership of all trade-unions. The number of orgauizations represented this year was five less than in 1904, but the total membership was greater by 149,082. This increase is more than accounted for by the iuclusion in 1905 of the Amalgamated Society of Engineers and the Durham Miners' Association, which were not represented last year. The glass trades increased their representation, and the Postoffice employes and miscellaneous unions continued to show an increased membership. The decrease in the membership of the building group is largely owing to the Operative Plasterers' Society and the Associated Society of Carpenters and Joiners not being represented this year. The general labor group of trades again showed some falling off in membership.

Among the principal industrial subjects on which the Congress passed resolutions were: Restriction of the hours of labor to eight per day for miners and work-people generally; certificates of competency for persons in charge of steam engines and boilers; amendment of the law in relation to trade-unions and industrial disputes; amendment of the Mines Regulation Act, the Factory and Workshop Acts, the Shop Clubs Act, the Workmen's Compensation Acts, and the Truck Act; the wages and general conditions of labor of Government employes; general old-age pensions; abolition of the character note system; improved housing accommodation for working people; investment of trade-union funds; municipal trading and banking; uniform compulsory hours of closing for shops; special courts for trial of claims for wages due, etc.; measures to prevent the dismissal of workmen for being members of trade-unions; use of trade-union labels on manufactured goods; nationalization of mines, railways and canals; and abolition of the privilege cab system at railway stations.

A resolution in favor of compulsory arbitration in trade disputes was rejected by a majority of 92,000 votes; the majority at the previous Congress was 486,000.

The resolution favoring compulsory arbitration was strenuously opposed by the miners, who denounced the project with forceful arguments. The miners charged the small organizations, who were the principal supporters of compulsory arbitration, with being narrow-minded and adherents of an ancient spirit of caste, which prevented them from seeing the benefits to be derived through strong and powerful organization, and thus being unable to fight their employers by virtue of their own inherent strength.

The Eight-Hour resolution was opposed by Thomas Ashton, of the Textile Workers, who argued that an eight-hour day in the textile industry would make it impossible for the British manufacturers to compete and hold their own in the world's markets. Mr. Ashton asserted that at present four-fifths of the British textile product was sold abroad.

A resolution favoring the continuance of free trade was adopted by 1,253,000 to 26,000 votes.

Delegates representing the American Federation of Labor, the Co-operative Union, the General Federation of Trade-Unions, and the Labor Representation Committee attended the Congress and delivered addresses. Two British delegates were elected to attend the Annual Convention of the American Federation of Labor, to be held in December next.

The voting by the Congress for members of the Parliamentary Committee for the ensuing year resulted in representatives of the following organizations being elected: Northern Counties Weavers, Boiler Makers and Iron and Steel Shipbuilders, Cotton Spinners, Shipwrights, Gas Workers and General Laborers, Railway Servants, Miners' Federation, Boot and Shoe Operatives, Dock Laborers, Brassworkers, London Compositors, and Amalgamated Engineers. Mr. W. C. Steadman, Barge Builders' Society, was elected Secretary of the Committee. Mr. D. C. Cummings, representative of the Shipbuilders' Society, was appointed by the Committee as Chairman for the ensuing year.

It was decided that next year's Congress should be held at Liverpool.

Substitute for the Compass.

As "true as the needle to the pole" is a trite comparison, but the scientific world understands well that it means very little. The needle, in the first place, does not seek the geographical pole at all, nor does it point steadily toward any one region, but varies in its direction with place and time. Besides this, far from being true, the needle's affection is easily distracted—a chance bit of magnetic iron, close by, will draw it more powerfully than the concentrated pull of the earth's magnetism. In these days of iron ships the deviation of the compass has become increasingly hard to compute. And even when the sailor knows theoretically how much his needle is to be expected to swerve from the meridian in any part of the voyage, the magnetic characteristics of the ship change with locality, and the navigator is constantly passing into regions of different intensity of the earth's magnetic attraction. The usefulness of the original computation is thus constantly impaired by distance in time or place. Navigators who have been casting about for some substitute for this capricious instrument, or for some standard by which its accuracy may be checked or tested from time to time, have been experimenting with a swiftly rotating fly-wheel, using the principle that such a body tends to place itself with its axis always in the same direction in space. A correspondent of the Evening Post (New York, September 8), writing from Washington, D. C., on this subject, tells us that it is proposed to maintain in rotation, by means of an electric motor, a heavy-rimmed wheel, mounted in gimbals. He says:

When the rate of speed amounts to three thousand revolutions per minute, or thereabouts, the plane in which the ring revolves will maintain itself constantly in one direction. If the navigator starting from the port of New York were to set the wheel of the gyroscope revolving in the plane of the meridian, it would continue to revolve in that plane with great regularity. An ordinary compass could be compared at intervals with the fixed direction marked out by the wheel of the gyroscope, and so the error of the compass could be "checked up" from time to time. This is the conservative prediction, making the gyroscope useful as an auxiliary, to secure greater accuracy. Some observers go further and predict that it will displace the compass altogether. The greater probability, as in so many other things, is that a compromise result would follow, each method having its own field.

At the port of New York, for example, the gyroscope could be set by astronomical instruments of the greatest refinement so as to point to the North Pole with absolute accuracy. As the ship advanced this device would not point to the North Pole from new positions, but it would always give a line showing the direction between New York and the North Pole, which, with a knowledge of the convergence of the meridians, would allow of its use for direct comparison with the compass in any other place, and would thus everywhere afford the navigator a fixed direction with which to work. This device would be mounted on gimbals, and a card like a compass-card placed by its side, on which zero, instead of being the magnetic north, would be this fixed line established at the port of departure.

This is not merely a theoretical proposal. Tests have been undertaken at the instance of the German naval authorities on board the warship Undine lasting two days, and made with a view to determining with what accuracy the gyroscope shows alterations in the ship's course, and how well it would stand violent concussion. To quote again:

On the first day the ship described a large number of curves to ascertain whether the instrument would deviate from its original position, and whether it would accurately show the angles of alteration in direction. With the assistance of carefully placed controlling buoys, no error was detected. On the contrary, several small errors in the position of the buoys were discovered by means of the gyroscope. A number of manœuvers were then executed with the machinery and big guns to ascertain the effect of concussion and vibration. These movements consisted of sailing at forced draft and then suddenly reversing the engines, and of firing shots from the heaviest guns and in such a position that the gyroscope received the heaviest shock, so that the severest possible concussions were brought to bear upon the instrument. The greatest vibration and concussion that could occur on a vessel of the Undine type were proved to have no effect whatever on the apparatus.

The gyroscope was then carefully set with the assistance of a series of buoys, and for four hours the most eccentric course was followed. By means of intermediate buoys and a set destination it was proposed to discover any possible errors in the indications of the apparatus during the time of trial. At the end of this trial no error could be discovered. It is therefore presumable that, under less favorable circumstances and in a longer period, say eight hours, no appreciable error could occur which would render the apparatus unreliable. A comparison of the gyroscope with the amplitude compass was then made. Upon comparison with an accurate deviation table, errors up to 1.5 degrees were discovered, apparently attributable to the gyroscope. The test which was immediately applied showed, however, that this was not the case, but that the co-efficients of deviation had altered, presumably on account of the previous severe vibration and concussion. It was possible, by means of the gyroscope, to discover errors in the compass.

The result of these tests, our consul reports, was the acknowledgment by disinterested parties that no inaccuracy arises in the instrument on account of the earth's rotation, that the angles of changes of course are shown with the greatest exactitude, and that shocks of vibration which would render a compass inaccurate or even useless have no effect upon it.—Literary Digest.

Employment of Children.

United States Consul Muench, of Plauen, Germany, referring to a former report on certain new legislation in Germany tending to prohibit infant labor and exploitation, says that a sufficient test of the law has been had to judge of its fruits, and that these are not regarded very favorably. The consul says:

A sufficient test of the new legislation has been had to judge of its fruits, and these are not spoken of in the most enthusiastic strain. Optimists had believed that infant labor need only to be forbidden to be also prevented. That such has not been the result in this instance is now frankly admitted by the German press. It is pointed out that while the control of child employment in factories, restaurants, and all public or semi-public works presents comparatively small difficulty, such control in case of "home work" becomes well-nigh impossible.

To be sure the inspectors, and other officials intrusted with the enforcement of this law, have sought and received the hearty co-operation of the school authorities in their endeavor to locate cases of absence and their cause; but hesitancy is naturally felt to practice a system of espionage upon the movements of children in their own domicile, and it is opined that since the home employment of the child and its consequent withdrawal from the benefits of scholastic instruction is generally caused either by dire necessity or a willful disregard of the best interests of the child on the part of the parent, a close inquiry into the reasons for non-attendance is more apt to develop a species of deception and prevarication on the part of both parent and child than to evoke truthful statements of the real causes of such absence. It is feared, also, that a systematic course of investigation into the private home life of the child would tend to shake that confidence between scholar and teacher which is looked upon as an element of value in pedagogy.

Serious doubt exists whether the benefits under the new law have not been wholly offset by its baleful consequences. While it must be admitted that child labor in the factories has become easily controllable, it is charged that the very exclusion of children from these plants has called into being numerous other phases of infant labor. Thus, for instance, the industrial commission at Dantzig reports that the home workers engaged in doing piecework for a wooden-ware factory employed not less than 489 children, aged from 6 to 14 years, at their homes at the work of platting cane for chair seats. Out of 317 children attending school, 135, viz, 42 per cent, were set to work after 8 o'clock p. m. nor did any of them enjoy their freedom during the recess of two hours at noon or of one hour in the afternoon. Thus the inhibition against factory work resulted to these unfortunates in the opening up of a far more cruel and deleterious employment.

It is strenuously urged, and w
son, that in order to fully suppress this evil it will first of all be requisite to remove the temptation to this abuse by offering opportunity for parents to keep their young children at school and to do without the earnings now exacted from them.

Help is also expected from further legislation in the direction of curtailing all such home employment of immature children. Most of all, though, it is insisted that the inducements to parents toward keeping their minor children at school during school age should be greatly increased, and that not only the actually indigent, but the entire working classes, should be accorded free schooling for their children. The end of sociological legislation is not thought to be fully attained until it lights the way of childhood, as it even now smooths the path of old age. Thus it will be noted that elements are ever active in this country making for a broadening and deepening of the national schemes for patriarchal care of those not wholly able to take care of themselves, and the day is evidently not far distant when Germany will be able to boast of a public school system almost as free as our own.

At the May session of the Paris Academy of Medicine a treatise, by Doctor Fournol, recommending hypodermic injections of sea water against tuberculosis, attracted much attention. Doctor Fournol, together with another physician, has prepared a sea-water serum, which possesses the property of increasing the blood pressure. He treated twenty-four patients at a Paris hospital with it. Some of these suffered from recent tuberculosis of the lungs, others for old tuberculosis of the bones. In all cases a distinct improvement was noticeable in the local as well as in the general condition. It is stated in German papers that the results appeared so important to the members of the Academy that it was resolved to notify the tuberculosis commission, so as to make further experiments.

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions.)

New York Labor Statistics.

The report of the New York State Commissioner of Labor for the quarter ending June 30, 1905, confirms the prevalent opinion that the present year has so far been a comparatively prosperous one in trade and business. From returns made to the Department from trade-unions embracing a membership of approximately 100,000, it is shown that the average monthly number of unemployed members during the quarter was only 151 per 1,000, as compared with 202 last year and 168 in 1902. At the beginning of May the number of idle men among the wage-earners in the State was only 118 per 1,000, as compared with 153 per 1,000 in 1902, while at the beginning of July the proportion was 91, as against 145 in 1902.

The building trades were particularly active during the quarter. In the months of April, May and June work was begun on 7,316 buildings in New York City, as compared with 5,164 a year ago. The number of buildings completed during the quarter was 4.673, as compared with 3,455 a year ago. These figures, however, fail to convey an adequate idea of the extent of building operations now going on in New York City. According to the report, the estimated cost of projected buildings for which plans were approved and permits issued in the second quarter of 1905. attained the enormous sum of $78,417,896. As a matter of fact, the cost of buildings projected in the first six months of the present year in New York City exceeds the cost of those projected in the entire twelve months of 1902 or 1903. In the other large cities of the State also building operations are shown by the report to be well above the average, although, of course, conducted on a much smaller scale than in New York City. In Buffalo, for instance, the cost of buildings authorized in the second quarter of 1905 was $2,370,237; in Rochester $1,846,125, and in Syracuse $669,263.

On the subject of immigration the report says, in effect, that because of the close relations between European working people who have settled in this country and those abroad, an unusual demand for labor here is almost automatically satisfied through the migration of additional European laborers. To quote the report:

> Thus it is that American prosperity is quickly reflected in the statistics of immigration. In the second quarter of 1905 the number of alien arrivals in the port of New York broke all records, having attained the figure of 294,381, as against 202,099 last year, and 274,507 two years ago. The largest contingent of immigrants, as usual, comes from South Italy, and now amounts to a small army—95,025 persons, or 32 per cent. of the total. Polish immigration also increased largely, and assumed the second place with 33,438 arrivals. The Germans, with 20,904 arrivals, maintain the third rank, while the Hebrews (17,285) have dropped to fourth place from the second place a year ago. Scandinavian and Irish immigration is stationary, while a large increase appeared in the immigration of Slovak, Croatian, and Magyar peoples. New York State received one-third of the immigrants, as against 41 per cent. a year ago.

Concerning the work done by the State Bureau of Mediation and Arbitration during the quarter, the report recounts that fifty-six labor disputes were settled, as compared with forty-three in the corresponding period of 1903. One-half (twenty-eight) of the disputes were the outcomes of strikes for higher wages, and resulted, in nineteen cases, in the complete or partial success of the workmen. The number of employes involved in trade disputes, however, was only one-third as large as it was a year ago. This, the Commissioner thinks, is mainly due to the progress of the joint-trade-agreement system, which substitutes arbitration for industrial warfare.

Commissioner Sherman also reviews the recent strike among the bakers on the East Side of New York City, saying that "the dangers to the public health threatened by the perpetuation of these standards in city bakeshops illustrate the need of protective legislation and an adequate force of inspectors." What these "standards", etc., are like is already known to the readers of the JOURNAL, and it may be said here, in passing, that the greatest benefit derived from the New York bakers' strike, both to themselves and to the public, has been the focusing of the attention of the authorities upon the evils complained of, with the certainty of remedial legislation. In this, as well as in all other matters, the report shows that Commissioner Sherman is a conscientious and capable public official.

Our Bluejackets.

Those who remember the extent and nature of the "shore sprees" indulged in by American man-of-war's-men of the old school are pleasantly impressed by the decorum shown by the younger generation of our naval seamen while on shore. Commenting upon this metamorphosis in the manners of American man-of-war's-men, the New York Herald says:

> It is a joy to the patriotic heart to note the trim, alert, keen-eyed, sun-browned and self-respecting enlisted men and youths that constitute our first line of defense. It was an old and unwarranted reproach against the representatives afloat of our national greatness that in the exuberance of rare shore leave their conduct left much to be desired, and that their haunts were the purlieus of the port. But this was never true in any large sense, even in the days of wooden walls and hearts of oak, when the sailor of tradition was leniently gauged as a hard-drinking, hornpipe-dancing, open-handed and reckless son of the sea. In every ship's company there may have been a few of this dead and gone type, but those who shamed their shipmates were least of all typical of an honest and rigorous trade. The opportunities and rewards are too great for any such foolishness, and we may be sure that the native-borns seen "on liberty" are as worthy of the respect and honor of their fellow-citizens as any other class that is adding to the dignity and progress of our country.

With the exception of "the opportunities and rewards", what has been said here by the Herald anent our naval seamen applies equally well to the seamen of our merchant marine. Where drunkenness formerly used to be the rule it is now literally the exception, and in many other ways improvement may be noted.

Secretary Taft has already begun to unload the cargo of Chinese notions which he brought with him from the Orient, and it is solemnly pointed out by the press for fooling the people all the time that, in consequence, the President is deeply impressed with the gravity of the impending crisis in our relations with China, in so far as it may affect our future trade with that country, etc., etc. All of which suggests that humbug is the spice of life.

To attempt to combat error with any weapon other than reason is the greatest error of all.

Miscellaneous.

The Collector of the Port of New York, on the 2nd inst., ordered the imposition of a fine of $5,000 against the master of the French liner L'Aquitaine for violation of the United States Passenger Act, in not having the men and women properly separated in the vessel's steerage.

Since the last strike of the New York bakers the Health Department of that city has inspected forty-two Manhattan bakeshops. Of this number thirty-three were found to be in such bad shape that they had to be closed pending repairs which would bring them up to the standard of sanitation required by the law.

A "Socialist School" will shortly be established in New York City, at a cost of $200,000. The primary design is to provide for an "intellectual center" for the Socialist movement in the United States, and to afford instruction to men in the dogmas of Socialism. Branches will gradually be formed in other cities. The money for the undertaking comes from a bequest made by the late Mrs. E. D. Rand, whose daughter married Professor George D. Herron, the noted Socialistic propagandist.

Prominent members of the Negro Business Men's League have taken umbrage at the term, "a white man's country," as applied to the United States. Well, if this isn't a white man's country it must be confessed that it looks very much that way to one who is not color blind or standing on the wrong side of the color line. It will certainly never do to associate this great and glorious country in our minds with the appearance of a checkerboard.

The New York Mail Drivers' Union, which went on strike about a month ago for an increase of wages, shorter hours, and overtime pay, won what it struck for. A four-year agreement has been signed by the representatives of the Union and the New York Mail Company, by the terms of which the men will receive an increase of wages of twenty-five cents per day for drivers of double teams, fifteen cents for single teams, twenty-five cents an hour for overtime, a workingday to consist of twelve hours, including one hour for dinner. This will make the pay of the drivers of double teams $2.25 per day, and of one-horse drivers $1.65 per day. The agreement is dated September 30, 1905, and expires on the same date in 1909.

The Jersey City Printing Company has brought suit for $100,000 damages against Typographical Union No. 94. The trouble began about a month ago, when the employes of the Company, all members of Typographical Union No. 94, made a demand for an eight-hour day, which was refused. The employes thereupon quit work and were replaced by non-union men, but the Company now alleges that the members of Typographical Union No. 94 enticed the non-union men away from the Company, thereby inflicting great pecuniary

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(Continued on page 10.)

Home News.

The advent of frost in Louisiana has had a good effect in reducing the amount of yellow fever in that State.

Associate Justice Tucker of the Territorial Supreme Court of Arizona has been requested to resign, on the ground of misconduct.

The Commercial Cable Company's fifth cable across the Atlantic, from Canso to Waterville, Ireland, was completed on October 6.

The first annual convention of American Indians convened at North Yakima, Wash., on October 10, with ten tribes represented.

The population of New Jersey is 2,144,144, according to census figures just announced. Newark leads the cities with 283,289 residents.

The Panama Canal Commission has annulled the contract awarded to J. E. Markel of Omaha for feeding and caring for the employes of the Canal.

The Beef Trust has entered the retail trade in New York by operating through a supply company and soliciting for the custom of hotels and boarding houses.

The independent telephone companies of the United States met in Rochester, N. Y., recently and formed an organization for mutual protection and progress.

Episcopal clergymen have organized an association to further union of the Anglican Church with the Russian orthodox and ancient Eastern churches.

Serious friction has again developed in the administrative machinery of the Panama Canal project. A disagreement between Secretary of War Taft and President Shonts is reported.

It is now believed that President Roosevelt, in his message to Congress, will pass over the subject of the tariff and deal strongly with the need of railroad legislation.

Secretary of State Root has declined to accept charge of the Panama Canal work, and Secretary of War Taft will remain in control, visiting the Isthmus in November.

The gold shipments of the Yukon Territory for the season of 1905—just closed—will run approximately to $6,000,000. It is estimated that half or more of the Fairbanks output had gone to the Coast this summer by way of Dawson.

Judge Wing, of Cincinnati, O., having declared the Chinese Exclusion Act void by the lapse of the treaty between the United States and China, a test case will be made in the United States Circuit Court of Appeals, at Cincinnati. From there the case will be taken to the United States Supreme Court.

The State Department has received complaints from consuls in China that much additional labor is imposed upon them by personal investigation of the identity of emigrants, the character of their business, etc., and it is possible that Secretary of State Root will ask for additional assistance in the Chinese consular corps.

The Pullman Company's annual meeting will be held in Chicago on October 19, with the expectation that an extra cash dividend of possibly 20 per cent will be declared for the benefit of the stockholders. The earnings of the company in 1904 were $24,788,729, an excess of more than $1,000,000 over 1903. The earnings for this year will approximate $25,000,000.

What is said to be a new record in receiving wireless telegraph messages has been made by the Government plant at the torpedo station at Newport, R. I. Eighteen words a minute were received clearly and accurately from Cape Henry, 350 miles; Washington, 325 miles; Philadelphia, 250 miles; Portsmouth, N. H., 150 miles, and several other points where the Government has stations. A German system was used.

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Pacific Coast Marine.

The schooner Tartar was sold at San Francisco on October 12 by the United States Marshal for $220. Richard A. Schmalle was the purchaser.

Captain Casey reports that the Stanley Dollar, recently stranded on the Japanese coast, is a total loss. The wreck has been sold for $13,500.

The British four-masted barkentine Renfield, 123 days out from Loudon for Fremantle, and for some time quoted at 5 per cent for reinsurauce, is reported to have reached her destination in safety.

The contract for repairing the Canadiau Government steamer Quadra, which was ashore near Race Rocks, has been awarded to the Victoria Machinery depot. The work will cost about $10,000.

The French bark Leon XIII, reported on October 3, as having put into Montevideo in distress, broke her rudder at sea and will be surveyed and repaired. It may not be necessary to discharge the cargo.

Another libel was begun against the towboat George R. Bailey on October 4 in the United States District Court at San Francisco. James A. Thomson sues for $241, alleged as due for material and towing.

The steamer Argo, which had been stranded at the mouth of the Eel River, Cal., since October 8, was floated on the 10th. The vessel, which was undamaged, was towed to the dock at Port Kenyon.

The British bark Antiope, which was seized by the Japanese, has been declared a prize. The Antiope sailed from San Francisco on June 21 for Nicolaevsk and was seized by the Japanese in the Gulf of Saghalien on August 13.

A contract has been arranged between the underwriters and a well-known shipping man for the salving of the cargo, fittings and everything detachable, and, if possible, the hull, of the steamer St. Paul, which went on the rocks near Point Gorda, Cal., recently.

The Norwegian steamer Reidar is on her way to the Coast from the Orient, and will be used upon arrival by the Western Fuel Company iu the coal trade between Puget Sound ports and San Francisco in conjunction with the Titania, Tellus and Terje Viken.

Major William Glassford, iu charge of the United States cable office at Seattle, Wash., has inaugurated a private marine exchange, which will report the arrival and departure of every steamer that touches at an Alaskan port.

Four large steamers, sailing on October 2 and 3, for Nome, Alaska, will race to see which can reach Behring Sea first, land their freight and get away. The vessels are the steamers Oregon, Victoria, Senator and Leelanaw.

The barkentine Archer, from Honolulu, arrived at San Francisco on October 8, in the fast time of thirteen days. Her passage from Hawaii is remarkably good. Most of the sugar vessels have been consuming three weeks or more on the trip.

The bark Roderick Dhu, for years plying regularly in the Island sugar trade, has been chartered to carry wheat from Tacoma or Portland to San Francisco at a rate of $2 a ton. She is chartered for three voyages, and is to be towed along the Coast.

The schooner Oakland arrived at Astoria, Or., on October 7, under her own canvas, but flying a signal of distress. She was out sixteen days from San Francisco, but on account of lack of a tow and inclement weather was unable to make Tillamook bar.

Captain John Bermingham, Supervising Inspector for this District, has received orders from Secretary Metcalf, through George Uhler, head of the Steamboat Inspection Service, to begin at once a reinspection of all the steamers in service within his jurisdiction.

The British bark Kirkhill, bound from Newcastle, England, for San Francisco, has been lost near Cape Horn. The telegram received on October 3, from London reported that the vessel had struck on Wolf Rock and foundered. All on board were saved and taken to Stanley, Falkland Islands.

The Oceanic liner Alameda has made temporary repairs and docked to discharge the remainder of her cargo. It is believed that the vessel will be able to resume her service within two months or less. The cost of her repairs, roughly estimated, will amount to about $60,000.

The steamer Tees, at Vancouver, B. C., on October 13, from the North, reports the finding of dead cattle, boat's gear and a life-buoy without any lettering at the Christie Passage. One of the worst storms ever experienced up the Coast had been raging for twenty-four hours.

At a meeting of the freight bureau of the Northern Pacific Asiatic line, held at Seattle, Wash., on October 12, it was decided to increase the rate on flour shipments to the Orient 50 cents on the ton. Commencing January 1 the rate will be $4.50, instead of $4. The rate to Shanghai will be $5.

Captain Arthur H. Scott of the bark Gerard C. Toby, was reinstated to citizenship by Judge Kerrigan in the Superior Court at San Francisco on October 11. Captain Scott was recently compelled to surrender his citizenship papers and master's license on account of irregularities in his naturalization.

Captain H. T. Payne had his license as master suspended thirty days by Supervising Inspector Captain John Bermingham at San Francisco on October 10, as a result of the collision between the steam-schooner Del Norte, of which Payne was master, and a Southern Pacific car float, on September 21.

Changes of masters reported at San Francisco on October 12 included W. Kidston, in the steamer Costa Rica, vice C. Randall; Captain W. B. Seabury, vice A. Zeeder, in the steamer Korea; A. Reed, vice H. C. Payne, in the steamer Del Norte; L. A. Tosen, vice G. Wenkel, in the steamer Alcazar; M. Mikkelsen, vice J. F. Chlemens, in the steamer Confianza.

Frank Turner and John B. Wolters have been appointed Assistant Inspectors of Steam Vessels at Seattle, Wash. Mr. Wolters has been chief engineer of the steamer Umatilla for the past eight years and resigned his position on that steamer to accept his appointment. He will be succeeded by Peter Sheppard, first-assistant engineer of the Umatilla.

The bark Nicholas Thayer is safe. She sailed from San Francisco some months ago for Nome, and her failure to arrive at the Alaskan port caused some anxiety. On October 14 a report was received that the Thayer had arrived at Puget Sound, after a voyage to Alaska. The Thayer did not go as far north as Nome, and for this reason was not reported by steamers lately returning from the mining camp.

The license of H. F. McMullen, chief engineer of the Pacific Mail liner Newport, has been suspended for ninety days by the Local Inspectors Bulger and Bolles. Complaint against McMullen was brought by Captain W. J. Russell, of the Newport, who alleged that McMullen had been guilty of insubordiuation and intoxication while on duty. The decision of Bolles and Bulger states that the charge of intoxication is not sustained.

Japanese Consul S. Hisamidzu at Seattle, Wash., on October 12 presented a medal for bravery to Captain Conrad R. Larsen of the American bark Eclipse. The presentation was made on behalf of the Japanese Emperor for saving the lives of two survivors of a fishing sloop, lost off the Japanese coast a year ago. Captain Larsen, then in command of the bark William F. Garms, picked up the two survivors 150 miles off the Japanese coast, the day following the wreck.

There were numerous additions on October 5 to the list of overdue vessels, but no high rates of reinsurance were quoted on any of them. The Italian ship Orealla, which had been on the board for some time at a rate of 10 per cent, was reported to have arrived, after a passage of 142 days from Junin to Rotterdam. The additions to the list include the British ship Deanmount, French bark Ville de Mulhouse, Wulfran Puget and British bark Renfield.

Following is the reinsurance list, as posted at San Francisco on October 16: German bark Edmund, 144 days from Port Talbot for Iquique, 35 per cent. French bark St. Donatien, 144 days from Bordeaux for Adelaide, 10 per cent. British bark Principality, 165 days from Junin for Rotterdam, 90 per cent. British bark Kilmallie, 147 days from Shields for Tacoma, 10 per cent. Italian ship Affezione, 118 days from Bahia Blanca for Stockholm, England, 25 per cent. British bark Forteviot, 145 days from Shields for San Francisco, 25 per cent. French bark Duchesse de Berry, 183 days from Swansea for San Francisco, 15 per cent.

Captain Casey, who was in command of the steamer Stanley Dollar when she went ashore on the Japanese coast on September 6, arrived in San Francisco on October 13. According to the finding of the naval court investigating the stranding of the Stanley Dollar, it was found that she struck an isolated and sunken rock two and one-half miles east-southeast from Hachiman, and, having been seriously damaged, was floated as soon as possible and taken to Kawadzu village, where she was finally abandoned by the crew on September 18. It appears from the evidence that Captain Casey was entirely blameless in striking the uncharted rock.

DIED.

August Nylund, No. 509, a native of Finland, aged 28, drowned from the steamer Chico, off Fort Bragg, Cal., October 9, 1905.

William Schimmeck, No. 1624, a native of Germany, aged 23, died at United States Sanitarium, Fort Stanton, N. M., October 5, 1905.

CORRECTION.

The name of Harrold Syoersen, published iu last week's issue, should read Harald Syversen.

HOW'S THIS?

We offer Oue Hundred Dollars Reward for any case of Catarrh that cannot be cured by Hall's Catarrh Cure. F. J. CHENEY & CO., Toledo, O.

We, the undersigned, have known F. J. Cheney for the last 15 years, and believe him perfectly honorable in all business transactions, and financially able to carry out any obligations made by his firm.

WALDING, KINNAN & MARVIN,
Wholesale Druggists, Toledo, O.

Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system. Testimonials sent free. Price, 75c. per bottle. Sold by all Druggists.

Take Hall's Family Pills for constipation.

F. R. Wall, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. Merchants' Exchange building, California street, near Montgomery; rooms 208-209 Phone Bush 508.

Bagley's Sun-Cured is now packed in pouches and the fronts will be received assorted with labels from the foil packages, for premiums.

Strikes in Great Britain.

A report of the British Board of Trade on strikes and lockouts in the United Kingdom in the year 1904 has just been published. It shows that 354 labor disputes were recorded during the year, involving about 87,000 work people, or less than one per cent of the industrial population of the country, exclusive of agricultural laborers and seamen. The disputes, old and new, which were presented for arbitration and settlement in 1904, resulted in the loss of about 1,450,000 working days. More than two-fifths of the disputes arose in the mining and quarrying industries. Taking the whole industrial population into consideration, the time lost by these disputes amounted during the year to only about one-seventh of a day for each employe. The average annual number of labor disputes in the five years from 1899 to 1903 was 568. The average number of work people affected was 184,000, and the average duration of the disputes was 3,125,000 days. In the five preceding years, from 1894 to 1898, the average annual number of disputes was 835; the average number of work people affected, 254,000, and the average duration of the disputes 8,927,000 days.

The principal cause of the labor difficulties in 1904, as in previous years, was the wage question. There was a smaller number of persons affected by disputes last year over working arrangments and through the refusal to work with non-union men than in the preceding year. The number of labor disputes in 1904 was far less than the annual average for the decade from 1894 to 1903, while the number of work people affected by these disputes in 1904 was about one-third of the average number affected from 1894 to 1898, and less than one-half of the average number affected from 1899 to 1903.

There are many unemployed in Great Britain at the present time, and great unrest prevails amongst cotton workers because of dissatisfaction with the scale of wages paid, but misunderstandings between employers and employes seem to be diminishing and to be more readily adjusted. Whether or not this is merely a passing phase of the labor situation in the United Kingdom or an indication of growing good will between the employers and the wage-earners can only be determined by future developments.

Scientific circles in Winnipeg, Canada, are interested in the discovery of a process for welding copper, which has been made by a local blacksmith. It is said the process has been thoroughly tested and found perfect, and that copper can be welded to copper or to other metals without impairing the electrical conductivity and other properties of the metal. The process is said to be very simple and no more costly than the welding of steel. The work can be done with a forge, blowpipe, or any apparatus which will heat the metal cherry red. Patents have been applied for in the United States and Canada.

The Indian Government has prepared plans and drafts for improving the city of Calcutta. The estimated cost of the projected works is $27,500,000, which is to be raised by a loan. The latter will be guaranteed by the Government, but the city is to pay the interest and amortization, for which purpose a tax on jute and on real estate is to be levied.

Demand the union label on all products.

COAST SEAMEN'S JOURNAL

Published Weekly by
THE SAILORS' UNION OF THE PACIFIC
Established in 1887

W. MACARTHUR....Editor | P. SCHARRENBERG, Manager

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

ALLIED PRINTING TRADES UNION LABEL COUNCIL SAN FRANCISCO

WEDNESDAY, - - - - OCTOBER 18, 1905.

COMPULSORY ARBITRATION.

The attempt to commit the British trade unionists to compulsory arbitration was again defeated by the recent Trade-Union Congress, the proceedings of which are noted elsewhere in this issue. The proposition was defeated by a majority of 92,000 votes. Last year the majority against compulsory arbitration was 486,000, in a total vote slightly smaller than that recorded in the present instance. The falling off in the majority opposed to the plan in question does not indicate a corresponding change of sentiment in favor of the plan; on the contrary, it merely indicates a willingness that those who favor compulsory arbitration shall have an opportunity to test its alleged virtues in their own case, without danger to other organizations. The fact that even this compromise with the proposition failed of adoption is a very significant illustration of the conviction that prevails in Great Britain against the proposition to settle (?) the labor question by a process of judicial suppression.

From our European exchanges we learn that the plan of compulsory arbitration introduced in the recent Congress provided for the establishment of that system under conditions which would make it applicable only to such labor organizations as might agree beforehand to be governed by it. Such a proposal is safe and reasonable on the surface, but only on the surface. The avowed purpose of compulsory arbitration is to stop strikes. With that primary purpose in view the administrators of the system have ruled that compulsory arbitration laws must be so construed and administered as to prevent the possibility of strikes occurring through the failure of any organization to become party to the law. Thus we find, as in Australia and New Zealand, the "common rule," under which an award rendered in the case of a single organization is made applicable to all the workers in the trade, and the law provides that a few men may form a union and register under the law, thus establishing a dual union, the effect and purpose of which is to force the original and bona fide organization into compliance with the decisions of the compulsory arbitration court. Doubtless the Miners and others who opposed the compromise plan in the British Trade-Union Congress were aware of these dangers and realized that compulsory arbitration, once established, is certain to be applied to all and sundry, willing and unwilling.

For a conclusive illustration of the manner in which the "common rule" operates against the interests of legitimate trade-unionism we need but look to Australia, the country to which the compulsory-arbitrationist is wont to refer in justification of his hopes. In New South Wales we find the Australian Workers' (Shearers) Union, once the most powerful organization in the Colonies, compelled to assume a defensive attitude, and, in fact, to accept a non-union rate of wages, as a result of the creation (by the employers) of a dual union and an award of wages based upon the non-unionists' (this is, the employers) proposals. The award thus rendered was made a "common rule," and the union shearers were forced to relinquish a winning strike and accept work at the non-union rate. Thus the Australian Workers' Union received a blow from which it has not yet recovered. The organization in question publicly acknowledged that the law which had been designed for its benefit, and for the existence of which it was largely responsible, had operated to its serious injury; further, that, instead of bringing about peace it had created strife. There are not wanting numerous instances of a like kind, which, despite the evident determination in many quarters, especially in official quarters, to put the best possible face upon the matter, demonstrate a growing dissatisfaction with the system and forecast its ultimate repudiation. Certain of these instances have been cited in these columns from time to time. Another instance in point occurs in a current issue of the Brisbane (Queenland) Worker, a leading Australian labor paper, as follows:

> Recent unjustifiable and uncalled-for wage-reducing awards by the West Australian Arbitration Court have thoroughly disgusted the workers in that State, who have lost all confidence in that body, as at present constituted. In union circles the Court is universally regarded as "THE weapon in the hands of employers."

In the light of these developments the action of our British fellow-unionists is a luminous example of the wisdom that follows the fact!

The views expressed in another column by "The Doctor", touching the treatment accorded the men of the steward's department on the wrecked steamer St. Paul, will be approved by all disinterested persons. We would point out, however, that our correspondent's suggestion that the legal responsibility of the shipowner toward the crew ends with the loss of the vessel, is an error. The shipowner's legal responsibility continues until the shipwrecked crew are returned to a home port and paid off. The idea of abandoning shipwrecked men immediately they are cast ashore is repugnant to the sense of humanity, and, what is more to the point, it is clearly a violation of the law.

Referring to Captain Taylor's proposal for the establishment of a training-ship, as contained in that gentleman's communication in this issue, it is to be hoped that those who favor the plan outlined will take into consideration the facts concerning the previous venture of the kind in San Francisco. Experience is a school that even the wise man may go to occasionally, with profit to himself and others.

Brigadier-General Funston, commanding the Department of California, in his annual report notes the large number of desertions from the Army, and discusses the cause and remedy therefor, as follows:

> One of the causes is the poor pay received by the enlisted man, as compared with the wages he can earn in civil employment. It is not fair to compare his pay with that received by soldiers in the same grade in foreign countries where military service is compulsory. There military service is a duty to be rendered to the State, pay or no pay. Comparison may be invited to the lower pay received by the English soldier, as his service is not compulsory. However, while his pay is less than the pay of our soldiers, it bears about the same relation to his wage-earning capacity as does the pay of our soldier to his wage-earning capacity. But the English are having more trouble getting good men than we are, and one of the remedies urged by their Parliament is increase of pay.
>
> Desertion is not so common in the English army as in ours because public opinion in that country condemns the crime and public opinion in America does not.
>
> Our army is an army of volunteers. If we want to obtain a better class of men to enlist than we are now securing, a better rate of pay is the first inducement that should be offered.

General Funston is to be congratulated upon having touched the core of the subject, i. e., the comparison between the man's wage-earning capacity as a soldier and as a citizen. The General's observations apply not only to the soldier, but also to the seaman, and not only to the naval seaman, but also to the merchant seaman. In the long run, the question of wages determines men's choice of service, in the Army, the Navy, the merchant marine, or in any other vocation. Considering the natural, not to mention the acquired disadvantages of life in the Army and Navy, the wages in these services must be higher than those paid for ordinary labor, in order to divert men from the latter field. General Funston's reasoning is sound and his suggestion practical. We only wish that Congress might be prevailed upon to adopt a measure so simple, and yet so comprehensive.

> Great sacrifices are sometimes necessary to install great precautions. A thousand perished miserably in the Iroquois Theatre fire in Chicago, but millions have been safer by the lesson taught by that awful disaster. So the men of the Maine, Bennington and Mikasa have not died in vain if the naval powers of the world are taught the need of forethought in safeguarding their ships against such appalling sacrifices.—San Francisco Call.

The Call's philosophy is very comforting, provided it isn't scrutinized too closely. The "if" in this instance is a very suggestive one. The defect in our contemporary's philosophy lies in the fact that the "awful disaster" teaches nothing to those responsible therefor; they make a great deal of fuss, and then "forget it." The "awful disaster" is usually the result, not of any lack of forethought, but of downright indifference, combined with greed or false economy, and no amount of sacrifice, on other people's part, will cure the trouble. The sacrifice of a few of the persons primarily responsible for the "awful disaster" might prove more to the point. Such a sacrifice would appall certain persons who seem most in need of that sensation. Of course, under the circumstances of its being, the San Francisco Call can not be expected to go as far as this. The most successful newspaper philosophy is that which stops short of including the newspaper proprietor.

When we reflect upon the dangers of compulsory arbitration we can not but be grateful to our Australian fellow-unionists for having offered themselves as a "horrible example."

If the signs be not deceptive the day is not far distant in which the Australian and British trade-unionists will lead the United States in the demand for the union label.

Shipwrecked Men Deserted.

The San Francisco Call, of October 7, published a dispatch from Eureka, relative to the shipwrecked crew of the steamer St. Paul, which, in part, is as follows:

Of the people on board the St. Paul only the help in the steward's department suffered. The company refused to provide hotel accommodations for the cooks and waiters, and they were left to rustle beds and food the best they could. Neither would the steward pay them the wages due them. He said he had orders to provide only for the passengers. The officers of the St. Paul are comfortably quartered at the Hotel Vance.

The St. Paul was, I believe, controlled or operated by the Pacific Mail interests, one of the great companies which are striving tooth and nail to obtain a subsidy from the Federal Government, and this is how they treat the American seaman! Assuming that the responsibility of the Company ended with the loss of the vessel, common humanity would have dictated a more liberal policy. From all that can be learned from press dispatches and from statements made by passengers, the help of the steward's department were not derelict in their duties, but, on the contrary, conducted themselves as becomes American seamen in the strenuous times subsequent to the stranding of the vessel. And this is their reward, to be left destitute, far from their home port, and refused even the meager pittance that they had more than earned, thus being compelled to throw themselves upon the charity of strangers. We are often asked, "Why does not the American boy go to sea?" The reasons are self-evident.

This is not the first time that the steward's department of the Harriman line has suffered. The case of the steamer George W. Elder is a parallel one. Stranded in the Columbia River, the boys had to support themselves, and only after repeated telegrams to the general manager were they given a steerage passage to San Francisco.

Such matters are not conducive to the birth of that era of good feeling between shipowners and their employes for which we are all expectantly waiting, but engender ill-will and a feeling akin to hatred. The writer knew the general manager in his "salad days," as a junior officer in the United States Navy, when he was thought to be a pretty good sort of chap; and it seems hardly possible that he has so degenerated as to be oblivious of the wellbeing of the men in his employ and permit them to become objects of public charity, to the shame of the Company and himself.

These are the facts, and the writer trusts that Mr. Schwerin will disavow the actions of his subordinates, or the writer will blush with shame that the one here referred to ever trod the decks of that glorious old tub, the Wyoming.

The Doctor.

San Francisco.

Considered as a clear case of "making a virtue of necessity," the Japanese are entitled to credit for waiving their demands for indemnity. Considered as a voluntary act in the interest of "humanity and civilization," the Japs are entitled to no more credit for their diplomatic backdown than is the burglar who doesn't touch the "stuff" because he can't open the safe in which it is contained. Those newspaper editors who are now slobbering over the Japs, attributing to them all the virtues of Heaven, will some day awake to a realization of their own contemned folly.

Put your anti-Chinese principles into practice by refusing to patronize Chinese labor in any form!

Training-Ship Proposed.

Editor Coast Seamen's Journal: I address you on the subject of a nautical school-ship for American youths desiring to become seamen, with the ultimate object of becoming masters and officers of American vessels, either steam or sail. The States of New York and Pennsylvania support the training ships St. Marys and Saratoga, respectively, on which young men are trained for the merchant marine at the expense of the States. The Pacific Coast has not one training-ship, but instead, the American boy, if he wishes to become a seaman and a navigator must, if he can get a chance, serve as a deckboy, swabbing paint, washing decks, or driving a winch. After becoming an A. B. he takes a smattering of navigation in a nautical school on shore, where he is crammed or stuffed with a few rules to enable him to pass the examination before the United States Inspectors of Steam and Sail Vessels. It is hardly necessary to remark that knowledge of the profession of a seaman and navigator acquired in such a happy-go-lucky manner hardly fits a young man for the great responsibility of commanding one of our modern vessels. As to the plan for establishing a training-ship, I suggest the following:

Acquire a vessel by proper representation, through responsible shipping men. No doubt one of the old, obsolete Navy frigates could be procured from the Navy Department. The old Marion would do nicely; the engines could be taken out and the deck closed. This would give plenty of room for the sleeping quarters, mess rooms, lavatories, and school-room for studies, etc. The Marion has a sufficient number of yards, masts and good ground tackles, which could be utilized for drill purposes. The vessel could be anchored at Tiburon, or near Sausalito.

The course of training would consist of swimming, boxing, wrestling, boat-sailing, boat-pulling, seamanship, rigging, setting and taking in of sail, sending up and down masts and yards, mathematics, navigation and nautical astronomy, maritime law, ship's business, etc. A board of directors consisting of three representative shipowners or managers should be appointed from among our local business men. Financial secretary, treasurer and faculty to be appointed by board of directors.

If the school should be conducted at the expense of the State it could be made to pay all expenses, providing the students were charged at the rate of $300 per year. Students to be fed for the above sum, but clothing, books, etc., to be charged extra.

It will no doubt be understood that this letter is only a synopsis of the plan, so I shall be pleased to be interviewed by responsible parties. I sincerely hope that the State or shipping community will take up the matter, if not I may try it alone, should I secure the moral backing of the shipping interests on the Pacific Coast.

Respectfully,
Henry Taylor,
Principal Taylor's Nautical Academy.
San Francisco.

Don't drink Rainier beer nor any other beer that does not bear the union label! All fair brands bear the red label of the United Brewery Workmen's Union.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC.

Headquarters, New York, N. Y., Oct. 5, 1905.
Shipping fair; prospects good.
H. P. Griffin, Secretary.
166 Christopher st.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Oct. 16, 1905.
Regular weekly meeting was called to order at 7:30 p. m., Ed. Andersen presiding. Secretary reported shipping fair. A donation of one hundred dollars was made to the Nanaimo, B. C., miners. The election of delegates to the International Seamen's Union convention at Cleveland, O., was proceeded with.
A. Furuseth, Secretary.
S. W. cor. East and Mission sts. Tel. Main 5397.

Tacoma Agency, Oct. 9, 1905.
Shipping fair; prospects good. Men still scarce.
H. L. Petterson, Agent.
3004 McCarver st. Tel. Main 808.

Seattle Agency, Oct. 9, 1905.
Shipping fair.
P. B. Gill, Agent.
1312 Western ave. P. O. Box 48. Tel. James 3031

Port Townsend Agency, Oct. 9, 1905.
No meeting; no quorum. Shipping slack; few men ashore.
Wm. Thorbeck, Agent.
114 Quiney st. P. O. Box 48. Tel. 443.

Aberdeen Agency, Oct. 9, 1905.
Situation unchanged.
Wm. Gohl, Agent.
P. O. Box 334. Tel. 225.

Portland (Or.) Agency, Oct. 9, 1905.
No meeting; no quorum. Few men ashore.
D. W. Paul, Agent.
40 Union ave. Tel. Hood 352.

Eureka Agency, Oct. 9, 1905.
No meeting; no quorum. Shipping fair; prospects uncertain.
C. Sorensen, Agent.
222 C street. P. O. Box 327. Tel. Main 566.

San Pedro Agency, Oct. 9, 1905.
Shipping rather dull; prospects medium.
Harry Ohlsen, Agent.
P. O. Box 2380. Tel. Main 774.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, Oct. 12, 1905.
Regular weekly meeting was called to order at 7:30 p. m., Ed. Andersen in the chair. Secretary reported shipping quiet; good many men ashore. The Quarterly Finance Committee reported having found books, bills and cash on hand and in banks correct. The Shipwreck Benefit was ordered paid to eleven members of the crew of the wrecked steamer St. Paul. Comrade C. A. Hallberg died in Hoquiam, Wash., and was buried by the Association.
Eugene Steidle, Secretary.
54 Mission st.

Seattle (Wash.) Agency, Oct. 5, 1905.
No meeting. Shipping quiet. Sailing ship cooks scarce.
J. J. Hughes, Agent pro tem.

San Pedro (Cal.) Agency, Oct. 5, 1905.
Shipping and prospects fair.
G. Lloyd, Agent.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Ill., Oct. 9, 1905.
Shipping medium. Conditions normal.
V. A. Olander, Asst. Secretary.
123 North Desplaines st.

MARINE COOKS AND STEWARDS OF THE GREAT LAKES.

Headquarters, Buffalo, N. Y., Oct. 3, 1905.
Shipping good for stewards.
H. R. Walker, Secretary.
55 Main st.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., Oct. 10, 1905.
Shipping fair. Prospects for the general coasting trade this winter poor.
Wm. H. Frazier, Secretary.
1½A Lewis st.

ATLANTIC COAST MARINE FIREMEN'S UNION.

Headquarters, Brooklyn, N. Y., Oct. 4, 1905.
Shipping slack; quite a few men ashore. Branches meeting with fair success.
Daniel Sullivan, Secretary.
15 Union st.

On the Great Lakes.

(Contributed by the Lake Seamen's Unions.)

Sinking of the Tuthill.

One man is believed to have lost his life as the result of the sinking of the tug Fannie Tuthill by an unknown steamer in Lake St. Clair near the canal on October 1. Captain Adair was penned in the pilot-house by escaping steam from the broken pipes and was badly burned about the upper body before he could escape through the window.

Fireman Harry Burr proved himself a hero by springing into the hold of the sinking craft and dragging three of the sleeping crew on deck before their boat was under water. After the accident the colliding steamer left the scene at once, but the steamers Mariposa and G. H. Russel succeded in picking up all but one. This man, whose name is not known, left the life-raft to swim to the City of Toledo and was not seen afterward. Seven of the crew were landed at Detroit from the Mariposa and the Russel brought down six. Most of the men were workmen on the dredges of M. Babbitt & Son which are now working at the Flats canal.

For a time the smokestack of the tug projected above the water and in the hour between the time of the collision and the rescue two of the crew, Harry Burr and Frank Murphy, were perched in safety on the edge of the stack with their feet dangling inside. Two others clung to a keg, while the remainder of the crew had taken to the small boat and life-rafts.

It is reported that the steamer D. C. Whitney was the colliding boat, and this is strengthened by the fact that she had a big temporary patch on the port bow when she passed down the following day. The tug was struck almost squarely on the bow and sank quickly.

As the sunken tug is lying in the channel, across Lake St. Clair, vessel masters are instructed to use great caution in passing. Colonel Davis, United States district engineer, has taken a steamer to move the wreck.

The sunken tug lies about 1,000 feet below the gas buoy in the dredged channel of the Lake and is directly in the way of passing vessels. The wreck was struck on the 2nd by the steamer Bransford. The Tuthill is owned by John P. Nagel, of Toledo, and under charter to M. Babbitt & Sons, contractors, now at work on the St. Clair Flats canal.

The keel for the new car-ferry for Lake Erie service will be laid at the St. Clair yards of the Great Lakes Engineering works. A big steel dredge scow is now building there for Dunbar & Sullivan, and work on the car-ferry will be started as soon as this craft is launched.

Lieutenant Commander J. M. Orchard, Inspector of the Ninth Lighthouse District, has notified mariners that the light vessel on Gray's Reef, temporarily withdrawn from the station for repairs, has been replaced.

The lighting of the Welland Canal by electricity to permit the free movement of vessels at night has been tried and has proved fairly satisfactory. It has cost the Dominion Government $100,000 to install the plant.

Wrecking the Maritana.

A large factor in the release of the Steel Trust steamer Maritana from the rocks near Detour was the use of air compressors. And the most effective of the three air compressors in operation was an eleven-inch rotary pump changed into a compressor. The Detroit Free Press says:

The idea of making an air compressor out of a rotary pump, for wrecking operations, was conceived sometime since, but almost the first successful test of the project was made in releasing the Maritana this week.

At the point where the suction-coupling is made in the rotary, Chief Engineer Simmons, of the wrecker Favorite, one of the most practical men in his line on the Lakes, succeeded in fitting on a hood of considerable length, which tapered from eleven inches down to two inches. With this arrangement he was able to develop a pressure of ten to fifteen pounds. The rotary pump was then connected with the sounding hole in the tank top, which is used in determining the depth of water in the water bottom of the vessel. When the connection was completed and the pump started, the water bottom was speedily freed of water, and it was an easy matter to keep it free. Engineer Simmons who was asked about the matter by Captain C. H. Sinclair, representative of the underwriters, maintains that the converted rotary was more effective than the air compressors.

When the regular air compressors and the "converted" machine were put into operation the vessel was raised a foot in short order. As she rested on the bottom the freighter was comparatively free from a point beginning about 100 feet back from the bow, and was also unhampered aft. She seemed to be resting on rocks at the point mentioned, a hundred feet back from the bow. When the compressors went into action the three tugs and three steamers also got busy. The Maritana simply had to come off the rocks.

The only similar case where a rotary was "converted" is said to have been the job done by Captain James Reid, of Port Huron, in releasing the John Smeaton, near Marquette, a few years ago.

Toledo vesselmen regard the steamer Pasadena as being hoodooed. On September 15 the steamer sank in Green Bay. After being raised she narrowly escaped going down again on Lake Huron on her way to Lake Erie. Upon reaching Detroit River she grounded twice. Arriving there the boat went into drydock to get fixed up again and celebrated her return to business by ramming Cherry Street bridge. These injuries are not especially serious and repairs will not be made until she reaches Chicago, but the city has a bill of $2,000 to present to her owners for damage to the bridge.

Inquiries are being received in Detroit for storage room for Canadian wheat in bond, and it is likely that a large quantity will be unloaded there by vessels this fall. The enormous crops of the Canadian Northwest will sorely tax elevator capacity, which is causing shippers and agents to look around for storage space.

Re-Inspection of Steamers.

A reinspection of all steamers in the United States was ordered on September 26, by the Department of Commerce and Labor, in a letter which Secretary Metcalf directed to George Uhler, Supervising Inspector General of the Steamboat Inspection Service. No general inspection has been had since the revision of rules made in May to harmonize them with laws passed by the last Congress, following the General Slocum disaster at New York.

The Secretary's letter to Mr. Uhler follows:

"In order that I may be fully advised of the result of the application of the revised rules and regulations of the Steamboat Inspection Service, and with a view of ascertaining whether the Supervising Inspectors of the various districts, together with the local force under their supervision, have carried out all the requirements of the law and the rules and regulations of the Department based thereon, you are directed to order, through the Supervising Inspectors of the various districts, a reinspection, so far as may be possible, of all the steamers in the different districts.

The execution of this order will be left to you. When this reinspection is completed, you will please make a detailed report to me, giving, among other things, the names of any Supervising Inspector or Local Inspectors, if any, in whose district the boats are found to be below the required standard of efficiency.

It is requested that you order this reinspection at once."

The Supervising Inspector General at once issued orders to the Supervising Inspectors of the various districts directing them to proceed immediately to carry out Secretary Metcalf's instructions. The Inspectors were told that they were expected particularly to examine the life-preservers and fire-hose, and to witness fire drills on the vessels.

Referring to a recent note in these columns concerning the youthfulness of the master of the steamer Sharpless, a correspondent writes that Captain Charles Rattray, of the steamer Homer Warren, is twenty-six years of age; Captain Thomas E. Goodwin, who sailed the Nicaragua in 1903-1904, became master of that vessel when twenty-seven years of age; Captain Scott B. Worden, now master of the Northern Light, took his first command in 1902, at the age of twenty-seven years. The two first-named masters hail from Port Huron, Mich., and the last-named from St. Clair, Mich.

A new plan for the handling of freight will be reported out by a special committee of the Lumber Carriers' Association at the annual meeting of the close of the season. The committee consists of Messrs. J. A. Calbrick and W. D. Hamilton, of Chicago, and C. T. Williams, of Cleveland.

Captain Theodore Porter, for several years Lighthouse Inspector for the Buffalo District, has been succeeded by Commander Thomas S. Rogers, of Washington, D. C.

Marine Notes.

The steamer State of New York has arrived at Detroit to go into winter quarters. The City of Alpena has also completed her last trip of the season to Mackinac and way ports.

The Dominion Government is likely to allow $10,000 to the widow of Captain Clollard, who was killed by the explosion on the Government steamer Scout last April.

The steamer Arundel, of Buffalo, has been chartered by Detroit parties and will be used in the fruit trade during the remainder of the season. Captain Armstrong commands her.

The demands of the "top men" on the docks of the South Shore line at Marquette have been granted and the men returned to their work. The advanee is ten cents an hour.

Captain S. J. Millen has resigned as master of the Steel Trust barge Fritz, and is succeeded by Captain J. R. Parker, of the steamer Maritana, whieh was reeently ashore near Detour.

Frank Johnson, a seaman forty-six years of age, was seriously, if not fatally, hurt recently at Milwaukee by falling from the mast to the deck of the steamer Mauch Chunk. Johnson's home is in Buffalo.

Captain Bongard of the steamer Turbinia, whose license was suspended for nine months by the eommission which investigated the Turbinia-Primrose eollision, has appealed his ease, alleging unfair treatment.

Colonel G. J. Lydecker, in charge of the United States Lake Survey at Detroit, announces that he has a revised chart of the St. Lawrence, which can be obtained for fifteen eents a eopy.

Another schooner Olive Jeanette victim has been identified as George Gabrielson, of 626 Indiana avenue, Toledo. He was formerly mate of the schooner Edwards, which vessel he left on August 20 to ship on the lost sehooner.

The schooner Challenge, of Manitowoc, was towed into Menominee recently badly waterlogged. She was bound from Detroit harbor to Green Bay and ran aground on Peshtigo Reef, being raised after jettisoning part of the cargo of cordwood.

By means of photographs taken before interment in the eemetery at L'Anse, Mich., Mr. and Mrs. Elijah Hough, of Saginaw, have identified their son, Benjamin A. Hough, as one of those lost on the steamer Iosco, in the storm on Lake Superior last month.

The Board of Service at Lorain has taken the first step toward keeping the river free of iee this winter. A tug will be maintained there for the purpose of breaking the ice and invitations have been sent out to vesselowners to lay up their boats at Lorain for winter repairs.

The old steamer Peerless, recently purchased by L. B. Clark, of Chicago, at United States Marshal's sale, has again changed hands. The new purehaser is Thomas B. Banner, who represents a new corporation whieh intends to operate a line to St. Joseph, Mich.

The reeent shooting of Captain Matthew Ross, master of the schooner B. W. Parker, on Lake Superior by William McQuinn, a member of the erew, was accidental. McQuinn was exonerated by a eoroner's jury at an inquest held on board the Parker at Marquette. The two men were shooting at sparrows at the time of the fatality.

TONAWANDA LETTER LIST.

Anderson, H. B.	Herring, S. A.
Andrasen, Nills S.	Hillman, Henry
Atcheson, Fred	Hanson, P.
Brown, Clarence J.	Jacobson, August
Bergorstrom, Oscar	Johnson, Joe
Baase, Paul	Johanssan, Carl
Brown, Fred C.	Karlsen, Karl A.
Bandon, Fred	Knudsen, H.
Brown, Joe	Kozlaske, Michael
Brinniers, Heer K.	Karlsson, G. P.
Carlsen, Carl	Leeland, W .M.
Coburn, J.	Lundgren, Victor
Cobb, James W.	Lafarge, John
Cunningham, John	Labo, Peter
Clare, Frank	Maese, Max
Conger, Joseph	Mathiasen, Oscar
Champine, Tony	Magnassan, C. J.
Cattanach, Ralph	McGrath, R.
Christensen, Chas.	McLawby, Ed.
Curire, John	McDonald, Murdock
Corran, F.	McLeod, Thos.
Charlson, Karl A.	McNamara, Michael
Danielsson, J.	Nicholson, Andrew
Donaldson, Chas. B.	Milsen, Nils.
Daugherty, James	Nilsen, Welenius
Drucks, Louis	Pedersen, A. H.
Engelson, J. M.	Palmatier, George
Fjeldsgaard, Adolf	Pederson, N. A.
Furtaw, Parker	Omonsen, Tollak
Farran, James	Rankin, Jac. W.
Glanz, Edw., Jr.	Sullivan, S. P.
Gilligren, Peter	Sarsen, Dick.
Green, J. S.	Shannon, H. P.
Gay, Harry B.	Stalls, William
Housen, Thergrim	Sheldon, H. S.
Hausen, Martin	Tovatt, Frank
Heeley, Edmond	Van Antyerp, Chas.
Hillman, J. R.	Waters, Frank
Hansan, A.	Young, James
Hansen, Karl Otto	

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Anderson, Robt.	Janes, E. G.
Badgley, Frank	McNeeley, Matt .
Boufford, Fred	Moriarity, Danl.
Corey, Donald D.	Meyers, Chas.
Cromwell, Birdsey	McGuire, J. J.
Dorekermann, Geo.	Muskon, F.
Dahl, Ernest	Parsons, C. H.
Fuller, Achil	Paulson, Hans
Hill, Harry	Roberts, Harry
Hughes, Jas. J.	Whitcomb, Harry M.
Isaacs, Freeman J.	Wadsworth, Frank
Ingman, Gust.	

DETROIT LETTER LIST.

Whitcomb, Harry M.	Wald, Frank
Hansen, Carl	Ayers, E. E.
Easu, Al.	Anderson, Harold
A dead letter addressed to Wm. G. Weber.	Nadu, N., Jr.
	Nicklson, Donald
	Roland, Frank M.
Larsen, Crean	Almand, Albert
McManus, Wm.	Doyle, Jos.
Gallagher, J. C.-2	Blakly, A.
Westover, Alex.	Johnson, Victor
Olsen, Waldmar-2	Farwell, Roy
Brown, W. H. J.	Lenard, L.
Johnnieson, Hilne	Pehnssen, John
Thomas, James-2	Squrr, W. J.

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C. W. Post, Manufacturer of Grape Nuts and Postum Cereal, Battle Creek, Mich.
Lehmaier-Swartz & Co., New York City.

On the Atlantic Coast.

(Continued from page 3.)

loss upon the concern. The summons was made returnable before Justice Gummere, at Trenton, N. J., on October 10. Justice Gummere, it may be remembered, is the magistrate who about a year ago gained a national, albeit rather unpleasant, notoriety by assessing the value of a child's life at $1, in a damage suit brought by the child's parents against a railroad corporation. Notwithstanding this fact, the members of Typographical Union No. 94 regard the damage suit of the Jersey City Printing Company as more bluff than anything else.

The plot begins to thicken! It is now credibly asserted that Japan would welcome legislation by the United States to keep out Japanese immigrants from this country, provided it can be done in a manner that would not be offensive to Japan or affect her dignity. After that, it is almost a foregone conclusion that our friends, the trusts, will insist on the immediate enactment of a sufficiently "offensive" Japanese Exclusion bill to cause the Japanese Government to demand "modifications" such as the Chinese Government is now seeking to effect in our Chinese Exclusion Act.

The recent clubbing of laborers in Colon because they would not go to work on the Canal was an object lesson which should effectually silence those unpatriotic scoffers who affirm that our home brand of civilization does not necessarily follow the flag. What more vivid illustration of our peculiar form of civilization could be wished for than the spectacle of a number of defenseless laborers unwilling to work being clubbed into submission by a squad of "cops?"

Any plan of government which makes no allowance for the natural inequalities among men in the matters of strength and talents is bound to fail, for only those governments can endure under which strength and talents are encouraged to rise above mediocrity.

The average reformer has less patience with those who believe a part of his creed than with those who deny the whole of it. And it must be admitted that an ingrained mugwump is enough to ruffle anybody's temper.

It is the sad privilege of some minds to be permitted to clearly see and anticipate a brighter order of things for humanity, while knowing that they themselves will not live to enjoy it.

No man can be happy who does not sympathize with the happiness of others, and no man can be wise who does not profit from the mistakes and follies of others.

A great part of Andrew Furuseth's Labor Day address was quoted and approvingly commented upon by the labor editor of the New York Evening Journal.

The recent disclosures in high life insurance show why the course of a straight Corrupt Practices bill never yet did run smooth through a crooked Legislature.

Demand the union label on all products.

Fag Ends.

Liberty, to be well enjoyed, must be well deserved.

Work for the Initiative and Referendum and the Recall!

No emotion stirs an envious soul like watching the success of others.

Pride makes a fool ridiculous but prevents a wise man from becoming so.

A virtuous soul with wisdom armed was never yet by evil harmed.

No man is so good that he feels bad when he hears his enemies abused.

'Tis bad to die without a mourner, yet worse to live without a friend.

Where rules conflict with common sense, let common sense decide the issue.

There is but one pursuit in life that pays; to find, and then to follow, Virtue's ways.

That man, indeed, "needs little here below" who is respected by both friend and foe.

Weak is the truth that rests but on the fame which hoary Time has lent to some great name.

The worshipers of the Golden Calf may justly be proud of the fact that there is not a single hypocrite among them.

Where an improbable truth may find a few lukewarm believers a plausible falsehood will sometimes deceive a whole nation.

Who can compute the total cost of all the time that has been lost by men who seek relief from care by building castles in the air?

None are so credulous as the average theorist with respect to what confirms his theory, and none so incredulous of facts that oppose it.

Most "reforms" are like Down East grapes; they are seldom ripe, and by the time they become so they are generally out of season.

Work is the most moral and humanizing institution of Providence, as the desire of getting something for nothing is the most demoralizing sentiment that can be cultivated.

Under our present meretricious system of government and society men of talent will succeed better in public life than men of principle, and men of great wealth better than either.

What Nature gives in one direction she generally withholds in another; and the man who would conscientiously employ vested power for the good of his fellowmen usually lacks the initiative to acquire it—and vice versa.

Nothing makes a man feel so humble as the realization of how much there is to learn, and how little can be learned in his short span of life, unless it be the realization of his insignificance and helplessness when trying to comprehend the infinite.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

Affiliated with the
AMERICAN FEDERATION OF LABOR.

WM. H. FRAZIER, Secretary-Treasurer.
1½A Lewis St., Boston, Mass.

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BAY CITY, MICH., 919 Water St.
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CLEVELAND, O., Atwater Bldg., Room 1.
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List of Union Offices
ALLIED PRINTING TRADES COUNCIL
of San Francisco, Cal.

Abbott, F. H., 314-316 Battery.
Altvater Printing Co., 2593-2595 Mission
Althof & Bahls, 524 Sacramento.
American Printing House, 1067 Market.
Art Printery, The, 41-43 Eighth.
Barnhart & Swasey, 107 New Montgomery.
Barry, Jas. H., The Star Press, 429 Montgomery.
Belcher & Phillips, 508 Clay.
Ben Franklin Press, 123 Seventh.
Bensen & Liss, 776 Bryant.
Berry Bros., 320 Sansome.
Bickell, L. A., 19 First.
Black Cat Press, 402 McAllister.
Boulin-Leichner Co., 519 Filbert.
Brown, Andrew Printing Co., First and Mission.
Brunt, W. N. Co., 102-104 Second.
Budde, H. F., Cal. Press, 407½ Turk.
Church Press, 23 Davis.
Collins, C. J., 16 Hayes.
Cook, The Morton L., 144 Second.
Crocker, H. S. Co., 217 Bush.
Cubery & Co., 587 Mission.
Danish Printing Co., 410 Kearny.
Daily Racing News, 21-23 First.
Day & McClinton, 538 Sacramento.
Drake & Baker, 850 Market.
Drum Bros., 638 Mission.
Eagle Printing Co., The, 344 Kearny.
Eastman, Frank & Co., 509 Clay.
Eastman & Mitchell, 415 Market.
Fording & Halle, 22 Clay.
Francis-Valentine Co., 5 Anna Lane, off Eddy.
Gabriel Printing Co., 320 Sansome.
Galloway Publishing Co., 146 Second.
Gilmartin Publishing Co., The, 19 First.
Guedet Printing Co., 935 Market.
Golden State Printing Co., 73 Third.
Golden West Press, 146 Second.
Granger & Caldwell, 526 Montgomery.
Hancock Bros., 809 Mission.
Harvey, John D, 509 Clay.
Hayden Printing Co., 417 Montgomery.
Hicks-Judd Co., 21-23 First.
Hiester, Wm. A., 529 California.
Hughes, E. C. & Co., 511 Sansome.
Illinois Pacific Glass Works, 10-16 Main
Jalumstein Printing Co., 310 Hayes.
Knarston Printing Co., 529 Washington.
Lafontain, J. R., 603 Merchant.
Latham & Emanuel, 511 Sacramento.
Leader, The, 532 Commercial.
Leilich & Colburn, City Hall Square.
Levison Printing Co., 514 Sacramento.
Levingston, L., 540 Clay.
Luce & Iler Co., 406 Sansome.
Lynch, James T., 514 Kearny.
Lyon, W. T. & Co., 161 First.
Majestic Press, The, 1566 Market.
McCracken Printing Co., 509 Kearny.
Medina & Co., 221 Sacramento.
Meyerfield, Albert M., 414 Pine.
Monahan, John & Co., 412 Commercial.
Moore-Hinds Co., 149 Natoma.
Morris & Bain, 320 Sansome.
Murdock, C. A. & Co., 532 Clay.
Mysell-Rollins Co., 22 Clay.
Nevin, C. W. & Co., 532 Commercial.
Occidental Mystic Press, 6 Cottage Row
Pacific Goldsmith Publishing Co., 146 Second.
Partridge, John, 306 California.
Pernau Bros., 543 Clay.
Phelan, F. M., 111 Cook.
Phillips & Van Orden, 508 Clay.
Police Bulletin of San Francisco, Hall of Justice.
Polyglott Press, 628 Montgomery.
Recorder Publishing Co., 516 Commercial.
Roesch, Louis Co., 321-25 Sansome.
Rooney, J. V. Co., 1308 Mission.
Samuel, Wm., 411½ California.
San Francisco Newspaper Union, 405-407 Sansome.
Schreiber, P. H., 809 Mission.
Shanly, J. M., 414 Clay.
Smyth, Owen H., 511 Sacramento.
Spaulding, Geo. & Co., 414 Clay.
Springer & Co., 240 Ellis.
Standard Printing Co., 518 Clay.
Stanley-Taylor Co., 656 Mission.
Sterett Co., W. I., 933 Market.
Sterling Press, 229 Stevenson.
Stuetzel & Co., 144 Second.
Sunset Press, 1327 Market.
Sutter Press, The, 240 Stockton.
Tomoye Press, 144 Union Square av.
Town Talk Printing Co., 146 Second.
Turner, H. S., 3232 Mission.
Valleau & Peterson, 410 Sansome.
Wale Printing Co., 621 Clay.
Wenderoth & Brown, 319 California.
Werner, Geo. A., 1067 Howard.
Western Fine Arts Co., 529 Clay.
Williams, Joseph, 142 Seventh.
Wilson, Geo. F., 405 Front.
Winkler, Chas. W., 146 Second.
Winterburn, Jos., 417 Clay.
Woodward, W. A. & Co., 12 Sutter.

Bookbinders.

Althof & Bahls, 524 Sacramento.
Brown & Power Co., 508 Clay.
Buswell & Co., 536 Clay.
Crocker, H. S. Co., 217 Bush.
Hicks-Judd Co., 21-23 First.
McGreeney, Wm. H., 23 Stevenson.
Kitchen, Jr. Co., John, 510-514 Commercial.
Levison Printing Co., 514 Sacramento.
McIntyre, J. B., 424 Sansome.
Malloye, F., 422 Sacramento.
Mysell-Rollins Co., 22 Clay.
Phillips Bros., 505 Clay.
Rotermundt, Hugo L., 413 Sacramento.
Webster, Fred L., 19 First.
Whelan, Richard I. & Co., 42 Steuart.
San Francisco Mailing Co., 609 Mission, 5th floor.

Photo Engravers and Etchers.

Barnhart & Swasey, 107 New Montgomery, near Mission.
Bolton & Strong, 621 Clay.
California Engraving Co., 506 Market.
San Francisco Etching Co., 109 New Montgomery.
McCabe & Sons, 611 Merchant.
Sierra Engraving Co., 324 Grant av.
Sunset Engraving Co., 108 Union Square av.
Union Engraving Co., 144 Union Square av.
Yosemite Engraving Co., 24 Montgomery.

Electrotypers and Stereotypers.

American Press Association, 19 First.
Hoffschneider Bros., 412 Commercial.
Martin & Co., 508 Clay.



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General News.

King Oscar of Sweden formally resumed the reins of Government on October 14.

The Missouri building at the Lewis and Clark Exposition, at Portland, Or., was destroyed by fire on October 13.

The Russo-Japanese peace treaty was signed by the Czar and the Mikado on October 14, thus formally ending the war.

After vicissitudes of a few years, the Boer colonists of the State of Chihuahua, Mexico, are disbanding through inability to secure a clear title.

The disclosures before the insurance investigators are injuring American insurance business abroad, according to advices from London, Eng.

The Costa Rican Government has ordered a census of the Chinese in that country, in order that those who have entered illegally may be expelled.

The sum of $10,000 has been received at Rome, Italy, from J. P. Morgan for the benefit of the sufferers from the recent earthquakes in the Province of Calabria.

The International Harvester Company has purchased the Vulcan Works near Noorkoping, Sweden. A Swedish corporation will be formed to manufacture harvesting machinery.

The Peoria (Ill.) National Bank has closed its doors, an indictment for forgery having been found against its president, N. C. Dougherty, superintendent of schools.

Luke E. Wright, Governor-General of the Philippines and president of the Philippine Commission, will retire from that position about December 1, on account of dissatisfaction with the situation in the Philippines.

The Holland American Construction Company, backed by Westinghouse interests, has been organized in New York to construct the most extensive electric railway system ever projected by Americans in Continental Europe.

The Southern Pacific Railway Company has made a deposit with the Chihuahua (Mex.) State Government amounting to $540,000 to guarantee the construction of the railway line between Guaymas and Guadalajara.

The desertions from the United States army during the year ending December 31, 1904, were 6,842; for the five years ending December 21, 1901, 27,388. An increase in the pay of privates is suggested by certain military authorities as a remedy for this condition.

Herr Bebel, leader of the German Social Democrats, has inherited another 250,000 marks, under the will of an eccentric man named Kollmann, who, having quarreled with his relatives, made Bebel his heir to spite them, though he had no sympathy with the Socialists.

The report of the Bureau of Immigration for August shows that 63,409 aliens landed during the month, as compared with 59,777 for August, 1904. The greatest number arrived from Russia, with Italy second and Austria third. From China there were 215 landed, as compared with 520 for August last year.

The Merchants' Association of New York has adopted resolutions calling on the District Attorney of New York county to ascertain whether an indictment can not be found against officers of the life insurance companies who have contributed of the funds of the companies to the political campaigns.

It is said that President Roosevelt will recommend to Congress the removal of that provision of the Chinese Exclusion Law which requires intending emigrants of the excepted classes to secure permits from the Chinese Government, on the ground that such procedure involves great expense without advantage to the Exclusion law.

World's Workers

The Sydney (N. S. W.) Labor Council has passed a resolution protesting against the State Government's treatment of the unemployed.

The workmen in the sugar factories of Russian Poland struck on October 12. They demand an eight-hour day and an increase in wages.

The Workmen's Federation at Buenos Ayres started a general strike on October 9. Congress has declared martial law throughout the country for ninety days.

"Generally speaking, the labor laws of the Colony are working smoothly, and with exceedingly little friction," says the August number of Journal of the Department of Labor, New Zealand.

Representatives of the Sydney (N. S. W.) unemployed declare that many of the unemployed are suffering acute poverty, they and their families existing on bread and tea, the gift of kind-hearted neighbors.

The 1167 classified State school teachers in Queensland receeive £171,293 yearly in wages, while 765 other civil servants draw £162,261 between them; or a total of £333,564 annually for all those, under the Public Service Act.

The Sydney (N. S. W.) Labor Council has passed a resolution protesting against the locomotive contract being given to the privately-owned Clyde Company, and urging that the work be done by the State railway workshops.

A boss carpenter at Dunedin, N. Z., was recently fined £30 for employing a workman at lower than the wages fixed by the Arbitratiou Court, and the employe concerned was fined 10s. for accepting less than the law provided.

Doctors in the hospital at Bordeaux, France, to the number of 100, struck on October 7, owing to the refusal ot the directors to satisfy their claims. The authorities have called upon private practitioners to undertake the care or patients.

Altogether it has cost only £3283 to administer the New Zealand Industrial Conciliation and Arbitration Act during the twelve months euding March 31, 1905. Two hundred and ninety-five cases were investigated and dealt with during that period.

The majority of the factories at Moscow, especially in the great industrial quarter of Zamoskvoretch, which is across the river from the rest of that city, have joined in the strike of printers and bakers. The movement threatens to become general, though it is opposed by a strong minority of the workmen.

The New South Wales Shop Assistants' Union is again agitating for a compulsory Saturday half-holiday, in place of the present law, which gives shopkeepers the option of closing either on Wednesday or Saturday afternoons. The Sydney Labor Council has extended its hearty co-operation in the movement.

The Mexican Central Railroad firemen went on strike at Monterey, Mex., on October 7, and as a result traffic along the line is now practically at a standstill. The firemen, it is said, demand 3 cents a kilometer, Alabama coal for fuel and helpers. The company, it is said, is willing to concede everything but Alabama coal, claiming that it is too expensive.

The British Trade-Union Congress, at Hanley, by a vote representing 1,253,000 members against 26,000, declared for free trade, asserting that "any departure therefrom would be detrimental to the interests of the working classes, upon whom the burden of Protection would press the most heavily." The resolution also expressed the opinion that a system of preference or retaliation would prove a hindrance to international progress and peace.

San Francisco Letter List.

Letters are advertised for six months and kept at the Sailors' Union Office for twelve months, all told. If not called for at the expiration of one year letters will be returned to the Postoffice.

Aamodt, I. P.
Aass, T. A.
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Thomas, Jas. W.
Thoresen, Pet.
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v. Lubke, Joh.
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Torkel-503
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Trockel, Fritz
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Ulla, Ole O.
Volgt, Arthur
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Vorschuh, A.
Vucla, V.
v. d. Slugs, W.
Wind, J.
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Wolf, John J.
Wolfe, John
Wolte, Paul
Zervas, John

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Anderson, Chas.
Anderson, A.-650
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Anderson, Anton
Anderson, Simon
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Baardsen, Edvard
Bakke, M.
Bauer, Frank
Bergquist, C.
Berkelund, Rasmus
Bertelsen, Alf.
Bjerregaard, Christ.
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Jensen, J. G.
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Johanson-1489
Johanson-1338
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Johnsen, A.
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Lind, Oscar
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Niemerph, Aug.
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Petterson, Chas.
Piedvache ,Emil
Pobus, L.
Punnhagen, Louis
Quigly, T.
Quinn, Daniel
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Samuelson, A. M.
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Schalethal, F.
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Smith, Paul
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Solrud, J.
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Winhneski, F.
Yunker, Paul

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Carnaghan, Wm.
Clifford, Elle
Diederlehsen, Heinr.-786
Engebretsen, Marcus
Fristrom, Ivar
Hermanson, Albert
Holstenborg, Olaf
Ivers, John
Janson, Oscar
Jacobsson, John
Johansen, Christ-1592
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Krane, Karl
Klover, H.-463
Lie, Henry
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Magnusson-1147
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Swensson, L.
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Dittmayer, Ch.	Palmer, James
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Jugman, M.	Werner, Frederick
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	Martinsson, H. E.
Garside, James	Nissen, Jens
Glasoe, A.	Olsson, Otto
Grant, Bert	Pedersen, Dick
Hansen, Carl	Ross, Ben
Hubsher, W.	Smith, James
Jurgensen, W. P.	Stoessle Camilie
Jonsson, Axel	Sorensen, Soren
Kunigk, A.	Strom, John
Kivstein, J.-262	Thomas, Hamon
Larsen, John	Thomsen, Thomas
Leupstadius, Chas.	

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Allen, Frans	Larsen, J. H.
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Edlund, J. A.	Olsen, Sam
Engebretsen, M.	Olson, O. A.-104
Gilhooly, H.	Pearson, J. L.
Gottschalk, Max	Perry, Ben
Hinner, G.	Piedwache, Emile
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Jensen, Jens	Smith, J. A.
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Johansson. John L.	Thomsen, Thomas
Karlson, Julius	

Letters in the Office of the Fishermen's Union of the Pacific Coast and Alaska, San Francisco.

Fishermen's List	Nelson, John
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Ekstrand, Frank	Sterens, Vint.
Gustafson, A. A.	Peter, Chas. W.
Jensen, Carl-268	Smith, Harry
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Mick, Caccicco	

Letters in the Office of the Marine Cooks and Stewards' Association, San Francisco.

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Aiverson, Edward	Miller, A. T.
Anderson, A. F.	Mills, A.
Aspengren, Theodor.	Nelson, Frank
	Olsen, Charles
Beardall, Robert	Palmer, John W.
Branford, Chas.	Pestell, Stanley
Campbell, Neil H.	Pons, Simon S.
Cederholm, Victor	Purday, Harry
Duke, Charles	Rios, Manuel
Gleason, Wm.	Roberts, Stanley
Godley, G.	Sannino, Giuseppe
Hansen, H. P.	Spidowsky, Theodor
Hansing, W.	Turner, W.
Henryks, Bert	Veldon, Thos.
Jensen, J. C.	Wickstrom, John
Jessamine, James	Wilson, Joe
Jorgenson, Chas.	Wilson, J. T.
Kendall, E. C.	Wilson, Peter
Kennedy, Thomas	Wilshart, Dav.
Kloot, Johannes	Wolf, John
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McDonald, T.	Young, Charles
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(Continued on Page 14.)

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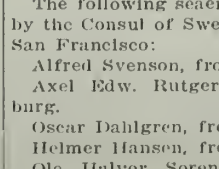
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Ole Halvor Sorensen, from Christiania.

Hugo Svenson, from Wisby.

Axel Vitoro, from Trondhjem.

News from Abroad.

Italy has adhered in principle to the second llague conference.

The Viceroy of Szechuen has decided to open the Yang-tse River port of Wanhsien to foreign trade.

Prince Sergius Troubetskoy, regarded as the foremost Liberal in Russia, died suddenly at St. Petersburg on October 12.

Sir Henry Irving, the English actor, died suddenly at Bradford, England, on October 13, aged 67 years.

Many persons were killed and wounded in a street riot at Moscow, Russia, on October 8, resulting from the strike difficulties.

The September statement of the Board of Trade shows an increase of $13,293,000 in British imports and $17,108,000 in exports.

The Matin, of Paris, has declared that Great Britain had offered to join France against Germany in the early days of the Moroccan controversy.

Professor Baron Ferdinand von Richthoefen, the distinguished geographer, died at Berlin, Germany, on October 7, aged 68 years.

The treaty of peace between Russia and Japan will become effective upon its approval, without waiting the formal exchange of ratifications at Washington, D. C.

Traffic on the Suez Canal, which had been delayed since the blowing up of the wreck of the British steamer Chatham, on September 28, was resumed on October 8.

Official returns of the casualties of the Japanese army throughout the war show 46,180 killed, 10,970 died of wounds, and 15,300 died of disease, a toal of 72,450 dead.

The German Emperor was out two hours and a half on October 12 on the Hamburg-American turbine liner Kaiser. His majesty put her through various evolutions, and at the conclusion of the trials said the vessel's performances were splendid.

The Sinaloa Land Company, which was recently organized at Los Angeles, Cal., to survey the public lands of Sinaloa under a Government concession, will receive one-third of the land surveyed, and plans to bring over thousands of Japanese and Germans.

A Chinese Imperial edict has been issued establishing a new board dealing with police matters, which have hitherto been left in the hands of local officials of the various provinces. They will henceforth be regulated from a central department.

A report has been received at Moji that the British steamer Leho struck a floating mine ninety miles east of Shangtung Lighthouse on September 30. Of the crew and passengers, fifteen are reported missing, among them two foreign engineers.

It is reported at Tokio, Japan, that Russia will station 300,000 troops on the Chinese frontier after peace has been declared, partly because she is apprehensive of the soldiers joining the malcontents at home and partly for intimidation of the Chinese.

At a recent conference of Flemish officers with the Czar, an important modification of the Imperial manifesto of June 26 was adopted, permitting the employment of Finnish and Swedish in the lighter administrative departments in Finland, instead of the exclusive use of the Russian language.

It is understood in London that Great Britain has agreed to maintain the treaty of 1855, which guarantees the integrity of Scandinavia, so far as Norway is concerned, on condition that a monarchy be established. The candidature of Prince Charles of Denmark to the Norwegian throne has been virtually accepted by all parties.

Labor News.

The Philadelphia, Pa., Central Labor Union has withdrawn its candidate for the Shrievalty and indorsed the Republican municipal ticket.

A convention of mine workers of the three anthracite districts will be held in Shamokin, Pa., on December 14, when demands will be formulated to be presented to the coal companies next spring.

Judge Ferris, of Wilkesbarre, Pa., has declared the Trades Council and its agents of that city in contempt of court for violating an injunction, and attachments have been issued for the principal officers of the Council.

The officials of the International Typographical Union report that the eight-hour strike is practically won, and that the employers are now declaring for the "open shop" as a means of covering their defeat.

One hundred and twenty-five miners employed at a mine near Terre Haute, Ind., struck recently because the mine mule didn't have enough to eat. The manager of the mine promised that the animal should have three square meals and the men returned to work.

The American Federation of Labor has indorsed the appeal of the Shirt, Waist and Laundry Workers' Union for financial assistance in aid of the starchers on strike at Troy, N. Y. Contributions should be sent to John J. Manning, P. O. Box 11, Station 1, Troy, N. Y.

Shelby Smith has signed an apology to the officers of the International Typographical Union and withdrawn his suit for an injunction to prohibit the Philadelphia local from expelling him. In return the International Typographical Union has withdrawn its charges, and the incident is closed.

Justice Smith, of the Illinois Appellate Court, in an opinion handed down at Chicago on October 6 against Franklin Union, No. 4, fined three members of that organization $100 each and sentenced them to thirty days' imprisonment for violation of an injunction secured by the Chicago Typothetae.

Francis F. Black, President of the Master House Painters and Decorators' Association, Philadelphia, Pa., was recently summoned as a defendant to a suit for $5000 damages, entered by Bryant B. Wilson, for false arrest and imprisonment. Wilson claims to have been arrested on a false charge of picketing.

The Fall River (Mass.) Textile Council has voted to request the Manufacturers' Association to restore the reduction of 12½ per cent in wages which was made on July 15, 1904. The condition of the cloth market is said to be better than it has been for years. The mills have orders to keep them busy well up in the new year.

Ten employes of the Postoffice at Goldfield, Nev., went on a strike on October 5 against an order from Washington reducing salaries from $120 a month, which is a bare living at Goldfield, to $83 a month, which, with rents at $30 a month for single adobe rooms, and board at $45 a month and baths at $1 a piece, would make living under such salaries impossible.

In its last quarterly bulletin, published on October 2, the New York State Department of Labor calls attention to a marked improvement in trade, which began in the middle of 1904, and has continued uninterruptedly. The Department says that there are relatively fewer idle wage earners in New York than there were even in 1902, the most prosperous year of the decade. The average monthly number of unemployed members was only 151 per 1000 in the first half of 1905, as compared with 202 last year and 168 in 1902.

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INFORMATION WANTED.

George Jordan, a native of Germany, last heard from in August, 1902, at Port Townsend, Wash., is inquired for by the German Consulate at San Francisco, Cal.

James Thorburn, age about 22, was recently staying at the Scandinavian Sailors' Home, San Francisco, is inquired for. Address, COAST SEAMEN'S JOURNAL.

James L. Russell, a native of Geneva, N. Y.; last heard of about eighteen months ago, when going to Alaska, is inquired for. Address, COAST SEAMEN'S JOURNAL.

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BOOT & SHOE WORKERS UNION
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Domestic and Naval.

Sobriety is a notable feature in the conduct of the men in the North Atlantic squadron, now visiting New York.

Admiral Dewey declares that the officers of the American Navy above the rank of lieutenant, as a rule, are too old for the grades they occupy.

The American Association of Bankers, at New York on October 12, indorsed the ship subsidy bill presented to the last Congress and urged its passage.

Lord Inverclyde, chairman of the Cunard Steamship Company, died at Castle Wemyss, Scotland, on October 8, aged 44 years.

Five steerage passengers on the Cunard liner Campania were drowned and a number injured by the shipping of a heavy sea during the last westward passage of that vessel.

The construction department of the Navy will strongly recommend that one of the two battleships authorized by Congress be built at the Brooklyn Navy Yard.

Secretary of the Navy Bonaparte has under consideration a recommendation made to him that he request Congress to increase the tonnage of the two battleships authorized at the last session from 16,000 to 18,000 tons.

Members of the Wilmington (Del.) Board of Trade recently met Representative Hiram R. Burton and discussed plans for legislation at the coming session of Congress to further the Delaware Ship Canal project.

A very dangerous derelict was recently reported in latitude 40.14 north, longitude 62.25 west by the Italian steamer Citta di Napoli, which arrived at New York on October 6, from Genoa. The derelict, about 80 feet long, was passed on October 4.

The schooner Dora, which sailed from Charleston, S. C., with lumber bound for New York, encountered rough weather off Frying Pan Shoals, and, putting back for harbor, went aground in the darkness on Morse Shoals. She was afterward floated in a leaky condition.

The Spanish steamer Gaditano was sold at Norfolk, Va., on October 9, by William Matson, of San Francisco, for the sum of $45,650. The steamer was recently floated by the Merritt & Chapman Wrecking Company, which libeled her for $51,000, and the sale followed.

Representatives of practically all the shipbuilding firms of the country having dealings with the Navy Department were in conference with Secretary Bonaparte recently regarding the forms of contracts for the construction of naval vessels. These forms are now unsatisfactory.

The Bureau of Navigation reports that ninety-two sail and steam vessels, of 25,789 gross tons were built in the United States during September, 1905. The largest steam vessel included in these figures was the Henry C. Frick, of 6,590 gross tons, built at West Bay City, Mich., for the Pittsburg Steamship Company.

The Bureau of Navigation reports that 315 sail and steam vessels, of 82,520 gross tons, were built in the United States during the quarter ended September 30, 1905. During the corresponding quarter ended September 30, 1904, 328 sail and steam vessels, of 40,374 gross tons, were built in the United States.

The Canadian Department of Marine and Fisheries has referred to the Imperial Government the question of supplying the Canadian cruiser Vigilant with quick-fire three-pound guns. The officials believe that under the Bush-Bagot treaty of 1817 they can ship guns of that size. If the answer from London is favorable four quick-firing three-pounders will be at once placed on board the Vigilant on Lake Erie, and decisive steps will be taken to stop the wholesale poaching by American fishermen.

With the Wits.

Forewarned.—Bob—"Miss Subbubs has asked me to call to-night."

Dick—"Yes?"

Bob—"Yes. What shall I wear?"

Dick (who has been there)—"'Ware the dog!"

The "Fly" Fly.—"Good morning!" said the spider, adding the familiar polite invitation to step into the parlor.

"Step into your parlor?" repeated the fly, with a knowing wink. "You mean your dining room, don't you? No, thank you."

Very True.—Wiggs—"He's had a great many ups and downs in his life."

Waggs—"He certainly has had a checkered career, but he's very wealthy now."

Wiggs—"Yes, you might say that his career is ex-chequered now, eh?"

A Beginning.—"Oh, no, of course I don't care for bicycling now. I'm going in for golf."

"Indeed? Have you got an outfit?"

"Part of it. I've got the golf stockings I used to wear when I rode the wheel."

Letting Him Down.—"I suppose," said the timid suitor, "when you recall what a handsome man your first husband was you wouldn't consider me for a minute."

"Oh, yes, I would," replied the pretty widow, "but I wouldn't consider you for a second."

Commuted.—"But," said the merchant to the applicant, "you don't furnish any references from your last place."

"You needn't worry about that," replied the man with the close-cropped head and prison pallor, "I wouldn't be here now if it hadn't been for my good behavior in my last place."

The Boston Way.—"You were employed by Mrs. Swellman, you say," said the housekeeper. "That was your last place, wasn't it?"

"I assuredly hope not," replied the Boston servant-maid; "I expect to get another. If, however, you really meant to inquire if my 'latest' place was with Mrs. Swellman, my reply is in the affirmative."



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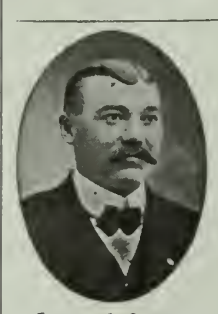
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OFFICIAL PAPER OF THE INTERNATIONAL SEAMEN'S UNION OF AMERICA.

A Journal of Seamen, by Seamen, for Seamen. *Our Aim: The Brotherhood of the Sea.* *Our Motto: Justice by Organization.*

VOL. XIX. No. 5. SAN FRANCISCO, WEDNESDAY, OCTOBER 25, 1905. WHOLE No. 941.

RIGHTS OF PUBLIC EMPLOYES.

Public Ownership and Private Rights.

The Strike as an "Act of Treason."

THE National Association of Letter-Carriers, at its convention in Portland, Or., last month, decided not to affiliate with the American Federation of Labor, upon the ground that affiliation with the labor movement would be "inconsistent with the Letter-Carriers' relations to their employer, the United States Government." This action, or rather the reasoning upon which that action is based, raises an important question, a question that becomes more important every day.

In what respect do the relations between the Letter-Carriers and their employer, the United States Government, suggest any inconsistency in the proposition of affiliation between the Letter-Carriers and other workers engaged in the service of other employers? The essence of this question may be resolved into simpler terms, as follows: What difference exists between the United States Government, as the employer of letter-carriers, and any other institution, considered as the employer of any other class of labor? Stated more briefly still: What, if any, is the difference between the United States Government and any other institution in the matter of the relations between employer and employe?

The answer to this question may be best reached by noting the position assumed by the Letter-Carriers themselves. We need not concern ourselves with the fears so often expressed by certain organizations or classes of labor, that affiliation with the general labor movement involves an obligation to strike in sympathy with other organizations whenever ordered to do so by some central authority, such, for instance, as the American Federation of Labor. These fears are groundless, and rest upon a radical misapprehension of the construction and principles of the labor movement. As is well known by all persons familiar with the labor movement, the only authority to order a strike resides primarily in the men or women immediately concerned; at any rate, such authority extends no further in any case than the executive of the given craft. It is well known, too, that the sympathetic strike is discountenanced, and in fact prohibited, except in extreme cases in which the principle of common defense is at stake. In its concrete form the objection of the Letter-Carriers to affiliation with the labor movement lies not in the danger that they would thereby obligate themselves to strike on behalf of other crafts, but in the implication that they would thereby commit themselves to the possibility of a strike on their own behalf.

The Letter-Carriers assume, first of all, that the labor movement is based upon the strike as the final resort in disputes between employers and employes, an assumption in itself substantially correct. From this assumption the Letter-Carriers draw the conclusion that affiliation with the labor movement would commit them to the principle of a "strike against the Government." In other words, a strike, which, when undertaken by the employes of a private concern, would raise no question of wrong to the employer or of disloyalty to the State, would, when undertaken by the Letter-Carriers, be an act of treason to the Government! It is apparent, from this view of the case, that the Letter-Carriers regard the Government as a thing separate from and superior to themselves and the public at large. Herein lies the assumed difference between the United States Government, as an employer, and the private individual or corporation, considered in the same capacity. In this view the citizen who accepts employment under the Government foregoes the rights of citizenship and becomes a mere cipher, entirely subject to the will of his superiors! A moment's reflection will show that the Letter-Carriers' idea of inconsistency in the matter of affiliation with the American Federation of Labor is in reality inconsistency in their idea of the Government and of the mutual relations existing between it and its employes.

In the true conception of the United States Government, as a representative institution restricted by the terms of an express grant of power on the part of the people, there can be no question as to the position properly occupied by its employes. The Government being merely the creature of the people, designed to effect the will of the people in certain specified matters, it is inconsistent to suppose that the people, or any part of them, surrender of necessity any of the functions or rights reserved by them by the mere act of accepting service under the Government. On the contrary, the citizen who enters the service of the Government carries with him and retains throughout that service all the rights of citizenship, and remains as free in the exercise of these rights, regardless of public inconvenience, as do his fellow-citizens in private employment.

The attitude of the Letter-Carriers is cited, not for anything peculiar to the particular circumstances, but because it illustrates in a typical way the marked tendency in numerous quarters toward an important change in the viewpoints of people and Government toward each other. The notion that service in the civil branches of the Government involves a surrender of the rights of citizenship, and particularly of the right to quit work (as in the case of a strike of letter-carriers, for instance) has taken firm root in many minds and threatens to become general, if not universal. That idea has been enunciated in high places with all the confidence of set conviction, as though it were a matter of course. Not only has this, as yet, somewhat novel doctrine been applied to employes of the Government, but it has been extended to employes holding licenses from the Government and, to go still further, to employes of the so-called public-service corporations. For instance, it has been officially declared that the ship's officer—master, mate or engineer—who of necessity holds a license from the Federal Government, is as much a part of the Government as is the soldier in the Army or the seaman in the Navy, and, therefore, that he may be subjected to compulsory service precisely as are the members of the military service! Again, we commonly hear it said that employes in the transportation service—seamen, railroadmen, street-carmen, etc.—are public servants, and therefore have no right to "strike against the public"!

The growth of this idea compels a review of the whole question as to the relation that properly exists between the Government, or any so-called quasi-public body, and its employes. The necessity of a final determination of the question becomes the greater in proportion to the growth of the sentiment in favor of public ownership of public utilities, and of that other well-defined sentiment in favor of increasing the number of licensed vocations. Upon the outcome will depend very largely, indeed mainly, the ultimate judgment upon the latter questions.

All questions of governmental policy must finally be determined in the light of their effect upon the people's freedom, specifically upon personal liberty. Generally speaking, those policies which conserve and enlarge personal liberty may be pronounced good, and vice versa. Without attempting to prejudge the case of public ownership versus private ownership of so-called public utilities, it may be laid down as a fundamental rule in the settlement of that case that the verdict must rest with that system which best protects and promotes the personal liberty of the employes. In turn, the question of personal liberty must be considered in its broadest and most far-reaching aspect, namely, as a question of the individual right to quit work, either singly or by concert of numbers, and under any circumstances short of danger to life or property. All other questions of advantage or disadvantage in either system must finally be measured by this fundamental standard. The right to quit work is as essential to the welfare of the public, as to that of the private employe, since, in the absence of such right, the Government would inevitably become indifferent to the interests of its employes. Public ownership may promise beneficial results in public profit and political morality, and to that extent may be pronounced a good thing. But if public ownership also promises the loss of personal liberty on the part of the public employe, it must be pronounced a bad thing. No incidental advantages to the public itself can possibly compensate the public employe for the sacrifice of his own rights as a member of the public.

If there be any merit in the theory that the United States Government, considered as an employer of labor, must of necessity exercise powers which are denied to private employers, it follows that restriction of the Government's functions as an employer is the natural and necessary attitude of the public toward the Government. By parity of reasoning, if the issuance of Government licenses to employes of private concerns properly involves the licensees in an obligation to accept or continue in service against their own inclination, it follows that the number of vocations in which licenses are required should be reduced to the minimum, and, if possible, to the point of abolishing all requirements of the sort. In a word, the public, i. e., the Government, must either respect the individual rights—religious, political and economic—of its employes in all civil branches, or it must be content to forego the functions of employer and to leave these in private hands, as an alternative which will make up in the conservation of personal liberty that which it loses in the matter of public convenience.

If it should appear upon a complete review of the situation that public service does rightly and necessarily involve a surrender of private rights, public service will by that fact become a thing to be minimized, not extended. A conception of society in which everything is owned and operated by the public and in which all public servants are subject to the whim of the "Heads of Departments" is repugnant to popular liberty. Public ownership, of postoffices, railroads, street-cars or dump-carts, may be a fine thing, but the political proscription of labor is too big a price to pay for the pleasure.

A Cook's Experience.

The writer joined the ship Landseer in Philadelphia on Febrnary 5, 1880, and on that day sailed for San Francisco. From that time until her arrival, on Augnst 10, of the same year, there was nothing but hunger, starvation and brutality. It commenced as soon as we got beyond the Delaware Breakwater. The captain called aft the full crew of sixteen men, and asked the men how they wished to be fed—whether they desired the allowance prescribed by law or to have "fnll and plenty," without allowances. The men, knowing that the law's allowance was not enough, were willing to get "full and plenty," as the captain said. There was a book presented to the men, represented as a log-book, which they were bluffed into signing. After they had signed it, the captain gave his instructions to the steward, and the next day he began cutting down lower than what was allowed by law. The ship, on her previous voyage, had gone from San Francisco to Liverpool and thence to Philadelphia. There being wheat in the cargo, the Japanese cook was ordered to roast that and give it to the sailors, in lieu of coffee. There must have been considerable of this roasted wheat, as I found half a sack on board when I joined her. The instructions given to the steward were that he should give this wheat, mixed with some moldy bread, which had remained in the ship on the arrival in Philadelphia from Liverpool, to the crew before any of the new stores were opened. The men soon became dissatisfied with it and commenced growling at the cook. The cook informed them it was not his fault, and recommended that they speak to the captain, which they did, and he presented them with the book bearing their signatures and claimed the right to say what was sufficient quantity and good quality, and that they would receive no better.

The cook then threw the burned wheat overboard, although this was unknown to the captain, the crew not knowing what their supposed coffee consisted of. This forced the captain to open up the new coffee he had on board, which was not as good as the wheat, as it was only chickory, which he had procured in Liverpool.

The crew were each of a different nationality, and as a result were divided among themselves on racial and religious lines. There were twenty-two men on board the ship, officers and crew. From this the reader may know how plentiful was the food on board, when I say a barrel of pork was to last thirty days, one of beef twenty days and one of flour fifteen days. We had a long passage (one hundred and eighty-six days) and during that time there was not one pound of fresh meat, canned or otherwise, allowed, although the ship had on board two years' provisions. The men had subsisted all that time on salt meats and salty rain-water, which they had caught, while there were two thousand gallons of fresh water taken from the Delaware River that had not cost anything on board on arrival, which the men might have used; but by saving this water the less it would cost him on leaving San Francisco. We had four sailors laid up with scurvy when we got to San Francisco, and one named Martin, a Swede, died on his way to the hospital. The captain of that ship was named Captain Eliza Noel, belonging to Brooster, Cape Cod. The writer of this article was an eye-witness of these occurrences, as he was cook of the ship. This is only part of his experience of thirty years' seagoing, for he has himself been many a day hungry on board ships. On arrival, I made a promise not to go on deep water again, and have not done so up to date. I was personally acquainted with the owners of the vessel that I have here mentioned, they being George C. Cora & Co., of Boston.

GEO. C. BANNISTER.

San Francisco.

British and German Ships.

During the last twenty years a great change has taken place as to the tonnage of all the larger sea-transportation companies of England and Germany. Among the twenty-five English and six German companies with more than 100,000 gross register tonnage each, there is but one, the English Anchor line, whose tonnage now is less than it was in 1884. Among the English companies the British India Steam Navigation Company heads the list with 446,000 gross register tonnage. In 1884, it had 174,000 gross register tonnage and was second only to the Peninsular and Oriental Steam Navigation Company, which to-day occupies third place.

The English White Star line, second on the list of to-day, had only 58,000 gross register tonnage in 1884, occupying the eleventh place; since then it has increased its tonnage to 388,000 gross register tonnage. This considerable amount is divided among thirty-one vessels, so that the average tonnage of eaeh White Star steamer is about 12,000 gross register tons. The White Star line can boast that, as far as the average tonnage of its vessels is concerned, it is unsurpassed by any other company in the world.

Next in tonnage follows the Peninsular and Oriental Company. Its fleet, which in 1884 had more than 175,000 gross register tonnage, and was then considered the greatest navigation company in the world, has for the last few years been steadily receding; it, however, still has a gross register tonnage of 326,000 tons, nearly double that of 1884.

The next greatest company, Elder Dempster Company, had at one time a greater tonnage than in 1904, otherwise it resembles the White Star line in rapid growth. Its present tonnage of 312,000 gross register tons is about seven times as large as its tonnage in 1884. The Union Castle line is a fusion of two companies, the Union and the Castle lines, which in 1884 had an aggregate tonnage of 96,000 gross register tons. To-day it has 298,000 gross register tons. Then follow five companies of about the same tonnage each—the Leyland line, with 261,000 gross register tons (53,000 in 1884); the Ellerman line, less than twenty years old, with 260,000 gross register tons; Alfred Holt & Co., with 254,000 (51,000 in 1884); the Cunard line, with 254,000 (51,000 in 1884). This company had in 1903 only 148,000 gross register tonnage, but the new steamers built with governmental aid have raised it from fourteenth to ninth place among the English lines. Like the White Star line, it uses almost exclusively large steamers, the average tonnage of which is 10,500.

The Allan line, with 203,000 gross register tonnage (68,000 in 1884), closes the list of English companies with more than 200,000 gross register tonnage.

The German sea navigation companies consist of about 50 per cent of the Hamburg-American line and the North-German Lloyd.

Twenty years ago the Hamburg-American line had a fleet of about 60,000 gross register tonnage. To-day it owns a steamer fleet of 719,000 gross register tonnage, according to its last annual report. The North-German Lloyd had 103,000 gross register tonnage in 1884, which in 1904 had increased to 573,000. Both companies have therefore, in the short time of twenty years, surpassed all English lines. To-day they stand at the head of all sea navigation companies in the world.

Third place among the German lines is occupied by the "Hansa" Company, which is about twenty years old and has 215,000 gross register tonnage. All the other German lines have less than 200,000 gross register tonnage. Only the Hamburg-South American, the German-Australian, and the "Kosmos" lines have more than 100,000 gross register tonnage each.

British and Irish Emigration.

A new return has just been issued for the first time by the British Government. It is the counterpart of the alien immigration returns, and deals with the number of passengers who leave England for places out of Europe, discriminating between the British Empire and foreign countries. It appears that in the month of July, 21,000 Britons emigrated, two-thirds being from England, 4,392 from Scotland, and 2,631 from Ireland. That is a reduction of 1,664 as compared with the corresponding month of last year. As regards the past seven months, British emigrants numbered about 151,000, an increase of 13,447. England contributed 98,460, Scotland 24,116, and Ireland 28,333.

Of British and Scotch emigrants, rather more than one-half go to British colonies, and Canada takes by far the greatest proportion of them. The Irish, however, prefer the United States, with the result that the Republic gets more of British people than Canada. It is claimed that the English and Scotch are far more partial to the Dominion than to the United States, and sent 55,000 emigrants there as against 2,000 Irish in the seven months. South Africa holds the next place in popularity, and has taken nearly 13,000 Britons in the seven months, while Australia attracted 6,325. The returns also show that 110,000 foreigners left the United Kingdom, chiefly for the United States, in the past seven months.

The German lawyers are liable in damages to their clients for evil results consequent upon misleading advice. The Supreme Court of Germany has recently rendered a decision that an attorney-at-law is liable to his client to the full extent for carelessly giving incorrect advice. The court held that the attorney who, for pay, gives his client in legal matters advice as to certain conduct and procedure is liable for the legal consequence suffered by the client in acting thereon, provided that such advice is not only faulty, but has been proven to have been given carelessly. Through the expressly stated or tacit offer of remuneration for information and advice concerning a question, an attorney tacitly assumes the position of debtor of the client, which obliges him to be careful in giving advice, and he is therefore liable for its consequence if he has failed through carelessness.

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On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions.)

Firemen's Affairs.

The regular semi-annual session of the Executive Board of the Atlantic Coast Marine Firemen's Union convened in Norfolk, Va., on October 5, 1905; Sullivan of New York, Robertson of Philadelphia, Connor of Norfolk, and Mahoney of Boston present. Daniel Sullivan, of New York, was elected chairman; James T. Mahoney, of Boston, secretary.

The chairman, after calling the Board to order and briefly stating the purport of the meeting, gave an outline of the Union's standing in the various ports along the Coast. The conditions in New York, he said, had been excellent during the past year, the Union's shipping in that port having increased 90 per cent since the last meeting of the Board. The agents also reported that their respective branches were on a sound basis, and generally regarded the prospects for the future as more than ordinarily promising.

In the afternoon all hands went across the bay to Newport News. They found that port completely rid of crimps, and all the shipping done through the local Union office. Men were, however, very scarce, both there and in Norfolk.

On the 6th the Board re-convened in Norfolk; all members present. After transacting some routine business, the question of the International Seamen's Union affiliating with the International Transport Workers' Federation, as per resolution found on page 25 of the Proceedings of the last convention of the I. S. U. of A., was ordered to be referred to a referendum vote of the Union. Some discussion arose about organizing the colored firemen sailing out of Norfolk, Baltimore and adjacent ports. It was recommended that a resolution be placed upon the annual ballot making the initiation for colored firemen in said ports $2.50, the same to be decided by a referendum vote of the Union. Relative to affiliation with State bodies of the A. F. of L., it was unanimously recommended that Headquarters and branches immediately affiliate therewith.

When the Board re-convened on the 7th, the chairman dwelt at some length and with much emphasis upon the urgent necessity of enforcing the collection of the reserve fund. The Board recommended action along the lines suggested by the chairman. The chairman also submitted his books for examination by the Board. These were carefully inspected and the Board unanimously reported all entries found therein correct. The Board adjourned sine die in the afternoon. Secretary Sullivan, on his way back to New York, inspected conditions in Philadelphia, and reports them to be excellent. It was impossible to hold a meeting, however, as all the men were at work.

Much in life that men think great and grand is simply so because of its contiguity. Nearness lends enchantment to many things which would be swallowed by distance.

If it were as easy to determine beforehand what will do good as it is to determine what will do harm, the science of government would be one of the most exact.

Immigration Evils.

Our immigration problem just now is of a kind to cause anxiety to serious-minded citizens. This country is large, rich and fertile in an unusual degree, we know; but the question is: How long can we stand having injected into our national life every year more than a million of immigrants whose ethnological qualifications for citizenship are steadily becoming less and less desirable? Instead of having our population increased and strengthened by the infusion of new blood from those countries whose inhabitants are related to us by ties of race, language, laws, customs, and those standards of living and social and political ethics which have made this country great, we have reeently allowed the United States to become the universal dumping ground of the most unprogressive of the world's peoples. The notable increase in late years of crimes of violence in the various States, and the general lowering of our national business morality, which is so plainly observable everywhere, may in a large measure be traced to our fatuous non-discrimination in the matter of immigration. The social and moral ethics of the nations of Southeastern Europe and Asia Minor are not such as the founders of this Republic would have wished to have grafted onto our national life. Yet it is from those parts of the world that the great majority of our immigrants are now coming, and have been coming for a number of years. It is useless to deny that this has had and will continue to have a perceptible effect in changing the national character. It has already had such effect, as above stated; and as the same causes are increasingly at work it is only a natural inference that the effects will become still more marked. In view of this, it is high time that Governmental cognizance were taken of our immigration problem. A nation, like an individual, has a natural right to exclude from its territory all objectionable persons. Quality of population is always a greater desideratum than mere quantity; and as there is such an abundance of immigrants to choose from, common discretion should dictate a policy of elimination which would at any rate assure us against the admission into the country of persons naturally unfit to become citizens. Least of all should this country become the asylum for such unspeakable scoundrels as those who have made us acquainted with the "cadet" evil, the "Black Hand" and "Mafia" outrages, and the degradation of padrone labor.

This age might fittingly be described as the "talking age." From every pulpit and editorial sanctum in the land the insurance grafters are being unmercifully denounced. All the leading newspapers devote pages daily to reporting the proceedings of the Armstrong investigating committee. Yet, it is a moral certainty that no insurance thief will ever be sent to jail, and that as soon as we get another national scandal to talk about they will resume their business of swindling the public at the same old stand. Yea, verily, this is a "talking" plus "nothin' doin'" age.

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Child Labor.

Amid all the disheartening conditions of selfishness, ignorance and brutalizing poverty, it is gratifying to note that the number of those earnestly seeking to improve the lot of those less fortunate than themselves is steadily growing. The American Humane Association, for instance, reeently held its regular annual convention in Philadelphia, and its president, William O. Stillman, in the course of his opening address, spoke on the subject of child labor, as follows:

> Our societies should give greater attention to the procuring and enforcement of proper Child-Labor laws. When one studies the condition of child labor in the cotton mills of the South and the coal fields of the North, it is found practically as bad, and even worse in some respects than that which characterized slavery before the Civil War, and it is a slavery even more odious and unendurable than that which shackled the black race. It is notorious that hundreds of thousands of children who ought to be in school, are forced to work in sweatshops and factories. They become wrecked in health and die prematurely. The survivors fill hospitals, and ultimately many of them almshouses. The horrors of this unrighteous situation are not realized by those who have not studied it most carefully. What is greatly needed is uniform Child-Labor laws in the different States, with a rising standard as soon as justified.

The child-labor evil has attained its present alarming dimensions simply because the immediate sufferers from it, the children, are too weak to make an effective protest in their own behalf. Human nature is essentially selfish, and in the hurly-burly of this money-chasing age its inherent selfishness has been preternaturally aggravated. Hence those social evils which are not brought home to us directly never receive the attention or sympathy which our hearts, if rightly keyed, would bestow as a duty of our common humanity. This indifference of the average man to evils which are unseen, but which he yet knows must inevitably react detrimentally upon himself, is simply a phase of that peculiar twist in human nature whereby, as Pitt once pointed out, the shirt can be taxed off a man's back indirectly, but which makes us resist direct taxation almost to the death. This is all wrong, of course, for every man of common intelligence knows that child labor is injurious to the race as a whole, and that it is our duty collectively and individually to do what we can to protect the race against that particular injury. The most effective way at present to compass that object is undoubtedly to be found in uniform Child-Labor laws throughout the different States.

Naval Desertions.

Just now the naval seamen's periodical kick about unseasonable and insufficient food is going the rounds of the Eastern press. The battleship Kentucky, for instance, has been nicknamed the "bean ship," from the frequency with which beans, a la Boston and a la free-lunch-joint, are served to the crew. The Kentucky has been in commission only a little over a year, yet to-day it is stated that of the original crew not one remains, all having deserted in the meantime, and she is now 150 men short of her complement. And so it seems to be all along the line of Admiral Evans' squadron. Desertions are literally every-day occurrences, and in every instance

(Continued on page 10.)

Home News.

W. J. Bryan was presented to the Mikado, at Tokio, Japan, on October 21.

President Roosevelt, now on a tour of the Southern States, is being warmly welcomed everywhere.

Ex-Congressman Jerry Simpson is reported to be lingering between life and death in the St. Francis Hospital at Wichita, Kas.

Robert Gardner, the "man with the ossified neck," whom, it was asserted, hanging would not kill, has been sentenced at Chicago, Ill., to life imprisonment for murder.

Translation of captured Filipino reports has been completed in Washington. The reports show what the Islanders thought and did during the insurrection in 1899 and 1900.

The Lewis and Clark Exposition closed at Portland, Or., on October 14. The attendance exceeded 2,540,000, and there remains a surplus of $120,000. The Exposition is declared a financial success.

The largest shipment of silver made from Vancouver, B. C., went out on October 16 on the steamer Tartar, consigned to Hongkong. It weighed a ton and a half, with a value of about $2,000,000.

The Civil Service Commission has made a charge against United States Circuit Judge Baker, of Indiana, of soliciting and accepting campaign contributions, and referred the matter to the Department of Justice.

The Supreme Court of Nebraska has handed down decisions sustaining the constitutionality of the Anti-cigarette law, the Inheritance Tax law and the law to prevent desecration of the American flag.

W. H. Denny, cashier of the First National Bank at Williston, N. D., who was arrested on a charge of having received stolen horses, has been discharged because of a lack of sufficient evidence to warrant holding the accused.

The Chinese Government is preparing to make claims against the United States for the refusal to admit Chinese subjects. These claims are being held at the Chinese Legation in Washington until their aggregate is more than $1,000,000.

A tornado struck the village of Sorento, Ill., thirty-two miles northeast of St. Louis, on October 17, killing eight persons, injuring thirty-five others, of whom three probably will die, and doing a great amount of damage to property.

Revised figures on the attendance at the Lewis and Clark Exposition at Portland, Or., show that a total of 2,551,780 persons passed into the grounds during the Exposition period. Of these 1,580,617 were paid and 971,163 were free.

Acting under instructions of the United States Attorney-General, District Attorney Breckons of Honolulu, T. H., has instituted the first of a number of injunction suits for the purpose of breaking up the local trusts.

John Newton Williamson, Congressman from Oregon for the Second District, was sentenced in the United States Court at Portland, Or., on October 14 to serve ten months' imprisonment and pay a fine of $500 for complicity in the land frauds. An appeal has been taken.

The Commissioner of the General Land Office has ordered the withdrawal from entry of all the public land in area 1, covering 1,100,000 acres of land in the Bozeman and Lewiston (Mont.) land districts, on account of the land basin irrigation project in that State.

Commissioner Wagner of the Pension Bureau has announced his intention of recommending the dismissal from the service of a number of employes who had been engaged in loaning money in the Bureau at usurious rates. He says that in some cases as high as 10 per cent per month has been charged.

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Pacific Coast Marine.

The Japanese Navy Department has announced the seizure of the American steamer Centennial, on October 10, in Soya Strait.

The French ship Leon Bureau, now at San Francisco, has been chartered to load lumber at that port and Eureka for Europe.

The Spreckels tugboat Relief arrived at San Francisco on October 20 from San Pedro, towing the schooner Muriel, which recently went ashore at the latter port.

Having sailed entirely around the world and half way back in ballast, seeking cargo, the French bark General De Sonis, Captain M. Hermit arrived at Port Angeles, Wash., on October 17, from Hobart, Tasmania, for orders. The trip around the world is said in shipping circles to be a record for a sailing vessel, the General De Sonis having made it in seventy-nine sailing days.

The report of the final signing of the peace treaty between Japan and Russia having officially reached Mare Island, the Imperial royal ensign of Russia was displayed from the mainmast of the cruiser Lena on October 18. From that hour on the marine patrol, which has been constantly on guard at the ship ever since she reached the Island, was relieved from further duty.

The steamer Claudine, well known in the Hawaiian interisland service, sailed from San Francisco for Honolulu on October 17. For several months past the Claudine has been at the former port undergoing an overhauling and repairing, and is now in first-class condition. Under the command of Captain Bennett she will resume service between Honolulu and various Island points.

The Norwegian steamer Tellus, from Kobe, to reenter the coal trade between British Columbia mines and San Francisco, is to be fined for leaving Nanaimo to proceed to Ladysmith without reporting. The Western Fuel Company, which chartered the steamer, was not ready to ship from Nanaimo, so the steamer proceeded to Ladysmith, omitting the necessary report outward at the Nanaimo Customs.

A telegram received at San Francisco on October 14 reported that the four-masted steel barkentine Alta, owned by A. P. Lorentzen of the former port, had discharged her cargo at Manila, and was on the beach in a leaky condition. The Alta flies the Chilean flag, although owned by an American. The Alta, with other vessels, was the victim of the terrific storm that lately swept over the Philippine Islands.

Repairs to the Pacific Coast Steamship Company's steamer Spokane, now at the Union Iron Works, San Francisco, are expected to cost in the neighborhood of $11,000. The Spokane stranded on Wrangel Narrows on her trip from Alaska, but was not seriously damaged, the vessel having double bottoms. But before again going into service the Spokane will go into drydock for repairs.

Civil Engineer H. H. Rosseau, of the Mare Island (Cal.) Navy Yard, in his annual report to the Secretary of the Navy, strongly urges the development of the Mare Island Yard into a large and well-equipped naval base. He recommends the quick completion of the improvement of the channel in Mare Island Strait and the enlargement of the present facilities at the yard by the construction of new buildings and roads.

Advices have been received at Victoria, B. C., that a combination had been formed of Japanese shipping firms to send tramp steamers to the United States and Europe with cargoes from Japanese and Indo-Japanese points, carrying freight at a low rate—about one-third of the present rate. The sixty-six steamers which were captured while running contraband and confiscated by the prize crews will be used in connection with the fleet now in use by the Government to bring home the troops.

The Union Iron Works has been awarded a contract for repairing the hull of the Oceanic liner Alameda. Several bids for the work were received, that of the Union Iron Works, for about $30,000, being substantially the lowest. In addition to the work on the hull, there is much to be done on the Alameda before she can be again made ready for service, and there is a probability that all the work will be done by the Union Iron Works. It is expected that the Alameda will be ready for service again by December 1.

For the second time within a dozen years John C. Hampton and his sisters, Mrs. Tyson and Mrs. Mauvais, have failed in their effort to obtain $100,000 damages from the Occidental and Oriental Steamship Company for the death of their parents in the wreck of the City of Chester, seventeen years ago. The jury in Judge Hunt's court at San Francisco on October 18 returned a verdict for the defendants. The case was first tried eleven years ago, with the same result, but was sent back for re-trial by the Supreme Court.

The new freight steamer Bessie Dollar was launched from a Port Glasgow (Scotland) shipyard on October 17, according to a telegram received recently. She is a duplicate of the Hazel Dollar, recently arriving on the Coast, and is owned by the Robert Dollar Steamship Company. The launching was attended by Melville Dollar, whose wife, after whom the steamship is named, christened the vessel. Captain Gow will bring the new steamer out to the Coast, when she will engage in the lumber trade to the Orient.

Four libel suits were begun on October 3, in the United States District Court against the gasoline towboat George R. Bailey. The suits are brought, in one complaint, by Herzog & Dahl for electrical supplies furnished between June and October, 1905, valued at $446.10, of which it is claimed but $100 has been paid; Todt & Peters, who claim a balance due on blacksmith work of $269.96; D. S. Cartwright, for $28 worth of hauling, and L. M. Coggins, for a balance of $153.21 claimed due on carpenter work done on the towboat.

The steamer Lyra, at Victoria, B. C., brings news that the Russian Government has established a trade route via the Arctic passage to the mouth of the Yenesei to re-enforce the transsiberian route. Sea-going steamers will run from Russian ports by way of the Polar Ocean and the Kara Sea to the month of the Yenesei, where depots are established to transship their cargoes and passengers to the river ports. The barges will be towed to Krassnoyarsk, on the Yenesei, where connection will be made with the main Siberian Railway.

Captain F. B. Zaddart, First Mate E. E. Johnson and Arthur Self, second-mate, of the steam-schooner Santa Barbara, were found guilty by Local Inspectors Bolles and Bulger at San Francisco on October 19 of unskillful and negligent conduct in connection with the wreck of their vessel at Del Mar landing, near Gualala Point, on October 1. As a result of the findings of the Inspectors, Captain Zaddart had his license suspended three months, First-mate Johnson loses his for six months and Second-mate Self, who was on the bridge at the time of the catastrophe, had his license suspended nine months.

Following is the reinsurance list, as posted at San Francisco on October 22: German bark Edmund, 151 days from Port Talbot for Iquique, 35 per cent. French bark St. Donatien, 151 days from Bordeaux for Adelaide, 60 per cent. British bark Principality, 172 days from Junin for Rotterdam, 90 per cent. British bark Kilmallie, 154 days from Shields for Tacoma, 10 per cent. British bark Forteviot, 152 days from Shields for San Francisco, 15 per cent. French bark Duchesse the Berry, 190 days from Swansea for San Francisco, 10 per cent. British ship Hilston, 140 days from Port Talbot for Iquique, 10 per cent. British ship M. E. Watson, 140 days from Cardiff for Antofagasta, 10 per cent.

In a local case at Seattle, Wash., the State Supreme Court held on October 12 that the master of an ocean-going vessel and a seaman are not fellow-servants and the owners of the vessel are responsible for injuries occurring to seamen through the negligence of the master of the vessel. Patriek J. Woods was injured on board the steamer Tampico, which was bound from Seattle to the Hawaiian Islands. Woods was ordered by the master to cleat a sheet which had fouled in the shackles. He claims that while at work the master, without warning to him, ordered the course of the vessel changed, which resulted in a large wave coming on board and washing him across the ship. His leg was broken and he sued for damages. He secured a judgment for $2000, which is affirmed by this decision.

The Pacific Mail's annual report shows gross earnings of $5,775,783. This is an increase of $2,174,017 over the year before, when the gross receipts were $3,601,000. Expenses for the year were $4,480,771, leaving a balance of $1,295,012. Out of the latter there was deducted $496,000 for depreciation and general and extraordinary repairs of steamers and $371,000 for the lease of new piers in San Francisco. There was left, therefore, a surplus for the year amounting to $427,656. This is an increase of $180,760 over the year before. The company's fleet includes sixteen steamships owned and others leased. With the exception of $617,000 owed the Southern Pacific for advances, the company had at the close of the year only $201,000 of current debts as against $350,000 of cash and other available assets.

DIED.

Adolf Anderson, No. 881, a native of Sweden, aged 25, died at San Pedro, Cal., October 18, 1905.

John Lloyd Lennan, No. 881, a native of Oregon, aged 18, died at Empire City, Or., June 9, 1904.

Thomas Thomsen, No. 485, a native of Norway, aged 25, lost in the schooner Pearl, in Alaska waters, December, 1904.

HOW'S THIS?

We offer One Hundred Dollars Reward for any case of Catarrh that cannot be cured by Hall's Catarrh Cure. F. J. CHENEY & CO., Toledo, O.

We, the undersigned, have known F. J. Cheney for the last 15 years, and believe him perfectly honorable in all business transactions, and financially able to carry out any obligations made by his firm.

WALDING, KINNAN & MARVIN,
Wholesale Druggists, Toledo, O.

Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system. Testimonials sent free. Price, 75c. per bottle. Sold by all Druggists.

Take Hall's Family Pills for constipation.

F. R. Wall, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. Merchants' Exchange building, California street, near Montgomery; rooms 208-209 Phone Bush 508.

Bagley's Sun-Cured is now packed in pouches and the fronts will be received assorted with labels from the foil packages, for premiums.

Facts About New York.

When the New York city schools opened it is estimated that 610,000 children applied for admission, or about 42,000 more than presented themselves on the opening day last year. This large increase is one of many indications of the rapid growth of the city. That the State census which was taken last June will show that New York City has a population of considerable over 4,000,000 is considered a foregone conclusion.

Some cities look askance at the celerity in which New York is increasing in population. One of the commentators, who deplores the "herding together" of so many hundreds of thousands of human beings, has made some interesting compilations respecting the fearful pace at which New York moves.

He has figured it out, for instance, that every fifty-five seconds a train reaches this city and unloads several hundred nervous passengers.

Every forty-eight minutes a ship enters the harbor, either from a foreign country or a coast port.

Every forty seconds an immigrant enters this city, and every two and two-thirds minutes one makes his home here.

Every six minutes a child is born.

Death also in New York moves rapidly and resistlessly. Every seven minutes it starts another funeral through the streets. Every hour and three-quarters it strikes some one down in an accident; every ten hours it drives somebody to suicide, and every two days it commits murder.

Every thirteen minutes a marriage is performed.

Every ten seconds the lawyers start a new lawsuit, and every twelve hours a new lawyer starts out in search of still more litigation.

A house is built here every fifty-one minutes.

Although the police, as seen by a casual observer about the streets, do not appear to be dangerously overworked, yet they make an arrest every three minutes. On an average, a new prisoner is brought to the Tombs every two hours, and every five hours a criminal is sent from this city to State prison.

The British Postal authorities have made a regulation by which a depositor in the Postoffice savings bank will be allowed to withdraw any sum not exceeding one pound sterling ($4.86) from his account without previous notice, on producing the deposit book at any Postoffice savings bank and satisfying the postmaster that he is entitled to receive the money. It has been a drawback to the Postoffice savings bank system hitherto that the depositor in immediate need of a small sum has been unable to obtain it except by paying for an interchange of telegrams between the local office and London. The expense and delay of this process will now be obviated, and a depositor will be enabled to obtained an immediate cash payment at any one of the 15,000 Postoffice savings banks.

In North America and Europe combined the consumption of sugar per capita of their populations, according to the German returns was as follows: From 32.6 pounds in 1902-3 to 37.8 pounds in 1903-4, an unprecedented increase of 5.2 pounds per capita.

Demand the union label on all products.

COAST SEAMEN'S JOURNAL

Published Weekly by
THE SAILORS' UNION OF THE PACIFIC
Established in 1887

W. MACARTHUR....Editor | P. SCHARRENBERG, Manager

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, - - - - OCTOBER 25, 1905.

HISTORY, "AS SHE IS WROTE."

Our Socialist contemporary, the Cleveland Citizen, has discovered the "true inwardness" of the great Australian maritime strike! That paper, with characteristic modesty, admits that the discovery is not entirely its own, and gives first credit to its distinguished and reliable informant, the Open Shop, a publication which, as indicated by its name, may be accepted as authority in all matters of the kind. In this the Cleveland Citizen but demonstrates its own wisdom, since we know that learning consists mainly in the judicious selection of authorities. Observers of events in the labor world during the past twelve or fifteen years will doubtless be pleased, as well as surprised, to receive this new light upon an important event. The light in question is diffused over two columns of the Citizen, but the particularly luminous ray is that which describes the immediate cause of the great industrial upheaval. After noting the relations previously existing between employers and employes in the Antipodes, in which it is shown that the lions (the trade-unionists) were led by asses (the trade-union officials), the new historian proceeds, as follows:

> The cause of quarrel was childish, as McEacharn meant it should be. A difference arose between the quartermaster and the steward of one of his coasting steamers over the charms of a stewardess. The captain, to settle the difficulty—as he thought, poor man,—discharged the sailor. The union demanded his reinstatement. McEacharn, knowing what the reply would be, offered to put him on another ship. The union demanded reinstatement on the same ship. McEacharn in very courteous terms pointed out that that was impossible. Then the asses who led the lions told him that unless the reinstatement was effected within twenty-four hours they would call the crews off all his ships and order a general strike.
>
> Then, like a flash, McEacharn unmasked his guns. Back went the reply that the unions might strike and be damned.
>
> The strike was ordered. And then there followed a battle grim and great. Union after union was called out, ship after ship was laid up, State after State was involved in the quarrel, until the whole continent stood under arms. In less than four weeks the fires of nearly every coasting steamer were drawn. The trade of Australia was paralyzed. Four hundred thousand unionists were idle, and every man of them was drawing half-pay. Also every unemployed man who looked like becoming a free laborer was paid a weekly allowance from the general fund to prevent remanning the ships.
>
> But the Shipowners' Union that McEacharn had organized didn't even try to reman the ships. The land boom had reached its limit, trade was declining, very large coal reserves had been laid up, the funds and membership of the unions were known to a dollar and a man. The shipowners simply sat down on their hunkers and waited.

So it now appears that the whole trouble was caused by the proverbial and inevitable "woman at the bottom of it"! Verily, great results flow from small causes. All hail the historian who, instead of burrowing for the hidden springs of human action, can explain the most momentous events upon the simplest and apparently most superficial grounds. Hereafter we may expect that history shall be written in the form of the "problem story"; that all its lessons shall be lessons of love, and that all the causes of discord between men and nations shall be resolved into elements of jealous rivalry for the smiles of fair woman. The wonder, and sorrow, is that the men who made and wrote the history of the great Australian maritime strike did not themselves realize that they were merely backing up a childish squabble between a quartermaster and a steward over the charms of a stewardess. Like the armies of Menelaus and Priam, the seamen and shipowners of Australia fought all unwitting of the Helen in the case.

Reference to the JOURNAL's accounts of the strike (which, by the way, are composed mainly of official correspondence from both sides to the dispute) and to the Australian Government reports on the subject, gives no inkling of the cause ascribed by the Cleveland Citizen's authority. On the contrary, these accounts put a very serious face on the matter. It is interesting, by way of comparison between history, "as she is wrote" by the men who make it, and by the men who discover it some years later, to briefly review the causes of the strike, as related at the period of their happening. Organized labor in Australia in 1890 was powerful and therefore naturally disposed to use its power, whether rightfully or wrongfully need not here be discussed. Practically, the situation then was much the same as it has been in the United States during the past few years. The trade-unions had established the "Closed Shop" in almost all industries. With this growth of labor organization there came into existence a counter organization of capital, inspired and conducted much as is the Citizens' Alliance movement of the present day. The shipowners formed a branch of this movement, under the title, "Steamship Owners' Association of Australasia." The latter body came into conflict with the seamen on the question of increasing wages. This question, as the Steamship Owners afterward declared, might have been adjusted without a strike. However, while that question was still being discussed the steamship officers also made a demand for an increase of wages and other improvements, the most important of which provided for an increase in the number of officers on certain routes. These demands were likewise refused. The officers then affiliated with the respective central bodies in Victoria, New South Wales and New Zealand, and appealed for their assistance. The Steamship Owners then announced that they were willing to consider, and possibly grant, the demands of the officers, but only upon condition that the latter would sever all affiliations with organized labor, upon the ground that such affiliations were subversive of discipline. This ultimatum was rejected by the officers, and they went on strike. The seamen, firemen, cooks and stewards and other crafts walked out in support of the officers, and the great strike was on.

Such are the facts, as admitted by both sides. Underlying the questions of increasing wages and recognition of the officers' right to affiliate with organized labor there existed the fear on the shipowners' part that the seamen would "run the business," and, on the seamen's part, that the shipowners would destroy the unions. Any one who reads the accounts of the Australian maritime strike of 1890 can not but note the similarity, both as to cause and as to reasoning, between that event and most great strikes of the present day. The failure of the Australian strike was due, not to the policy of laying up the vessels, but, on the contrary, to the fact that the vessels were run with non-union seamen, the presence of whom was due, in turn, to the policy of high initiation fees which had theretofore prevailed throughout the country, but which was abandoned as a result of the strike.

Another maritime strike took place in Australia in 1893, caused by a movement on the part of the shipowners to greatly reduce wages. In neither of these instances do the quartermaster, steward or stewardess appear in even a subordinate capacity. We see it all now. These great characters in the drama were reserved for the genius who has just flashed upon them the limelight of historical truth!

Having demonstrated the "childishness" of the strike, the article in question goes on to show the results, which, in effect, amount to complete control of the country by the trade-unions. Says the veracious narrator: "Eleven years ago the unions were battered, dead, done for. To-day their direct lineal successor owns the whole blessed Commonwealth of Australia." Of course, all this has been brought about by political action. Here we have another new light on history, or rather on the facts of to-day. Ordinary observers of Australian affairs have been led to believe that the sum of results from the political action of the Australian workers is contained in the Compulsory Arbitration laws, which measures are even now being regarded as of doubtful advantage. In other words, the political victories of our Australian friends are distinctly of the Pyrrhic order; they have cost more than they are worth.

In presenting to its readers the new history of the Australian maritime strike, the Cleveland Citizen expresses the hope that "every reader will carefully peruse the article." "It is highly instructive," says our Socialist contemporary, "and the lesson it teaches ought to be generally known, no matter what industrial or political views the reader may hold." Quite right. "The lesson it teaches" is twofold; first, that the avowed enemies of organized labor will stop at no absurdity in the hope of making the labor movement appear "childish" in the eyes of uninformed persons; secondly, that the Socialist press will not hesitate to incur suspicion of affinity with the "Open Shoppers" by repeating the libels and absurdities of the latter, if thereby it can make a point for the "propaganda."

Our esteemed contemporary, the Union Record, of Seattle, Wash., has been enlarged and generally improved, as the result of a new policy recently adopted by the trade-unionists of the Northwestern metropolis. The Union Record is a worthy representative of the labor press, and its success is therefore a matter of congratulation on the part of its contemporaries.

Demand the union label on all products.

THE CHURCH AND LABOR.

The so-called rapprochement between the churches and organized labor has evidently begun to produce results. The Rev. Charles Stelzle, leader of the movement to bring these institutions together, is quoted by the Literary Digest as having made the "rather surprising statement" that "organized labor is more hostile at present toward the Roman Catholic Church than toward the Protestant churches, by reason of the recent attitude on social questions taken by Rome." The surprising thing about this statement consists not in the statement itself, but in the making of it. On second thought, instead of being surprised, we should be reconciled by the fact that such statements are just what might have been expected under the circumstances. Doubtless we shall hear other such statements before the rapprochement between faith and works reaches its consummation. Touching the merits of Mr. Stelzle's statement, it is made out of whole cloth, or at any rate, out of very inadequate materials—that is, from incomplete observation. The "attitude on social questions taken by Rome" has no more effect upon organized labor in the United States than has the attitude on the weather taken by the Man in the Moon. It is the attitude of the local clergyman toward the local trade-union that counts in the opinion of the latter. That opinion, we feel bound to say, is not being improved by the "Department of Church and Labor." Mr. Stelzle, the head of that institution, is a very worthy man, so far as we know, very ambitious to do good and particularly desirous of mixing the oil of churchianity with the water of trade-unionism. Mr. Stelzle's zeal is admirable, but his discretion is—well, it simply isn't. As long as men believe in Heaven as a good place for themselves and their friends, and in Hell as a good place for their enemies, the churches will always fill a "long-felt want," provided that, in kind and degree, their preachings keep pace with advancing thought on the subject of that which is desirable in the hereafter. But the churches' place in the "here" is not in the labor movement, but in their own movement, the religious movement. Any attempt to combine these movements is bound to fail, and in that failure both movements are bound to suffer. With all due respect to the churches, we warn the labor movement that no good can come to it from any movement that tends or attempts to combine religion and economics. Religion, economics and politics are separate and distinct institutions, and for their own good they must be kept apart.

The Typographical unions throughout the country are making good progress toward the establishment of the eight-hour day in the printing trade. The International Typographical Union announces that 240 local unions have already secured the eight-hour day or have entered into agreements under which the shorter workday will go into effect on January 1. In all other cases the prospects are good for a speedy and complete victory. Another great craft converted to the principle of shorter hours of labor and longer hours of life!

And now we learn that the Bengalis have adopted the boycott as a means of protesting against the conduct of the British Government. Here is an opportunity for Mr. Post to show these deluded people the wickedness of that un-Indian institution!

The statement of Dr. D. K. Pearson, described as a "Chicago millionaire philanthropist," who said: "I would rather be John D. Rockefeller to-day, divested of his wealth and with his lovable personality, than any of the crew, saints or sinners, who are attacking him," reminds this sinner of the reply made by Thomas B. Reed to the Member of Congress who declared that he "would rather be right than be President." Dr. Pearson "can't be either"; that is to say, he can't be either Rockefeller or one of the crew. Dr. Pearson can be a toady, and that's all.

There is no panacea for the so-called labor question, but the union label will cure most of the symptoms. Demand that emblem when making purchases in any line!

Look for the Garment Workers' label when purchasing ready-made clothing of all kinds. And beware of imitations!

Friendly Comment.

The COAST SEAMEN'S JOURNAL, under the able editorial management of Walter Macarthur, has started on its nineteenth year.—San Francisco Call.

The COAST SEAMEN'S JOURNAL, one of the best labor papers on the Pacific Coast, celebrated its eighteenth anniversary last week. This paper is published by the Sailors' Union of the Pacific.—Union Labor Journal, Bakersfield, Cal.

The COAST SEAMEN'S JOURNAL has entered its nineteenth year with splendid vigor. Editor Macarthur and the Sailors' Union have our congratulations.—Labor News, Eureka, Cal.

The COAST SEAMEN'S JOURNAL has entered upon its nineteenth year. The JOURNAL is one of the papers to which one looks with confidence in finding in its columns something substantial and worth while.—Sunday News, Sacramento, Cal.

The COAST SEAMEN'S JOURNAL, of San Francisco, has entered upon its nineteenth year. The JOURNAL is one of the best labor papers published. Its particular field is the improvement of the conditions of sailors, and it has done much for them.—Seattle (Wash.) Union Record.

The COAST SEAMEN'S JOURNAL finished its eighteenth year as a journal last week. Editor Macarthur writes: "The JOURNAL is growing old; as compared with the average life of similar publications, it is a veritable patriarch." These words are true, but they are true because the JOURNAL has been worthy of survival. It is one of the best-edited trade journals in the United States.—Gray's Harbor (Wash.) Post.

The COAST SEAMEN'S JOURNAL has just entered upon its nineteenth year. We do not exaggerate when we say that it is one of the ablest labor journals in the world, and seemingly one of the most prosperous. We congratulate Editor Macarthur, the members of the Coast Seamen's Union, and labor generally, for the good the JOURNAL has done in the past, and wish it a career of equal usefulness in the future.—San Francisco Star.

With last week's issue of the COAST SEAMEN'S JOURNAL that estimable publication entered upon the nineteenth year of its valuable career. There is perhaps no labor paper in the United States that has lived longer and as prosperous, worked harder, and as ably defended and advocated the precepts of the organized wage-earners of the country. First of all, the JOURNAL has been devoted to the interests of the seamen, and after that it has been used to improve the great mass of "land lubbers", who need a stout heart and strong arm in the avenues of industrial reform; and like old wine the JOURNAL gets better each year.—Portland (Or.) Labor Press.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC.

HEADQUARTERS, NEW YORK, N. Y., Oct. 12, 1905.
Shipping slack; prospects better.
H. P. GRIFFIN, Secretary.
166 Christopher st.

FISHERMEN'S PROTECTIVE UNION OF THE PACIFIC COAST AND ALASKA.

HEADQUARTERS, SAN FRANCISCO, Oct. 13, 1905.
Regular weekly meeting came to order at 8.00 p. m., Ed. Andersen presiding. I. N. Hylen and Andrew Brandt were elected delegates to the convention of the International Seamen's Union at Cleveland, O. Ed. Andersen, Andrew Brandt and I. N. Hylen were elected delegates to the Japanese and Korean Exclusion League. The Banking Committee was elected for the ensuing term.
I. N. HYLEN, Secretary.
9 Mission st.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

HEADQUARTERS, SAN FRANCISCO, Oct. 23, 1905.
Regular weekly meeting was called to order at 7:30 p. m., E. Ellison in the chair. Secretary reported shipping fair. The following were declared elected delegates to the tenth annual convention of the International Seamen's Union, to be held at Cleveland, O., December 4, 1905: A. Furuseth, P. B. Gill, W. Macarthur, H. L. Petterson and Ed. Rosenberg.
A. FURUSETH, Secretary.
S. W. cor. East and Mission sts. Tel. Main 5397.

TACOMA AGENCY, Oct. 16, 1905.
No meeting; no quorum. Shipping medium; prospects good. Men scarce.
H. L. PETTERSON, Agent.
3004 McCarver st. Tel. Main 808.

SEATTLE AGENCY, Oct. 16, 1905.
Shipping fair.
P. B. GILL, Agent.
1312 Western ave. P. O. Box 48. Tel. James 3031.

PORT TOWNSEND AGENCY, Oct. 16, 1905.
No meeting; no quorum. Shipping dull; prospects poor.
WM. THORBECK, Agent.
114 Quincy st. P. O. Box 48. Tel. 443.

ABERDEEN AGENCY, Oct. 16, 1905.
Shipping and prospects fair.
WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

PORTLAND (OR.) AGENCY, Oct. 17, 1905.
No meeting; no quorum. Situation unchanged.
D. W. PAUL, Agent.
40 Union ave. Tel. Hood 352.

EUREKA AGENCY, Oct. 16, 1905.
No meeting; no quorum. Shipping fair; prospects fair.
C. SORENSEN, Agent.
222 C street. P. O. Box 327. Tel. Main 566.

SAN PEDRO AGENCY, Oct. 16, 1905.
Shipping medium; prospects fair.
HARRY OHLSEN, Agent.
P. O. Box 2380. Tel. Main 774.

HONOLULU (H. T.) AGENCY, Oct. 10, 1905.
Shipping medium; prospects uncertain.
A. COLDIN, Agent.
Cor. Queen and Nuuanu Sts. P. O. Box 96.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

HEADQUARTERS, SAN FRANCISCO, Oct. 19, 1905.
Regular weekly meeting was called to order at 7:30 p. m., Ed. Andersen in the chair. Secretary reported shipping quiet. Balloting on election of delegates to the International Seamen's Union convention, to be held at Cleveland, Ohio, was proceeded with.
EUGENE STEIDLE, Secretary.
54 Mission st.

SEATTLE (WASH.) AGENCY, Oct. 12, 1905.
No meeting. Shipping quiet. Sailing ship cooks scarce.
W. SORENSEN, Agent.

SAN PEDRO (CAL.) AGENCY, Oct. 12, 1905.
Shipping quiet. Plenty of men ashore.
G. LLOYD, Agent.

LAKE SEAMEN'S UNION.

HEADQUARTERS, CHICAGO, ILL., Oct., 16, 1905.
Shipping fair; prospects good.
WM. PENJE, Secretary.
123 North Desplaines st.

MARINE COOKS AND STEWARDS OF THE GREAT LAKES.

HEADQUARTERS, BUFFALO, N. Y., Oct. 17, 1905.
Situation unchanged.
H. R. WALKER, Secretary.
55 Main st.

ATLANTIC COAST SEAMEN'S UNION.

HEADQUARTERS, BOSTON, MASS., Oct. 17, 1905.
Shipping fair.
WM. H. FRAZIER, Secretary.
1½A Lewis st.

ATLANTIC COAST MARINE FIREMEN'S UNION.

HEADQUARTERS, BROOKLYN, N. Y., Oct. 12, 1905.
Shipping dull. General situation fair.
DANIEL SULLIVAN, Secretary.
15 Union st.

On the Great Lakes.

(Contributed by the Lake Seamen's Unions.)

Seamen's Convention.

On Monday, December 4, at Cleveland, Ohio, there will assemble in convention some of the brightest minds in the seamen's union movement, among these being delegates from the Sailors' Union of the Pacific, Pacific Coast Marine Firemen's Union, Fishermen's Union of the Pacific Coast and Alaska, Marine Cooks and Stewards of the Pacific, Bay and River Steamboatmen, Atlantic Coast Seamen's Union, Atlantic Coast Marine Firemen, Marine Cooks and Stewards of the Atlantic, Fishermen's Union of the Atlantic, Inland Seamen's Union, Lake Seamen's Union and Marine Cooks and Stewards of the Great Lakes.

During the convention an open meeting, at which all men in sympathy with organized la bor will be welcomed, will be held, and will be of special interest to the seamen of the Lakes, Every seaman on the Lakes in any capacity, should make it an object to be at this meeting. Among the speakers it is hoped will be Comrades Furuseth, Macarthur, Rosenberg, Andersen, Steidle and Harrington, of the Pacific Coast, Comrade Sullivan, of the Atlantic Firemen, and Comrade Frazier, of the Atlantic Coast Seamen. The meeting will be worth every man's while. Let us all be there and tender the same courteous treatment our delegates received from both Coasts.

W. H. J.

Conneaut, O.

Sale of Carferry.

An order was made some time ago by Court Commissioner Hugh Ryan, of Milwaukee, restraining Captain E. G. Crosby, president of the Grand Trunk Carferry line, a Milwaukee corporation, from selling the carferry Grand Haven, owned by that corporation. The boat is now advertised for sale at public auction. The injunction order has just been made public. It does not aim to prevent the public auction sale of November 7, as that is to be made under foreclosure proceedings brought by the Fidelity Trust Co. This company loaned the carferry corporation $175,000.

It is understood that there are several corporations which want the boat, and if she should leave the present Milwaukee-Grand Haven line the business of the Detroit, Grand Haven & Milwaukee Railway Co., which is the Wisconsin end of the Grand Trunk system, would lose a good deal of its freight business, now carried by the ferry.

The Ann Arbor and the Pere Marquette road as well as the Grand Trunk system, would like to secure the boat, and the indications are that if the sale takes place, there will be some spirited bidding. The Grand Trunk system would be glad to forestall such public sale if it could, in order to secure the boat upon its own terms. The injunction, however, was to prevent a rumored previous sale.

The wreck of the Canadian steamer Melbourne, burned in Murray Canal four weeks ago, has been sold to B. W. Folger, of Toronto. He will have the hulk raised in order to save the machinery.

May Get Steel Ore Land.

George W. Perkins, chairman of the finance committee of the United States Steel Corporation, is quoted in a dispatch from New York as saying that the question of taking over the Great Northern ore lands of the Mesaba range is again receiving consideration. It is expected, the dispatch says, that the Great Northern officials, at a meeting to be held October 12, will ratify a contract now being prepared concerning the ore lands. Official announcement of the transaction is said to be prospective on that date.

The basis of the proposed transfer of control is not known, but it will include a tonnage contract of great value to the Great Northern. It was tonnage that took the Great Northern on to the Mesaba range, and the road has sought the control of ore only for the purpose of controlling the tonnage.

The dispatch says that the deal will be on a royalty basis, but it will certainly have some provisions regarding annual tonnage. It has been taken for granted for some time that the Steel Corporation would ultimately take over the Hill ore lands, which are estimated to contain ore in various amounts.

Loss of the Roby.

The barge George W. Roby which recently went aground at the Limekiln Crossing, caught fire and will be a total loss. The Roby was built at Bay City in 1889, and was originally a steamer. Her days of usefulness in that class being over, her engines were taken out last winter and placed in the new steamer F. L. Robbins. Since then she has been towed by the steamer Major, formerly the John Mitchell. At the time she grounded at the Limekilns, the Roby was upbound with a cargo of soft coal, and it is believed this will also be a total loss. The Roby is owned by W. H. Reeker of Cleveland, and has an insurance valuation of $40,000. It is a singular coincidence that the loss of the Roby, a converted steamer, should have followed so closely the destruction by fire of the barge V. H. Ketchum on Lake Superior, which was also formerly a steamboat. The Roby was insured for about $30,000. The vessel was in good shape, as a large amount of repair work was done on her last winter when her machinery was taken out.

If the present good weather continues so that work is not hindered, the first cargo of coal will go on the new Hanna dock on Connor's Point between October 20 and the last of the month. Rapid progress has been made on the structure, especially during the recent past and there is now no doubt whatever that the half of the structure which it had been intended to finish this winter will be in operation before the close of navigation. The coal pockets which will be in the center of the completed dock, but which are on the east side of the half to be finished this season, are nearing completion, and with the present force engaged on them there will be no difficulty in concluding the work on them in a short time. The three unloading rigs are also about finished, as is the tower trestle, which carries them.

Lake Captain Dies.

With the passing of Captain E. F. Moore, another old-time vesselman is gone. Captain Moore was born in Harrison, Mich., seventy-nine years ago, and at the age of sixteen years began sailing. At twenty-one years he was master of the passenger steamer Albion, running between Mt. Clemens and Detroit. He was afterward active in tug business and became an owner. Captain Moore won admiration in November, 1883, when he went out of Port Huron with the tug Torrent in a raging snowstorm and gale and went up to the Georgian Bay region and rescued the schooner Merrimac, which had lost her masts and was at the mercy of a storm. No other captain in the harbor would venture out, saying it was sure death. Later Captain Moore sailed well-known passenger steamers out of Detroit. He had not sailed for about fifteen years. He leaves a widow and daughter.

Perhaps never in the history of Lake commerce has the present situation regarding men on the Lakes been duplicated. At Conneaut Harbor for two days, October 12 and 13, not a single able-seaman was shipped, and only two ordinary-seamen. There is a large surplus of men ashore at all Lake Erie ports, while at upper Lake ports there is a corresponding shortage. Especially is this true of Lake Superior ports, where it was almost impossible to get able-seamen during the week just past. On October 14 two vessels came down the Lakes short of their wheelsmen, while at Lake Erie ports men are crowding the Seamen's halls and running the docks. By the way, this latter is something that should be stopped. The sooner we all stay in the halls and compel ships' officers to ship us there, the sooner we will have the respect of those officers.

W. H. J.

Conneaut, O.

W. H. Simpson, General Superintendent of the Northwestern Fuel Company, at Milwaukee, has compiled the following figures relating to the coal supply in Milwaukee, with total Lake arrivals during the season of Lake navigation up to October 1. The total receipts of anthracite for the season up to October 1 were 575,552 tons; of bituminous, 1,139,713 tons, making a grand total for the season of 1,715,265 tons. During the year 314,092 more tons arrived there than in 1904, although the September arrivals showed a decrease.

Captain J. C. Hume, a retired captain, who sailed many boats on the Lakes in the early days, is dead at St. Catherine, aged seventy-six years, from the results of an accident while assisting in bringing in some corn stalks to his barn. He fell from the load, alighting on his head and fracturing his skull.

John Carlson, of Escanaba, a seaman on the steamer John W. Gates, while covering the hatches recently, at Erie, lost his footing and fell into the hold, the hatch-cover falling on top of him. He died from his injuries at Hamot Hospital.

Demand the union label on all products.

Marine Notes.

Seventy-five men have been laid off at the St. Clair plant of the Great Lakes Engineering works on aeeount of laek of material. Within a month the entire force will be back at work, however.

The steamer Western States made her last trip to Buffalo on October 20, and from that date until the close of navigation the Eastern States will cover the route, leaving Detroit every other day.

One of the most important features of Lorain's new Life-Saving station will be an emergency apparatus whieh will be kept on a Lake Shore eleetric car for instant serviee. In this manner the Lorain erew will be able to proteet the Lake shore from Rocky River to Sandusky. It is expected that work will start in about three weeks on the eonstruction of the building.

The tug Walter Vail, operated by the Milwaukee Wrecking Company, recently arrived at Alpena, Mich., for the purpose of recovering the cargo of the steamer Shaw, whieh went down off Sturgeon Point, twelve years ago. Earlier in the season the wreck was located by the tng Fisherman and four buoys attached to it, but these have been earried away or stolen. If the wreck cannot be readily located again operations may be suspended until spring. On the Vail is W. G. Smith, inventor of the Smith diving bell. He was at Alpena in 1898 engaged on the wreck of the Pewabic, lost near the mouth of the bay in the '60s, with a cargo of copper. An aeeident to the diving bell which cost two lives stopped operations.

The body of a woman, yet nnidentified, was found in the water near Gorgontua, on the north shore of Lake Superior, reeently. The diseovery was made by William Verveile from a canoe, and he being a justice of the peace, took charge of the body, whieh he sent to the Soo on the United States & Dominion Transportation Company's steamer Manitou. It is now awaiting identification, which would still be possible by anyone knowing deceased in life, as it is well preserved. Identification is very difficult, owing to the fact that the body when found had not a particle of elothing or even finger rings upon it. It is that of a woman thirty-five or forty years of age, and five feet four inches in height. It is thought to be the eook from the barge, V. H. Ketehum, whieh sank in Lake Superior recently, not far from where the body was found.

An answer has been filed in the Duluth Admiralty Court in the suit of John Morgan against the Pittsburg Steamship Company. This is the suit in whieh Morgan seeks to obtain $2,000 damages for an alleged brutal assault upon him on the steamer Matoa, of the Pittsburg line, at Two Harbors not long ago. He elaims the mate of the steamer hit him with an ax and that Captain Geroux not only countenanced the act of the mate, but threatened the plaintiff with further dire happenings. The defendant eompany sets forth in its answer that Morgan appeared upon the boat at Two Harbors grossly intoxieated and repeatedly threatened the mate with bodily injury, and the mate, in fear of bodily harm, struek Morgan with an ax and thus subdued his perturbed spirit. The company elaims it was in no way responsible for the act of the mate, as he struck Morgan as an individual and entirely outside of his duty as an offieer of the ship.

TONAWANDA LETTER LIST.

Anderson, H. B.	Herring, S. A.
Andrasen, Nills S.	Hillman, Henry
Atcheson, Fred	Hanson, P.
Brown, Clarence J.	Jacobson, August
Bergorstrom, Oscar	Johnson, Joe
Baase, Paul	Johanssan, Carl
Brown, Fred C.	Karlsen, Karl A.
Bandon, Fred	Knudsen, H.
Brown, Joe	Kozlaske, Michael
Brinniers, Heer K.	Karlsson, G. P.
Carlsen, Carl	Leeland, W. M.
Coburn, J.	Lundgren, Victor
Cobb, James W.	Lafarge, John
Cunningham, John	Labo, Peter
Clare, Frank	Maese, Max
Conger, Joseph	Mathiasen, Oscar
Champine, Tony	Magnassan, C. J.
Cattanach, Ralph	McGrath, R.
Christensen, Chas.	McLawby, Ed.
Curire, John	McDonald, Murdock
Corran, F.	McLeod, Thos.
Charlson, Karl A.	McNamara, Michael
Danielsson, J.	Nicholson, Andrew
Donaldson, Chas. B.	Milsen, Nils.
Daugherty, James	Nilsen, Welenius
Drucks, Louis	Pedersen, A. H.
Engelson, J. M.	Palmatier, George
Fjeldsgaard, Adolf	Pederson, N. A.
Furtaw, Parker	Omonsen, Tollak
Farran, James	Rankin, Jac. W.
Glanz, Edw., Jr.	Sullivan, S. P.
Gillgren, Peter	Sarsen, Dick.
Green, J. S.	Shannon, H. P.
Gay, Harry B.	Stalls, William
Housen, Thergrin	Sheldon, H. S.
Hausen, Martin	Tovatt, Frank
Heeley, Edmond	Van Antverp, Chas.
Hillman, J. R.	Waters, Frank
Hansan, A.	Young, James
Hansen, Karl Otto	

CONNEAUT LETTER LIST.

Anderson, Robt.	Janes, E. G.
Badgley, Frank	McNeeley, Matt .
Boufford, Fred	Moriarity, Danl.
Corey, Donald D.	Meyers, Chas.
Cromwell, Birdsey	McGuire, J. J.
Dorekermann, Geo.	Muskon, F.
Dahl, Ernest	Parsons, C. H.
Fuller, Achil	Paulson, Hans
Hill, Harry	Roberts, Harry
Hughes, Jas. J.	Whitcomb, Harry M.
Isaacs, Freeman J.	Wadsworth, Frank
Ingman, Gust.	

DETROIT LETTER LIST.

Whitcomb, Harry M.	Wald, Frank
Hansen, Carl	Ayers, E. E.
Easu, Al.	Anderson, Harold
A dead letter addressed to Wm. G. Weber.	Nadu, N., Jr.
	Nicklson, Donald
	Roland, Frank M.
Larsen, Crean	Almand, Albert
McManus, Wm.	Doyle, Jos.
Gallagher, J. C.-2	Blakly, A.
Westover, Alex.	Johnson, Victor
Olsen, Waldmar-2	Farwell, Roy
Brown, W. H. J.	Lenard, L.
Johnnieson, Hilne	Fehnssen, John
Thomas, James-2	Squrr, W. J.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS

LAKE SEAMEN'S UNION

(Lakes District International Seamen's Union of America.)

121 and 123 North Desplaines Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, WIS.....133 Clinton Street
Telephone 240 South.
BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.....87 Bridge Street
Telephone 552.
CLEVELAND, O.....171 East River Street
Telephone Bell Main 1295.
TOLEDO, O.....719 Summit Street
Telephone Black 6981.
NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

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Ashland Phone 1563.
SUPERIOR, WIS.....1721 North Third Street
Telephone Peoples 4615.
BAY CITY, MICH.....919 North Water Street
OGDENSBURG, N. Y.....94 Hamilton Street

SUB-AGENCIES.

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ERIE, PA.....107 East Third Street
Telephone Bell 599 F.
CONNEAUT HARBOR, O.....992 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
Telephone 1944 South Chicago.
SANDUSKY, O.....1107 Adams Street
PORT HURON, MICH.....931 Military Street

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CHICAGO, ILL.; DETROIT, MICH.; CLEVELAND, O.

RELIEF STATIONS.

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Erie, Pa.	Saginaw, Mich.
Escanaba, Mich.	Sandusky, O.
Grand Haven, Mich.	Sault Ste. Marie, Mich.
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Ludington, Mich.	Superior, Wis.
Manistel, Mich.	Toledo, O.

We Don't Patronize.

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Cigars—Carl Upman of New York City; Kerbs, Wertheim & Schiffer, of New York City; The Henry George and Tom Moore.
Flour—Washburn, Crosby Milling Co., Minneapolis, Minn.; Kelley Milling Co., Kansas City, Mo.
Groceries—James Butler, New York City.
Meats—Kingan Packing Company, of Indianapolis, Ind.
Pipes—Wm. Demuth & Co., New York.
Tobacco—American and Continental Tobacco Companies.

CLOTHING.

Buttons—Davenport Pearl Button Company, Davenport, Iowa; Krementz & Co., Newark, N. J.
Clothing—N. Snellenberg & Co., Philadelphia, Pa.; Clothiers' Exchange, Rochester, N. Y.; Strawbridge & Clothier, Philadelphia, Pa.; Blauner Bros., New York.
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Hats—J. B. Stetson Company, Philadelphia, Pa.; E. M. Knox Company, Brooklyn, N. Y.
Shirts and Collars—United Shirt and Collar Company, Troy, N. Y.; Van Zandt, Jacobs & Co., Troy, N. Y.; Cluett, Peabody & Co., Troy, N. Y.; James R. Kaiser, New York City.
Shoes—Harney Bros., Lynn, Mass.; J. E. Tilt Shoe Co., Chicago, Ill.
Suspenders—Russell Mfg. Co., Middletown, Conn.
Textiles—Merrimac Manufacturing Company (printed goods), Lowell, Mass.
Underwear—Oneita Knitting Mills, Utica, N. Y.
Woolens—Hartford Carpet Co., Thompsonville, Conn.; J. Capps & Son, Jacksonville, Ill.

PRINTING AND PUBLICATIONS.

Bookbinders—Geo. M. Hill Co., Chicago, Ill.; Boorum & Pease Co., Brooklyn, N. Y.
Newspapers—Philadelphia Democrat, Philadelphia, Pa.; Hudson, Kimberly & Co., printers, of Kansas City, Mo.; W. B. Conkey Co., publishers, Hammond, Ind.; Gazette, Terre Haute, Ind.; Times, Los Angeles, Cal.

POTTERY, GLASS, STONE, AND CEMENT.

Pottery and Brick—J. B. Owens Pottery Co. of Zanesville, Ohio; Northwestern Terra Cotta Co., of Chicago, Ill.; C. W. Stine Pottery Co., White Cottage, Ohio; Harbison-Walker Refractory Co., Pittsburg, Pa.; Utica Hydraulic Cement and Utica Cement Mfg. Co., Utica, Ill.

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Iron, Architectural—Geo. L. Meskir, Evansville, Ind.
Stoves—Germer Stove Company, Erie, Pa.; "Radiant Home" Stoves, Ranges and Hot Air Blast, Erie, Pa.; Wrought Iron Range Co., St. Louis, Mo.

WOOD AND FURNITURE.

Bags—Gulf Bag Company, New Orleans, La., branch Bemis Bros., St. Louis, Mo.
Baskets—Williams Manufacturing Company, Northampton, Mass.
Brooms and Dusters—The Lee Broom and Duster Company, of Davenport, Iowa; M. Goeller's Sons, Circleville, Ohio; Merkle-Wiley Broom Co., Paris, Illinois.
Carriages—Crane, Breed & Co., Cincinnati, Ohio.
Cooperage—Northwestern Cooperage and Lumber Company (otherwise known as the Buckeye Stave Company), of Ohio, Michigan, and Wisconsin; Elgin Butter Tub Company, Elgin, Ill.; Williams Cooperage Company and Palmer Manufacturing Company, of Poplar Bluff, Mo.
China—Wick China Company, Kittanning, Pa.
Furniture—American Billiard Table Company, Cincinnati, Ohio; Brumby Chair Company, Marietta, Ga.; O. Wisner Piano Company, Brooklyn, N. Y.; Krell Piano Company, Cincinnati, Ohio; N. Drucker & Co., Cincinnati, Ohio, trunks; St. Johns Table Company, St. Johns, Mich.; Grand Rapids Furniture Manufacturing Association, Grand Rapids, Mich.; Derby Desk Co., Boston, Mass.
Gold Leaf—W. H. Kemp Company, New York, N. Y.; Andrew Reeves, Chicago, Ill.; George Reeves, Cape May, N. J.; Hastings Company, Philadelphia, Pa.; Henry Ayers, Philadelphia, Pa.
Lumber—Trinity County Lumber Company, Groveton, Texas; Reinle Bros. & Solomon, Baltimore, Md.; Himmelberger Harrison Lumber Company, Morehouse, Mo.; Union Lumber Company, Fort Bragg, Cal.
Leather—Kullman, Salz & Co., Benicia, Cal.; A. B. Patrick & Co., San Francisco, Cal.; Columbus Buggy and Harness Company, Columbus, Ohio; Lerch Bros., Baltimore, Md.
Rubber—Kokomo Rubber Company, Kokomo, Ind.; B. F. Goodrich Rubber Company, Akron, Ohio; Diamond Rubber Company, Akron, Ohio.
Paper Boxes—E. N. Rowell & Co., Batavia, N. Y.; J. N. Roberts & Co., Metropolis, Ill.
Paper—Remington-Martin Paper Co., Norfolk, N. Y.; Potter Wall Paper Co., Hoboken, N. J.
Typewriters—Underwood Typewriter Company, Hartford, Conn.
Watches—Keystone Watch Case Company, of Philadelphia, Pa.; Crescent Courvoiseer Wilcox Company; Jos. Fahy, Brooklyn Watch Case Company, Sag Harbor.

MISCELLANEOUS.

Advertising Novelties—Novelty Advertising Company, Coshocton, Ohio.
Burlap—H. B. Wiggins' Sons' Company, Bloomfield, N. J.
Bill Posters—Bryan & Co., Cleveland, Ohio.
Railways—Atchison, Topeka and Santa Fe Railroad; Missouri, Kansas and Texas Railway Company.
Telegraphy—Western Union Telegraph Company, and its Messenger Service.
D. M. Parry, Indianapolis, Ind.
Wellman, Osborne & Co., Lynn, Mass.; Thomas Taylor & Son, Hudson, Mass.
C. W. Post, Manufacturer of Grape Nuts and Postum Cereal, Battle Creek, Mich.
Lehmaler-Swartz & Co., New York City.

On the Atlantic Coast.

(Continued from page 3.)

bad and insufficient food is assigned as the cause. Even after making due allowance for the proverbial proneness of seamen to "growl," it would seem that where there is so much smoke there must be some fire. An investigation of the subject by the Navy Department would undoubtedly be the best means to lay the whole trouble on the scrap-heap of has-been things. If the seamen have no reasonable cause or causes for deserting from the Navy this unreasonableness should be laid bare before the public, whose peace of mind is being continually disturbed by these unofficial arraignments of the service which persist in cropping up in the press. On the other hand, if the seamen of the Navy have a just cause or causes for deserting, it is the plain duty of the Government to look into the grievances of the men, and as far as possible rectify whatever may be the matter. If the cause is, as the seamen claim, bad and insufficient food, the remedy ought to be quite apparent and easy to a rich government like ours. If Secretary Bonaparte can not find time to look into the matter, perhaps President Roosevelt might be induced to do so after he gets through with the important task of eliminating brutality from football. Action of some kind and by some one seems to be needed badly, if our Navy is to be saved from the fate of our merchant marine, a service to be shunned by self-respecting men and boys.

The greatest danger to constitutional liberty lies in the gradual accumulation of arbitrary rulings, each forming a precedent for the next, which the courts of the country are insidiously substituting for the powers conferred upon them by the Constitution. If President Roosevelt were all that his warmest admirers say he is, he would yet be open to the accusation of having violated the Constitution more than any other President has done. With such an illustrious example of wrongdoing before them, it is small wonder that the Judiciary is weakening in its adherence to Constitutional limitations and procedures. The saddest and most dangerous feature of this insidious undermining of our Constitutional safeguards is its stealthiness, which hides its sinister potentialities from the great busy mass of the people. The remedy, however, is very simple. The people must, through the Initiative and Referendum, retain the supreme power of government in their own hands. That is the only way in which democracy can be preserved, which is but another way of saying that it is the only way in which our civilization can be advanced.

Judge F. A. Smith, of Chicago, who recently declared that "there is no such thing as peaceful, polite and gentlemanly picketing, any more than there can be chaste, polite and gentlemanly vulgarity, or peaceful mobbing, or lawful lynching," was distinctly foreshadowed by Job, when he asked: "Who is this that darkeneth counsel by words without knowledge?" A more senseless, misleading or incongruous collocation of terms than that devised by Judge Smith could not have been chosen had the selection been made by opening a dictionary at random and picking the first word that met the eye. Is there a sane man in America, who can perceive sufficient affinity between picketing, vulgarity, mobbing, etc., to warrant him in placing them in the same category for purposes of illustration? If there is, let him speak up now, or forever after hold his peace. As for Judge Smith, he is evidently intellectually in the same boat with the distinguished collegian, whose tongue inadvertently betrayed to the world that in his mind a scab was somehow associated with a hero.

Fag Ends.

Success sanctions everything!

Affliction tries the heart, fortune the head.

Democracy and civilization must rise or fall together.

Work for the Initiative and Referendum and the Recall!

The pride that scorns to owe a debt is sadly needed in this age.

Wisdom is simply the capacity to hold fast that which is good.

The best laid plans of mice and men usually leave the lawyers but a choice of evils.

Nothing is so obtusely dense as the mental brightness that never introspects itself.

The truth is never "discovered," but only liberated from its hiding-place.

It is much more difficult to instruct and improve men than to humbug and debase them.

"There is nothing new under the sun," in essence; but in form everything is being constantly renewed.

Where resistance to legalized injustice is a moral issue, obedience to government morally ceases to be a civic duty.

Power without responsibility is always dangerous, for no man or set of men are wise or good at all times.

A good cause is never so much in danger from the machinations of its enemies as from the indiscreet zeal of its friends.

Revolutions are psychological storms; and even as the sea is always rough and dangerous long after the storm has died away, so a people in revolt will be dangerous to organized society and government long after the causes of the revolt have been removed.

The many schisms in religion and politics are really symptoms of human progress; for did we all think alike on these subjects, what with the known infirmities of human nature, it is much more likely that we would all be wrong in our beliefs than that we would all be right.

A writer in the London Times is alarmed at England's lack of maritime prestige in the Atlantic. He calls attention to the tonnage of the German lines, particularly those of Hamburg and Bremen, cites the fact that they have large, fast ships in course of construction, but that no one of them are turbines. He intimates a doubt as to whether the turbine is to be on the ocean in shape of a ship propeller what it is in the office of the draftsman or engineer.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

Affiliated with the
AMERICAN FEDERATION OF LABOR.

WM. H. FRAZIER, Secretary-Treasurer.
1½A Lewis St., Boston, Mass.

AFFILIATED UNIONS.

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NEW BEDFORD, MASS., 7 South Water St.
PROVIDENCE, R. I., 464 South Main St.
NEW YORK, N. Y., 51-52 South St.
NEW YORK, N. Y., 68 West St.
PHILADELPHIA, PA., 129 Walnut St.
BALTIMORE, MD., 604 East Pratt St.
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ATLANTIC COAST MARINE FIREMEN'S UNION.

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Branches:
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JERSEY CITY, N. J., 35 Hudson St.
PHILADELPHIA, PA., 129 Walnut St.
BALTIMORE, MD., 1736 Thames St.
NORFOLK, VA., 89 Church St.
NEWPORT NEWS, VA., 2314 Washington Ave.
MOBILE, ALA., 104 South Commerce St.
NEW ORLEANS, LA., 937 Tchoupitoulas St.

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Headquarters:
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Headquarters:
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Headquarters:
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CLEVELAND, O., 171 East River St.
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NORTH TONAWANDA, N. Y., 152 Main St.
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SUPERIOR, WIS., 1721 North Third St.
ASHLAND, WIS., 515 East Second St.
OGDENSBURG, N. Y., 94 Hamilton St.
BAY CITY, MICH., 919 North Water St.
MANITOWOC, WIS., 809 South Eighth St.
ERIE, PA., 107 East Third St.
SOUTH CHICAGO, ILL., 9142 Mackinaw St.
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SANDUSKY, O., 1107 Adams St.
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TOLEDO, O., 1702 Summit St.
NORTH TONAWANDA, N. Y., 154 Main St.
OGDENSBURG, N. Y., 94 Hamilton St.
BAY CITY, MICH., 919 Water St.
ASHTABULA HARBOR, O., Tel. 305.
CLEVELAND, O., Atwater Bldg., Room 1.
CHICAGO, ILL., 42 Wells St. Tel. Main 3637.
MILWAUKEE, WIS., 317 Florida St.

Sub-Agency:
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PORTLAND, OR., 40 Union Ave.
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SAN PEDRO ,CAL., P. O. Box 2380.
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Headquarters:
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Branches:
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ASTORIA, OR., P. O. Box 183.

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THE COAST SEAMEN'S JOURNAL
Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the
FEDERATED SEAMEN'S UNION OF AUSTRALIA
29 Erskine Street, Sydney, N. S. W.

List of Union Offices
ALLIED PRINTING TRADES COUNCIL
Of San Francisco, Cal.

Abbott, F. H., 314-316 Battery.
Altvater Printing Co., 2593-2595 Mission.
Althof & Bahls, 524 Sacramento.
Art Printery, The, 41-43 Eighth.
Barnhart & Swasey, 107 New Montgomery.
Barry, James H,. The Star Press, 429 Montgomery.
Belcher & Phillips, 508 Clay.
Ben Franklin Press, 123 Seventh.
Bensen & Liss, 776 Bryant.
Berry Bros., 320 Sansome.
Bickell, L. A., 19 First.
Black Cat Press, 402 McAllister.
Boulin-Leichner Co., 519 Filbert.
Brown, Andrew, Printing Co., First and Mission.
Brunt, W. N. Co., 102-104 Second.
Budde, H. F., Cal. Press, 407½ Turk.
Caldwell, J. E., 526 Montgomery.
Clayburgh, Leilich & Schneider, City Hall Square.
Church Press, 23 Davis.
Collins, C. J., 16 Hayes.
Cook, The Morton L., 144 Second.
Crocker, H. S. Co., 217 Bush.
Cubery & Co., 587 Mission.
Danish Printing Co., 410 Kearny.
Daily Racing News, 21-23 First.
Day & McClinton, 538 Sacramento.
Drake & Baker, 850 Market.
Drum Bros., 638 Mission.
Eagle Printing Co., The, 344 Kearny.
Eastman, Frank & Co., 509 Clay.
Eastman & Mitchell, 28 First.
Fording & Halle, 22 Clay.
Francis-Valentine Co., 5 Anna Lane, off Eddy.
Gabriel Printing Co., 320 Sansome.
Galloway Publishing Co., 146 Second.
Gilmartin Publishing Co., The. 19 First.
Guedet Printing Co., 935 Market.
Golden State Printing Co., 73 Third.
Golden West Press, 146 Second.
Hancock Bros., 809 Mission.
Harvey, John D., 509 Clay.
Haydn Printing Co., 417 Montgomery.
Hicks-Judd Co., 21-23 First.
Hiester, Wm. A., 529 California.
Hughes, E. C. & Co., 511 Sansome.
Illinois-Pacific Glass Works, 10-16 Main.
Jalumstein Printing Co., 310 Hayes.
Knarston Printing Co., 529 Washington.
Lafontain, J. R., 535 California.
Latham & Emanuel, 511 Sacramento.
Leader, The, 532 Commercial.
Levingston, L., 540 Clay.
Levison Printing Co., 514 Sacramento.
Luce & Iler Co., 406 Sansome.
Lynch, James T., 514 Kearny.
Lyon, W. T. & Co., 161 First.
Majestic Press, The, 314 Eighth.
McCracken Printing Co., 509 Kearny.
Medina & Co., 221 Sacramento.
Meyerfeld, Alfred M., 414 Pine.
Monahan, John & Co., 412 Commercial.
Moore-Hinds Co., 28 First.
Morris & Bain, 108 Market.
Murdock, C. A. & Co., 532 Clay.
Mysell-Rollins Co., 22 Clay.
Nevin, C. W. & Co., 532 Commercial.
Occidental Mystic Press, 6 Cottage Row.
Pacific Goldsmith Publishing Co., 146 Second.
Partridge, John, 306 California.
Pernau Bros., 543 Clay.
Phelan, F. M., 111 Cook.
Phillips & Van Orden, 508 Clay.
Police Bulletin of San Francisco, Hall of Justice.
Polyglott Press, 628 Montgomery.
Recorder Publishing Co., 516 Commercial.
Roesch, Louis Co., 321-25 Sansome.
Rooney, J. V. Co., 1308 Mission.
Samuel, Wm., 411½ California.
San Francisco Newspaper Union, 405-407 Sansome.
Schreiber, P. H., 809 Mission.
Shanly, J. M., 414 Clay.
Smyth, Owen H., 511 Sacramento.
Spaulding, Geo. & Co., 414 Clay.
Springer & Co., 240 Ellis.
Stanley-Taylor Co., 656 Missio n.
Standard Printing Co., 51 8Clay.
Sterett Co., W. I., 933 Market.
Sterling Press, 229 Stevenson.
Stuetzel & Co., 144 Second.
Sunset Press., 1327 Market.
Sutter Press, The, 240 Stockton.
Tomoye Press, 144 Union Square av.
Town Talk Printing Co., 146 Second.
Turner, H. S., 3232 Mission.
Valleau & Peterson, 410 Sansome.
Wale Printing Co., 621 Clay.
Werner, Geo. A., 1067 Howard.
Western Fine Arts Co., 529 Clay.
Williams, Joseph, 142 Sevents.
Wilson, Geo. F., 405 Front.
Winkler, Chas. W., 146 Second.
Winterburn, Jos., 417 Clay.
Woodward, W. A. & Co., 12 Sutter.

BOOKBINDERS.

Althof & Bahls, 524 Sacramento.
Brown & Power Co., 508 Clay.
Buswell & Co., 536 Clay.
California Bookbinding and Printing Co., 28 First.
Crocker, H. S. Co., 217 Bush.
McGreeney, Wm. H., 23 Stevenson.
Hicks-Judd Co., 21-23 First.
Kitchen, Jr., Co., 510-514 Commercial.
Levison Printing Co., 514 Sacramento.
McIntyre, J. B., 424 Sansome.
Malloye, F., 422 Sacramento.
Mysell-Rollins Co., 22 Clay.
Phillips Bros., 505 Clay.
Rotermundt, Hugo L., 413 Sacraemnto.
Webster, Fred. L., 19 First.
Whelan, Richard I. & Co., 42 Steuart.
San Francisco Mailing Co., 609 Mission, 5th Floor.

PHOTO-ENGRAVERS AND ETCHERS.

Barnhart & Swasey, 107 New Montgomery.
Bolton & Strong, 621 Clay.
California Engraving Co., 506 Market.
San Francisco Etching Co., 109 New Montgomery.
McCabe & Sons, 611 Merchant.
Sierra Engraving Co., 324 Grant av.
Sunset Engraving Co., 108 Union Square av.
Union Engraving Co., 144 Union Square av.
Yosemite Engraving Co., 24 Montgom'y.

ELECTROTYPERS AND STEREOTYPERS.

American Press Association, 19 First.
Hoffschneider Bros., 412 Commercial.
Martin & Co., 508 Clay.



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General News.

The Chinese Minister has received instructions from the Emperor to investigate and report on the local systems for electrical lighting, telegraph and telephone communication.

Frank S. Komp, of Chicago, the former president of the Kenosha (Wis.) State Bank, convicted of perjury, has been sentenced to two years at hard labor in the State prison.

The War Department has awarded contracts for all the material required for the installation of an elaborate wireless telegraph system in the southern part of the Philippine Islands.

The Lynn county (Ia.) Grand Jury has returned three indictments against the Chicago, Rock Island and Pacific Railroad, for alleged discrimination in passenger rates.

The French Parliament will be asked to offer a $200,000 prize for a cure of consumption. The project has the approval of the Government and therefore its adoption is assured.

The elections of the Russian National Assembly will commence November 12. On account of the indirect system adopted the election will cover a period of from ten days to two weeks.

The Governor of the Dutch East Indies has reported that the troops have attacked the rebels in the Gova country. Fifty natives were killed. The Dutch troops lost seven men killed.

It is said that the Canadian side of Niagra Falls has receeded 300 feet during the last eighty years, and an investigation will be made by the International Waterways Commission.

It is said that owing to President Roosevelt's opposition to his Cabinet officers mixing in general politics, the members of his official family will confine their speeches to places in their own States.

The American Humane Association, recently in convention at Philadelphia, Pa., rejected a resolution offered by Miss Hall, of Cincinnati, advocating a national law authorizing administration of anesthetics to those dying in agony.

At the conclusion of a week's trial District Judge Good of Auburn, Neb., has sustained a motion to dismiss the charge against Charles M. Chamberlain, accused of wrecking the Chamberlain Bank of Tecumseh. The specific charge was embezzlement.

The announcement has just been made that the formal opening of the Simplon tunnel will have to be again postponed until next spring. It appears that the boring of the parallel gallery cannot be proceeded with as fast as was expected because of about 1500 feet of crumbling rock found near the Italian entrance.

The famous fair of Niji-Novgorod, in Russia, which has just ended, has proved this year a greater failure than in many years past. It is said that the development of railroads in Russia and the adoption on a larger scale of modern business methods are causes of the diminution of the volume of business transacted at the fair. Many Moscow merchants no longer send goods and products to the once famous fair.

President Roosevelt, through the State Department, has issued an order concerning examinations for the Civil Service. The order reads as follows: "No officer or employe of the Government shall directly or indirectly instruct, or be concerned in any manner in the instruction of, any person or classes of persons with a view to their special preparation for the examination of the United States Civil Service Commission. The fact that any officer or employe is found so engaged shall be considered sufficient cause for his removal from the service."

World's Workers.

The New Zealand Department of Agriculture has appointed two women as dairy inspectors.

The engineers on the Moscow and St. Petersburg Railroad struck on October 20. Railroad employes have issued a call for a general strike.

The doctors in the hospitals at Bordeaux, France, who struck on October 7, resumed their duties on the 16th, the directorates of the institution having granted the demands.

The strike of the electrical workers in Berlin, Germany, is ended. At a conference on October 14 the delegates of the workingmen voted to accept the associated companies' original offer of 5 per cent. increase in wages.

Over a thousand farm laborers made desperate by famine, invaded a market place at Ecija, forty-eight miles from Seville, Spain, recently, seized the entire stock of goods and money, destroyed the market and threw the town into a panic. The authorities hastily applied for military relief.

The employes of the Moscow and Kazan Railroad struck on October 20 and traffic on the road is interrupted. The strikers induced a stoppage of work on the Yaroslav and Archangel Railroad and attempted to hold a meeting in the streets, but were dispersed by Cossacks and police.

The Governor of Odessa on October 20 issued an order to the police instructing them that in the event of disturbances they are to fire directly into the mobs without any preliminary volleys in the air. This order, it is stated, will have a deterrent effect on proposed gatherings for the purpose of disorder.

Recent unjustifiable and uncalled-for wage-reducing awards by the West Australian Arbitration Court have thoroughly disgusted the workers in that State, who have lost all confidence in that body as at present constituted. In union circles the Court is universally regarded as "the weapon in the hands of employers."

The weavers in four mills at Gera, Germany, having refused to withdraw notice of an intention to strike, the Association of Mill Owners declared a general shut-down of their factories on October 15. This action has thrown 20,000 persons out of employment, and it is expected to lead to lockouts in a number of other Thuringian and Saxon towns.

The general conditions in connection with New South Wales Works Department contracts provide for union rates of pay as follows: Bricklayers, 11s. per day; masons, 1s. 4½d. per hour (44 hours per week); quarrymen, 8s. per day; crane-men, 9s. per day; bricklayers' laborers, 9s. per day; laborers (pick and shovel), 7s. per day; tool-sharpeners (blacksmiths), 1s. 3d. per hour.

Notwithstanding the furnishing by the Government of a number of rurales to act as guards on the engines of the Mexican Central for the protection of any firemen that the company might secure, the officials have not yet succeeded in resuming traffic. The State authorities have taken the matter in hand and have given the firemen three days in which to decide to return to work or get out of the city.

The "hunger strike," which began on October 2 in the women's department of one of the large prisons at St. Petersburg, Russia, devoted to the detention of political offenders, has become general. For three days all the inmates of the prison have been refusing to eat as a protest against the rough treatment of a female prisoner and the general administrative conditions in the prison. The prisoners are mainly Socialists, many of whom were arrested recently.

San Francisco Letter List.

Letters are advertised for six months and kept at the Sailors' Union Office for twelve months, all told. If not called for at the expiration of one year letters will be returned to the Postoffice.

Aamodt, I. P.
Aass, T. A.
Abrahamsen, A.
Addicks, H.
Adolf, C.
Allmers, F.
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Andersen-1235
Andersen, Sigurd
Andersen, Eskil
Andersen-1113
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Baggot, R. H.
Baldwin, E.
Barber, A.
Basberg, H. H.
Bayerle, Rupert
Becker, Fred W.
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Bechler, J.
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Berggvest, Emil
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Hansen-1464
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Isakson, G. E.
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Knudson, Chris
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Kroger, L. H.
Kronvall, O.
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Leite, Hans A.
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Smith, C. H.
Smith, F.
Selander, Gus
Sollie, Ingv.
Taberman, Erik
Talbot, A. E.
Tallant, Christy
Thestrup, L. P.
Thomas, Jas. W.
Thoresen, Pct.
Thuestad, M. J.
Tiemann, John
Tiesing, Ed. A.
Uken, H.
Ungerer, P.
Vangsoe, J. P. J.
v. Lubkc, Joh.
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Voigt, Arthur
Watson, J. F.
Weber, Emil
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Robisch, Theo.
Rockwell, Theo.
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Ross, Joseph A.
Rudlaff, R.
Rustad, Sverre
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Magnusson-1147
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Potujansky, R.
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Jorgensen, Rasmuss
Jorgensen, Rasmus
Kearon, William

Lange, Max
Larson, Werner
Molden, Jakot
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Pad, S. V.-478
Sundberg, John
Wiebroc, Charley

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Anderson, Eskil	Murphy, P.-919
Andersen, L.-1245	Mietinnen, Adolf
Anderson, Axel	Moe, John
Begovich, J.	Nilsen, M. P.
Berthelsen, A.	Nilsen, N. A.
Bernhardsen, C.	Nielsen, N. F.-51.
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Birkelund, R.	Olsen, Adolf
Calman, George	Olsen, Emiel M.
Chlausen, J.	Peterson, John
Danielsen, D.	Pederson, Hans
Dishler, Peter	Paar, Ernst
Dittmayer, Ch.	Palmer, James
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Elfstrom, J.	Salvesen, Sam
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Ehlers, Henry	Sylvain, Cloa
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Garside, James	Nissen, Jens
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Edlund, J. A.	Olsen, Sam
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Karlson, Julius	

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Harrigan, E.	Ruderman, Jacob
Kiool, Mr.	Shreve, H. S.
Lewis, Miles	Smith, J. P.
Magnusen, Gus	Vince, H.
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Campbell, Neil H.	Pons, Simon S.
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Duke, Charles	Rios, Manuel
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The followinb seamen are inquired for by the Consul of Sweden and Norway at San Francisco: Alfred Svenson, from Gothenburg; Axel Edw. Rutgerson, from Gothenburg; Oscar Dahlgren, from New York; Helmer Hansen, from Norland; Ole Halvor Sorensen, from Christiania; Hugo Svenson, from Wisby; Axel Vitbro, from Trondhjem .

Wilhelm Jurgensen, a native of Flensburg, Germany, member of the Sailors' Union of the Pacific, is inquired for by his father. Address, COAST SEAMEN'S JOURNAL.

News from Abroad.

The ashes of Sir Henry Irving, the English actor, were buried in Westminster Abbey on October 20.

The Prince and Princess of Wales started from London, Eng., on October 19, on their five months' tour of India.

It is reported that Fridtjog Nansen, the Arctic explorer, will be appointed Norwegian Minister at Washington, D. C.

A movement is afoot in Germany to greatly increase the naval strength of that country, owing to popular distrust of Great Britain.

The centenary of the death of Lord Nelson, at the Battle of Trafalgar, was observed in London, Eng., on October 20 and 21.

An Imperial manifesto was issued at St. Petersburg on October 19, proclaiming the ratification of the peace treaty between Russia and Japan.

Admiral Togo arrived at Yokohama on October 20 on his flagship, the battleship Shikishima. Forty warships have now assembled in that harbor in preparation for the great naval review of October 30.

Grand Duke Vladimir, eldest uncle of the Czar, has tendered his resignation as commander of the military district of St. Petersburg, and his resignation has been accepted. He will be succeeded by Lieutenant-General Gripenberg.

It is officially announced that the Mikado will proceed to the Temple of Ise to report the conclusion of peace with Russia. The date of his journey has not yet been fixed. A personal visit of the Mikado to this temple is a rare event.

The French and Portuguese commissioners have agreed on a delimitation of the boundary of the French and Portuguese possessions on the Guinea Coast, West Africa, after making mutual concessions of territory.

A revolution is reported to have broken out in the province of Chyung Chyong, in Northern Corea, and is spreading to Kang You Province. The Japanese sent troops to suppress the rebellion after the Corean Government had failed to take steps.

The Australian Federal House of Representatives, on October 19, adopted, by 33 to 21, a motion to petition King Edward to grant home rule to Ireland. The Senate, by 16 to 11, adopted a motion to the effect that home rule should be granted to Ireland.

Russia is believed to be on the eve of great events. It is said that well-intentioned men have gained access to the Czar and have made known to him the whole truth concerning the situation in the interior, and that the latter has decided to grant a constitution shortly.

It is believed that the Japanese Government sent an order to Manchurian headquarters to commence the evacuation of Japanese troops on October 16. It is expected that Japan will effect a complete withdrawal of her troops in six months.

The Russian War Office has communicated the news of the ratification of the peace treaty to General Linevitch, who has been ordered to arrange the necessary steps to carry out the provisions for the withdrawal of the Russian troops from Manchuria in eighteen months.

Negotiations for the liberation of the British officers, Captain Crowther and Lieutenant Hatton, who were captured by Moroccan tribesmen, have been successful. The British scout ship Pathfinder has sailed from Tangier for Ceuta with Valient, the brigand chief, on board to effect an exchange of prisoners.

A dispatch from Paris says that from the mass of contradictory revelations and denials, the fact stands out that the Morocco controversy took Germany and France dangerously near to war, and that Great Britain, while not officially promising military aid, stood ready to give France her loyal support.

Labor News.

The Shonts Commission has made large reductions in the salaries of Panama Canal officials, and general complaint is being made by those affected.

The Chicago Federation of Labor, at its regular weekly meeting on October 15, declared against the proposed plan to establish a bank under the auspices of the local labor organizations.

The refusal of the Truck Owners' Association of New York City to accede to the demands of the international Brotherhood of Teamsters resulted on October 21 in a strike which may involve the entire trucking business of that city.

It is understood in manufacturing circles that within a short time the Fall River (Mass.) Cotton Manufacturers' Association will grant an advance in wages to the operatives, numbering upward of 25,000 now employed in Association mills.

The Separate Statehood constitutional convention, which convened at South McAlester, I. T., on October 14, voted unanimously to eliminate the "Open Shop" clause in the constitution, and organized labor will therefore support the "Separate Staters."

As the result of the strike of the printers at the Schenectady (N. Y.) plant of the General Electric Company, which has been on for the past five weeks, the company has decided to abandon its printing department and have its work done outside of the works.

The miners in the employ of G. B. Markle & Co., who struck recently, decided to return to work on October 23. The driver boy who was the cause of the trouble will remain idle until the question of his wages is decided by the conciliation board.

The recent action of the Philadelphia (Pa.) Central Labor Union in formally indorsing the Republican municipal ticket has created great dissatisfaction among many affiliated unions, and a number of resolutions repudiating the action have been passed by the latter.

The United States battleship Connecticut is again the leader in the construction race between the Newport News Shipbuilding and Dry Dock Company, building the Louisiana, and the Government force at the Brooklyn Navy Yard, building the Connecticut, according to the construction statement for September.

The Fall River (Mass.) Textile Council, representing the organized cotton mill operatives of that city, has decided to reject the offer made by the Manufacturers' Association to advance wages the restoration of the 12½ per cent which went into effect on July 25, 1904. No trouble in the mills is anticipated, and it is probable that further negotiations will be conducted during the present week.

The injunction restraining the members of Typographical Union No. 16, of Chicago, Ill., from interfering with the firms composing the Chicago Typothetae during the present strike of the union printers by means of pickets or otherwise, has been sustained by Judge Holdom in a decision which classes the efforts of the members of the Typographical Union to force a contract for an eight-hour day and for a "Closed Shop" upon the employers as unlawful.

Judge Gary, in the Superior Court at Chicago, Ill., on September 18 ruled that if a union tells a contractor that its men will not work with a non-union man, and if as a result the non-union man is discharged and is unable to secure employment on account of the attitude of the unions toward him, the union is not liable for damages to the non-union man. The case involved $35,000 damages sought by a non-unionist from the Brotherhood of Painters, Decorators and Paper Hangers.

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George Jordan, a native of Germany, last heard from in August, 1902, at Port Townsend, Wash., is inquired for by the German Consulate at San Francisco, Cal.

James Thorburn, age about 22, was recently staying at the Scandinavian Sailors' Home, San Francisco, is inquired for. Address, COAST SEAMEN'S JOURNAL.

K. A. Johnson, last heard of in the schooner William Rendal, in 1902, is inquired for. Address, COAST SEAMEN'S JOURNAL.

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Domestic and Naval.

The Hamburg-American liner Amerika arrived at New York on October 20, on her maiden voyage. The new steamer has a length of 690 feet, a breadth of 74 feet and a depth of 53 feet.

The directors of the Cunard Steamship Company have appointed William Wilson, heretofore deputy-chairman, chairman in succession to Lord Inverclyde, who died on October 5. Sir William Forwood was elected deputy-chairman in succession to Mr. Wilson.

The North German Lloyd Steamship Company it is said, is contemplating abandoning Southampton, Eng., as an outward point of call, calling at Dover, instead. If the plan is carried out it probably will go into effect in January. Plymouth will remain a homeward port of call.

Twenty-four vessels were wrecked and twenty lives lost in a heavy storm which swept over the Great Lakes on October 20. The heaviest loss of life occurred on the Canadian schooner Minnedosa, which foundered in Lake Huron, off Harbor Beach. Nine persons were drowned from that craft.

Captain Rumell, the mate, cook, engineer and one negro seaman of the four-masted schooner Henry A. Berwind were murdered at sea by three negroes, also members of the crew, while bound from Mobile to Philadelphia. The three mutineers were landed at Southport, N. C., on October 11, by the schooner Blanche H. King.

The British steamer Manchester Commerce, from Manchester, passed at Philadelphia, Pa., reports that on September 10, in latitude 46.08 north, longitude 55.10 west, she passed a sunken fishermen's boat and a derelict, with one spar standing about thirty feet out of the water. The hull of the derelict was painted red and the deck was awash.

The figures of the recent gunnery practice on the United States cruiser Colorado show that with the six-inch gun at a range of 3500 yards, and the target being of triangular canvas, forty shots were fired and thirty-nine hits were made. The percentage of accuracy was 98. Ten shots were fired from each of the four eight-inch rifles and but three misses were recorded.

After a conference between Secretary of State Root and Sir Mortimer Durand, the British Embassador, it was announced that a speedy and satisfactory solution of the Gloucester-Newfoundland fisheries controversy was in sight. Secretary Root informed the Embassador that an American register is a ship's highest form of nationality and carries with it not only a license to trade, but also a regular fishing license.

There is said to be a conflict of opinion in the Navy Department as to the best means and route for taking the steel floating drydock built in Maryland to its destination at Olongapo, Philippine Islands. Many naval officers believe it will be wrecked if sent around the Cape, and others are equally certain it will go to pieces in the Suez Canal and block traffic there, at immense cost to the United States Government in damages.

In the annual report of Captain W. B. Diehl, Judge Advocate General of the Navy, the record of general courts-martial for the fiscal year shows that twelve commissioned officers were convicted and three acquitted, while 905 enlisted men were convicted and thirty acquitted The record of summary courts martial shows that 4157 bluejackets were convicted and 200 acquitted and that 1015 marines (enlisted men) were convicted and seventy-seven acquitted. A total of 422 enlisted men were convicted of desertion, 147 of absence without leave, twenty-five of desertion and fraudulent enlistment, and eighty-three of fraudulent enlistment.

With the Wits.

Made for Him.—Hicks—"Senator Dullard seems to have acquired a reputation as a wit."

Wicks—"Yes, he was interviewed once by a bright reporter."

Aim Higher.—"When I say good-by to you this evening," said Mr. Slowman, "do you think it would be proper for me to place one reverent kiss upon your fair hand?"

"Well," she replied coquettishly, "I would consider it decidedly out of place."

Looked That Way.—Teacher—"All birds are bipeds—that is, they have two feet."

Tommy—"The duck ain't."

Teacher—"Oh, yes, the duck has two feet."

Tommy—"No, ma'am; I'll bet they're oars."

Insulting her.—Mrs. Nuritch—"I want to get a pair of swell white gloves to wear to a ball."

Clerk—"Yes'm. How long do you want them?"

Mrs. Nuritch—"See, here, young man, I ain't talkin' about rentin' 'em. I want to buy 'em."

Dumb Luck.—"Ah!" cried the first golfer, gleefully, after making a lucky stroke; "that was clever, eh?"

"Hnh!" snorted his opponent, disgustedly, "you carry an accident insurance policy, don't you?"

"Yes. Why?"

"You should collect it after that shot."

It Made Him Wild.—Father—"From my observation of him last night I came to the conclusion that young man of yours was rather wild."

Daughter—"Of course. It was your constant observation that made him wild. He wanted you to go upstairs and leave us alone."

A Deep Scheme.—Hicks—"It's funny. Burroughs is forever preaching to his friends about the necessity of saving their money."

Wicks—"Well?"

Hicks—"Well, he's the last fellow in the world who should preach that."

Wicks—"Not at all. The more his friends save the more he has a chance to borrow."



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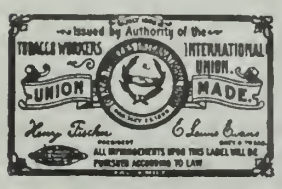
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COAST SEAMEN'S JOURNAL



FOR THE SEAFARING PEOPLE OF THE WORLD.

OFFICIAL PAPER OF THE INTERNATIONAL SEAMEN'S UNION OF AMERICA.

A Journal of Seamen, by Seamen, for Seamen. *Our Aim: The Brotherhood of the Sea.* *Our Motto: Justice by Organization.*

VOL. XIX. No. 6. SAN FRANCISCO, WEDNESDAY, NOVEMBER 1, 1905. WHOLE NO. 942.

SEAMEN AND LONGSHOREMEN.

Causes of Dispute Reviewed.

Facts and Argument of the Case.

THE "jurisdiction" dispute between the International Seamen's Union of America and the International Longshoremen's Association has become a matter of immediate concern to the labor movement of the country. Upon the manner in which that dispute is finally settled will depend the disposition of the "jurisdiction" question generally, and the whole course of the labor movement.

The importance of the question demands that every means be exhausted to find and present the facts in the case, not only for the guidance of the principals to the controversy, but also for the benefit of the whole membership of organized labor. Accordingly the JOURNAL presents the following statement of the case. It will be said, of course, that this statement is ex parte—the statement of one side only. To this point we would reply by assuring the reader that the facts herein stated are matters of record, and therefore capable of documentary proof by the official records of both sides. As to the soundness of the reasoning and arguments used in connection with the facts, the reader must judge for himself. We feel confident, however, that, the facts being proved, the conclusions that naturally follow are so plain as to leave no room for question. In any event, we pledge ourselves to make an honest and complete presentation of the subject; to say or suggest nothing unfairly prejudicial to one side or beneficial to the other, and to leave nothing unsaid that is necessary to full understanding and impartial judgment. A good case needs neither cloak nor bolster.

THE FACTS OF THE CASE.

As is generally known, the dispute between the Seamen and the Longshoremen arises primarily through the action of the latter in changing their name from International Longshoremen's Association to "International Longshoremen, Marine and Transport Workers' Association." This change of name, implying, as it does, a change in jurisdiction, is objected to by the Seamen. The Seamen, being both marine and transport workers, regard the change of name by the Longshoremen as an attempt by the latter to extend jurisdiction over the former. This attempt, in turn, is regarded as a direct menace to the existence of the International Seamen's Union of America. Upon these grounds the Seamen have upon every possible occasion appealed to the highest authority in the labor movement—the American Federation of Labor—for such protection as that body may be able to afford, specifically for a declaration requiring the Longshoremen to discontinue the "long name." So far, the total result of that appeal is signified by the refusal of the American Federation of Labor to recognize the "long name." It is proper at this time to point out that the Boston convention of the Federation made a flat declaration on the subject, in line with the appeal of the Seamen, but that declaration has produced no effect upon the situation. Practically, therefore, the case stands as at first. The Longshoremen continue to use the "long name" and to assert the claims thereby implied.

Accordingly, the International Seamen's Union of America still insists that the American Federation of Labor shall formally declare against the use of the title, "International Longshoremen, Marine and Transport Workers' Association," and enforce such declaration to the utmost extent of its power. The Seamen base their appeal for this action upon the following grounds:

1. THE DESIGNATIONS, "SEAMEN" AND "LONGSHOREMEN," APPEARING IN THE RESPECTIVE CHARTERS OF THESE ORGANIZATIONS, CARRY WITH THEM A UNIVERSALLY ACCEPTED UNDERSTANDING OF THE JURISDICTION RESPECTIVELY GRANTED, THAT OF THE SEAMEN EXTENDING OVER ALL MEN EMPLOYED IN ANY CAPACITY AS MEMBERS OF THE CREW OF ANY VESSEL; THAT OF THE LONGSHOREMEN EXTENDING OVER ALL MEN EMPLOYED EXCLUSIVELY IN THE WORK OF LOADING AND UNLOADING VESSELS, WHERE THE CREWS ARE NOT EMPLOYED IN SUCH WORK, OR IN ASSISTING THE LATTER WHEN THEY ARE SO EMPLOYED.

2. IN 1902, THE INTERNATIONAL LONGSHOREMEN'S ASSOCIATION, IN ITS CONVENTION, ADOPTED THE TITLE, "INTERNATIONAL LONGSHOREMEN, MARINE AND TRANSPORT WORKERS' ASSOCIATION," WITH THE EXPRESS AND DECLARED PURPOSE OF "EXTENDING THEIR JURISDICTION" AND "GATHERING IN ALLIED CRAFTS."

3. THE JURISDICTION WHICH IT IS THUS PROPOSED TO EMBRACE INCLUDES THAT PREVIOUSLY GRANTED TO THE SEAMEN BY THE TERMS OF THE LATTERS' CHARTER, AND THE "ALLIED CRAFTS" WHICH IT IS THUS PROPOSED TO "GATHER IN" INCLUDE A NUMBER OF MARITIME CRAFTS WHICH RIGHTFULLY AND NECESSARILY COME UNDER THE JURISDICTION OF THE INTERNATIONAL SEAMEN'S UNION OF AMERICA.

4. IN PURSUANCE OF THE CLAIMS SET UP BY THE LONGSHOREMEN UNDER THEIR ASSUMED TITLE, THE LONGSHOREMEN'S LOCAL UNIONS IN VARIOUS PORTS HAVE DECLARED THEIR REFUSAL TO WORK WITH MEMBERS OF CERTAIN LOCAL UNIONS OF THE INTERNATIONAL SEAMEN'S UNION OF AMERICA, THUS IN SOME INSTANCES FORCING THE LATTER OUT OF EMPLOYMENT AT THEIR PROPER CALLING.

5. THE REFUSAL OF THE LONGSHOREMEN TO WORK WITH THE SEAMEN, WHILE OSTENSIBLY BASED UPON THE ALLEGATION THAT THE LATTER, WHEN ENGAGED IN LOADING OR DISCHARGING VESSELS, ARE PERFORMING LONGSHOREMEN'S WORK, IS IN FACT AN ATTACK UPON THE SEAMEN'S RIGHTS AND DUTIES UNDER THE MARITIME LAW, WHICH RIGHTS AND DUTIES BOTH THE SEAMAN AND HIS EMPLOYER ARE MUTUALLY BOUND BY LAW TO RESPECT AND DISCHARGE.

6. THESE ACTIONS ON THE PART OF THE LONGSHOREMEN CONSTITUTE A GRAVE MENACE TO THE AUTONOMY OF THE INTERNATIONAL SEAMEN'S UNION OF AMERICA, AND WILL, IF PERMITTED TO CONTINUE, EITHER BY TACIT CONSENT OF THE AMERICAN FEDERATION OF LABOR OR BY INABILITY ON THE PART OF THE SEAMEN TO DEFEND THEMSELVES, RESULT IN THE ULTIMATE DESTRUCTION OF THE INTERNATIONAL SEAMEN'S UNION, OR IN ITS ABSORPTION BY THE ORGANIZATION OF ANOTHER AND SEPARATE CRAFT, WHICH ALTERNATIVE WOULD RESULT IN THE DESTRUCTION OF THE SEAMEN'S HOPES OF PROTECTION AND IMPROVEMENT.

7. THE AMERICAN FEDERATION OF LABOR, AT ITS THREE LAST CONVENTIONS HAS REFUSED TO RECOGNIZE THE NEW TITLE ASSUMED BY THE LONGSHOREMEN, NOTWITHSTANDING WHICH FACT THE LATTER HAVE CONTINUED TO USE SAID TITLE AND TO USURP THE AUTHORITY THEREBY IMPLIED, IN PURSUANCE OF THEIR DECLARED DETERMINATION TO IGNORE THE RIGHTS OF THE SEAMEN AND THE RULINGS OF THE AMERICAN FEDERATION OF LABOR.

"SEAMAN" AND "LONGSHOREMAN" DEFINED.

These grounds may be considered separately and in the order here set forth. By law and custom, as these prevail everywhere among maritime peoples, the term "seaman" is understood to mean a man who works on the sea, without respect to particular classes of men or particular classes of sea, or water. Thus the marine fireman or marine cook is as much a seaman as is the so-called able-seaman or deckhand. Similarly, the man employed on a vessel on the Great Lakes, the rivers or inland waters, is as much a seaman as is the man employed on the ocean-going vessel. Specific names, such as "sailor," "fireman," "cook," etc., are used merely as a convenience in common language for the identification of individuals, not as conveying a sense of differentiation as between crafts.

On the other hand, the meaning of the term "longshoreman" is equally clear and equally well understood, as descriptive of a man who works along the shore, specifically as a man who loads and unloads vessels. Wherever the longshoreman is found his identity is clearly recognized as that of a man whose work consists in transferring freight, as distinguished from the work of transporting it. That is to say, the longshoreman transfers freight from one vehicle of transportation to another, as from a railroad car or truck to a ship, or vice versa. The fact that a longshoreman may break out, stow or sling freight on board ship does not constitute him a marine worker, any more than such action constitutes him a seaman, nor than his action in loading or unloading a truck or a railroad car constitutes him a teamster or a railroadman. The Longshoremen attempt to justify their claims by the invention of a strained and sophistical classification of the term "seaman." In a brief submitted to the Executive Council of the American Federation of Labor, at its meeting of March 13-18, 1905, the Longshoremen say:

"For example, we have avoided the word 'sailor' or 'seaman', or anything that would seem to carry the idea of confounding any person, or the public in general, with the thought that our organization embraced the 'man before the mast.'"

That the foregoing is an attempt to confuse the issue—to create artificial distinctions —may be seen by reference to the United States law on the subject. The term "seaman" is comprehensively defined in Section 4612, Revised Statutes, as follows:

"In the construction of this Title (R. S., 4501-4613), every person having command of any vessel belonging to any citizen of the United States shall be deemed to be the 'master' thereof; and EVERY PERSON (apprentices excepted) who shall be employed or engaged to serve IN ANY CAPACITY on board the same shall be deemed and taken to be a 'seaman'; and the term 'vessel' shall be understood to comprehend EVERY DESCRIPTION OF VESSEL navigating on any sea or channel, lake or river, to which the provisions of this Title may be applicable, and the term 'owner' shall be taken and understood to comprehend all the several persons, if more than one, to whom the vessel shall belong."

Thus we find, upon the best possible authority, that EVERY PERSON, (master and apprentices excepted)

employed or engaged (that is, as members of the crew) to serve IN ANY CAPACITY is a "seaman." The attempt of the Longshoremen to make it appear that the latter term is confined to the "man before the mast" is ridiculous, and argues either gross ignorance of the subject, or a wanton contempt for ordinary intelligence.

PROOF OF LONGSHOREMEN'S DESIGNS.

Concerniug the motive of the Longshoremen in changing the title of their organization, it is sufficient to quote the records of the convention at which the change was made. At that convention, held in Chicago, Ill., July 14-19, 1902, a number of resolutions were introduced looking to a change of title, each of which was so worded as to convey an understanding that the terms used referred to separate and distinct crafts or callings. In the official proceedings of the convention (page 152) appears the following, in connection with the resolution finally adopted:

"This resolution brought forth a good deal of discussion by many of the delegates. It was clearly demonstrated by the arguments presented that this was the important resolution of the convention.

Secretary Barter occupied the floor for nearly one hour, telling of the progress of the Association since its formation, and POINTED OUT THE NECESSITY OF EXPANDING THE JURISDICTION OF OUR ASSOCIATION AS WELL AS BROADENING THE NAME OF OUR ASSOCIATION. He stated that the time had come when we must favor or reject the question of changing the name of our Association. If we were desirous of progressing it was necessary that the name be changed and the STYLE OF OUR ORGANIZATION BE BROADENED. If the reverse was to be the will of the convention our Association would retrograde. He was in hopes that the resolution as presented by Delegate Joyce would be adopted in its entirety."

It is quite evident from the foregoing that the Longshoremen acted with the express purpose of "expanding the jurisdiction * * * as well as broadening the name" of their organization. Numerous other evidences of the same nature are contained in the official proceedings of the Longshoremen. For instance, Secretary Barter, in his report to the convention at which the change was made, spoke as follows:

"A brilliant future is assured for our Association if we are wise enough to prepare for it. I again strongly recommend the advisability of EXTENDING THE JURISDICTION OF OUR ASSOCIATION TO GAIN CONTROL OF ALL LABOR ENGAGED IN THE MARITIME AND TRANSPORT INDUSTRY. IT IS NECESSARY THAT WE REACH OUT AND GATHER ALLIED INTERESTS, SO THAT INSTEAD OF SEVERAL ORGANIZATIONS STRUGGLING FOR BETTER THINGS, THERE SHALL BE BUT ONE UNIFIED BODY, UNDER WHOSE DIRECTION MARITIME AND TRANSPORT WORKERS SHALL OPERATE.

The opportunities for growth are bright with golden promise. We have but to stand to straight business methods, watch every chance and take instant advantage of it as it arises, and the Association must in time become the largest International Trade-Union on this continent. EVERY SHIP THAT PLOWS THE INLAND SEAS, OR FURROWS THE WATERS OF THE WIDER OCEANS THAT WASH THE ATLANTIC AND PACIFIC PORTS SOUTHWARD TO THE GULF, MUST EVENTUALLY DIP ITS FLAG TO OUR ASSOCIATION. WE ARE THE TRUE MONARCHS OF THE SEAS. AT OUR BEHEST THE GREYHOUNDS OF THE OCEANS, AND THE FLYERS OF THE LAKES ARE STAYED IN THEIR PROGRESS OR SPEEDED ON THEIR COURSES. WE HOLD THE BALANCE EVEN. WE REGULATE UNFAIR CONDITIONS. WE REDRESS INJUSTICE. BY THE MIGHT OF OUR RIGHT WE MAKE RIGHT MIGHT, AND IN PLACE OF FOSTERING ANTAGONISMS, WE PROMOTE GOOD WILL AND PEACE."

These official declarations, and others of the same tenor made at subsequent conventions, leave no doubt as to the designs of the Longshoremen. It is clearly the intention of the latter, not only to "gather in allied interests.' but in fact to form an industrial association which shall be monarch not alone of the seas, but of everything it surveys. It is significant, in this connection, to note the explanation recently offered by the Longshoremen to the Executive Council of the American Federation of Labor, in which it is stated that the new title was not intended to imply any change in the character of the organization, but was merely intended to more explicitly describe the organization as it then existed. To quote the statement in question: "We coined the word that when universally understood would properly classify all marine workers, without encroaching upon the distinctively or commonly known trades or callings." In other words, the Longshoremen proposed to classify within their own ranks all marine workers, excepting only the "man before the mast." The weakness of this obvious after-thought confirms, rather than disproves, the charge that the change of title was part of a pre-determined and avowed plan to extend the jurisdiction of the International Longshoremen's Association.

BASIS OF TRADE-UNION'S POWER.

That the jurisdiction which the Longshoremen propose to embrace includes that of the Seamen, and that the "allied crafts" which the Longshoremen propose to "gather in" include a number which rightfully come under the jurisdiction of the International Seamen's Union of America, may be seen by a brief consideration of the construction and purposes of the trade-union. Workers in a given trade organize so that they may be able to control the operation of that trade. To the extent that this object is accomplished the trade-union is enabled to secure just conditions of employment, since only by granting these conditions can the trade be operated. The trade-union is proportionately weak and inefficient to the extent that the given trade can be carried on independently of its will in the matter of conditions of employment. It makes no difference whether the ability of the employer to carry on work is due to lack of organization in the given trade or to lack of concert between the organizations of two or more different trades; the result is the same, namely, the work goes on, and the strike, if one takes place, is broken.

Coming now to the case of organization among seamen, the first thing to be noted is that the ship, or vessel of any kind, upon which seamen are employed is designed primarily, and in fact solely, for the purpose of transporting freight and passengers. The work of loading and unloading the vessel is incidental to the purpose of transportation. Therefore it is essential that a trade-union of seamen must be so organized as to control the operation, i. e., the movement, of the vessel. In order to exercise this control every seaman on a given vessel must be organized under a single authority. The Longshoremen are kind enough to grant to the Seamen jurisdiction over the "man before the mast," but claim for themselves jurisdiction over the marine firemen and other classes of maritime labor. Obviously, this is a very small favor, amounting, in effect, to a proposal to divide a ship's crew against itself. In steam vessels the power of the fireman is co-equal with that of the "man before the mast" in the all-important matter of moving the vessel. A vessel manned in the fire-room by men acting under authority of the Longshoreman could be, and doubtless would be, moved as soon as she was loaded or discharged. Consequently, the movement of the vessel would be controlled by consideration of the longshoremen's conditions, regardless of the conditions of the seaman. The "man before the mast" might strike, but his strike would be likely to prove abortive the moment the vessel pulled away from the dock. In such case the Longshoremen would indeed be the "true monarchs of the seas," while the seamen would be merely so many subjects, or rather serfs, compelled to accept whatever pittance might remain when the fruits of maritime transportation had been divided between the "monarchs," and their employers, the shipowners. The plan of organization pursued by the Longshoremen has for its real object a division of the seafaring craft in order the better to aggrandize the longshore craft. As in the fable of the monkey who "divided" the cheese among the cats, by the process of nibbling a piece off each share in order to "equalize" them, the Longshoremen would "divide" the profits of the shipping business by swallowing the larger part themselves and leaving the balance to be fought for by Seamen and shipowners.

MEASURES OF OFFENSE AND DEFENSE.

Notwithstanding the declarations of the Longshoremen, that they do not propose to embrace the "man before the mast" in their scheme of "gathering in allied crafts," they have formally announced their refusal to work with the latter individual, thus practically asserting a claim to jurisdiction over the work properly belonging to and commonly performed by the latter. Proof of this attitude is contained in the following resolution, adopted by the convention of the Pacific Coast Branch of the International Longshoremen's Association, held at Astoria, Or., June 6-9, 1904:

"Whereas, The Sailors' Union of the Pacific permit their members to work on foreign-going vessels; and

Whereas, Such action on the part of the seamen is detrimental to all Longshore locals handling and loading lumber; be it

Resolved, That this convention notify all locals now working such vessels in conjunction with sailors to desist in the future and refuse to work with sailors on all foreign-going vessels."

The intent and effect of this resolution was to deprive the members of the Sailors' Union of the Pacific of employment upon the vessels concerned. The owners of these vessels, being desirous of securing the prompt dispatch of their craft, discharged the seamen and employed longshoremen in their places. In order to maintain its rights in the matter, the Sailors' Union of the Pacific determined that, if necessary, its members should do all the work of loading, both on the vessels and on the docks. This determination was reached by a general vote on the following resolution:

"Whereas, The third annual convention of the Pacific Coast Branch of the International Longshoremen's Association, held at Astoria, Or., June 6 to 9, inclusive, adopted a resolution declaring that 'members of Longshore unions refuse to work with sailors doing longshore work on foreign vessels'; and

Whereas, In so far as the resolution here cited is intended to operate against the members of any vessel's crew (or substitutes employed temporarily in place thereof) while engaged in any capacity in connection with the handling of cargo, on board ship, it is calculated to work a denial of the seaman's right to all work done 'inside the rail,' and is consequently an infringement upon the legitimate interests of the seaman; therefore be it

Resolved, By the Sailors' Union of the Pacific, that members of this Union hereby declare their insistence at all times upon the right to perform any and all kinds of labor, including handling cargo, inside the rail, without hindrance or objection upon the part of any other organization; further

Resolved, That the members of this Union also declare their determination to take such steps as may be necessary in any case to insure the prompt dispatch of vessels affected by the conditions herein named."

This action was taken by the Sailors' Union of the Pacific as a simple measure of self-defense, necessitated by the refusal of the Longshoremen's local unions to recognize the former's right to employment upon a class of work within the rightful jurisdiction of the Seamen.

SEAMAN'S RIGHTS AND DUTIES.

Passing to the question of the Seamen's right to work cargo on board ship, which work the Longshoremen claim for themselves, on the ground that it is "longshore work," it is important to note the law on the point. We have already referred to the United States Revised Statutes (Sec. 4612) by way of explaining the legal meaning of the term "seaman." The same section defines the seaman's duties, as follows:

"And the said crew agree to conduct themselves in an orderly, faithful, honest and sober manner, and to be at all times diligent in their respective duties, and to be obedient to the lawful commands of the said master, or of any person who shall lawfully succeed him, and of their superior officers IN EVERYTHING RELATING TO THE VESSEL, AND THE STORES AND CARGO THEREOF, WHETHER ON BOARD, IN BOATS OR ON SHORE."

In accordance with this definition, the seaman may be ordered to work cargo, and upon his refusal to obey, he may be, and in fact is, punished by fines, forfeitures and imprisonment. In order to understand this phase of the question it is necessary to consider it in the light of historical growth. Originally the seaman performed all the work of loading and discharging the vessel. As the size of vessels increased and crews became relatively smaller particular classes of work were relegated to particular classes of workmen. Among the latter classes there came into existence a class of men whose business it was to help the seaman in loading and discharging cargo, in order that the vessel might have quicker dispatch. Thus we note the genesis of the longshoreman.

The claim of the Longshoremen, that the work of loading and discharging vessels is "longshore work" holds good only so far as regards that part of such work as is performed on the shore, or deck, and even in that regard the claim is based more upon the custom prevailing in certain ports than upon any inherent virtue. It is not true, as the Longshoremen say, that the work of loading and discharging vessels is customarily performed by longshoremen, to the exclusion of the vessels' crews. For the greater part, such work is performed exclusively by the vessels' crews, and, for the rest, the crews are employed in such work to the extent of their numbers, assisted by longshoremen where such assistance is deemed necessary for the prompt dispatch of vessels.

"UNITED WE STAND; DIVIDED WE FALL."

We come now to the menace offered by the Longshoremen in their claims to jurisdiction over the seamen's calling. The Longshoremen point to the fact that only on the Pacific Coast do the crews of vessels perform what they (the Longshoremen) are pleased to call "longshore work." The Seamen may very well reply by pointing to the fact that only on the Pacific Coast have they been able to establish and maintain, for any considerable period, an efficient organization. These facts constitute more than a mere coincidence; they are related as cause and effect. The Seamen's right to work cargo on the vessel, and the exercise of that right, implies continuous employment. This one condition explains the fact that the Sailors' Union of the Pacific has been able to accomplish more for its members and the seafaring craft at large than any other similar organization in the world. The Longshoremen's suggestion that the Seamen shall surrender the rights now enjoyed and exercised by their members on the Pacific Coast is simply an invitation to surrender the conditions that have made organization an effective factor in the affairs of the maritime craft. That suggestion, if adopted by the Seamen, would reduce them to the precarious conditions that exist among the craft in certain other places, the characteristics of which are enforced idleness and consequent poverty, with their inevitable sequence of dependence upon the degrading crimping system.

Experience, dearly bought through generations of suffering to which no other class of labor has been subjected, has taught the Seamen the full force of the maxim that "he who would be free, himself must strike the blow." Many well-meant efforts have been made by the "seamen's friends" to ameliorate the lot of the seafaring class, but without avail. The seaman has learned to help himself, and with that knowledge has come the conviction that only by associating himself with other members of his craft, and by preserving the organization thus created from internal control or interference by members of other crafts, can he hope for present or future improvement. In a word, the Seamen have tested the principle of "trade-union autonomy," as contra-distinguished from "industrialism," and proved it sound. For the maintenance of that principle the Seamen are now contending. The Longshoremen, on their part, are contending for approval of their plan to form a federation, or "industrial" union, ostensibly in conformity with the laws of the American Federation of Labor, but actually and knowingly in defiance of these laws, and with the thinly-disguised intention of creating an opposition body which shall be not only "monarch of the seas," but also monarch, boss and despot of the American labor movement.

The facts herein set forth are irrefutable. Recognizing these facts, the American Federation of Labor can not do less than repudiate the assumption of the Longshoremen to jurisdiction over the Seamen, either as to the membership or as to the work that rightfully belongs to the latter. Whatever attempts be made to confuse the issue, the truth stands out too clearly to permit of misapprehension by ordinary intelligence and common conscience. The truth is in the mouths of the Longshoremen themselves, and it condemns them beyond the hope of redemption by resort to dust-raising tactics.

Demand the union label on all products.

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions.)

New York's Water Traffic.

For years past the citizens of New York City have at odd times made more or less effective attempts to stem the steady decline of the shipping of that port, but until quite recently no concerted movement to that end has been made. The causes of the decline are, briefly, railroad discriminations and exorbitant port charges, chief among which are the high dock rentals. So onerous have these imposts been that it is estimated that in the last twenty years fully thirty per cent of the port's commerce has been diverted to Boston, Philadelphia, Baltimore and Newport News. It is therefore proposed to unite under one political banner all those who are directly interested in the commerce of New York, for the purpose of obtaining legislation that will remedy the evils complained of. Various maritime bodies have already rallied to the support of the movement, the most important in point of numbers being the "Longshoremen's Independent Political Union." Their platform is as follows:

First—That we will advocate the continuation of extending our dock system as fast as it is possible to do so, until there is ample dock room for all shipping, at reasonable rates.

Second—That the city shall not rent any of the new piers now building in that section of our water-front that lies between Whitehall and Roosevelt streets, on the East River, to railroad companies or steamship companies, but operate them according to law for the benefit of outside shipping, such as tramp steamers or irregular lines, as we believe it will bring back the activity that once prevailed along South street.

Third—That the city shall provide a terminal or terminals for the new Barge Canal.

Fourth—That the city shall build suitable buildings for men seeking employment at intervals around the port of New York.

Fifth—That the city shall erect a series of drinking fountains around the port of New York.

Sixth—That the city officials must enforce the law in regard to the water-front, and not permit railroad companies and steamship companies or any other parties to use the city's property as a storehouse.

Seventh—That the city shall designate one dock out of every ten, to be known as a public dock, for the convenience of our local merchants, and erect thereon a shed for recreation purposes, such docks to be operated according to law.

Henry P. Griffin, General Secretary of the Marine Cooks and Stewards' Association, is Corresponding Secretary of the Longshoremen's Independent Political Union. Mr. Griffin was recently ordered by the organization to communicate with Mayor McClellan for the purpose of getting him to call a meeting of the Sinking Fund Commission, which has jurisdiction over the city's docks, and of which the Mayor is the head, so that the demands of the Longshoremen's Independent Political Union could be laid before that body. Instead of doing so, however, Mayor McClellan sent the following letter in reply:

H. P. Griffin, Esq., Cor. Secy. The Longshoremen's Ind. Political Union, 166 Christopher Street, New York:

Dear Sir—I have the honor to acknowledge your letter of October 13. It has been the policy of the present administration to develop the water-front and increase facilities for shipping, so as to invite new commerce to our port. To that end new piers have been constructed, and other water-front improvements have been projected. I am heartily in sympathy with every impulse of your organization to expand our dock system, and I shall be glad at all times to confer with those who are interested in the upbuilding of our water traffic, because I recognize, as you do, that its development is of the highest importance to New York. I beg to invite your attention to the plank in the platform adopted by the City Convention, which nominated the ticket. It reads as follows:

"We favor the maintenance of existing docks and the building of new ones ample in extent to meet all the requirements of oversea trade, as essential to the continuance of New York's position as the commercial metropolis of the New World. We also favor such a reduction in the dock charges, imposed by the Fusion administration, as will relieve trade, and invite, rather than repel, foreign commerce, while safeguarding the city treasury."

I trust that I have made my position on this subject entirely clear. Yours very truly,

GEO. B. McCLELLAN,
Mayor.

The Longshoremen's Independent Political Union is not satisfied with the more diplomatic than direct reply of Mayor McClellan, so it is proposed to sound the nominees for Mayor on the other two city tickets, and to pledge the support of the organization to the one who makes the most liberal concessions to the demands for an improved dock system. It is believed that the organization has enough voters among its members to throw the election to whichever side it thinks deserving of its support.

"Giant Waves."

The recent accident to the Cunard liner Campania, caused by a "giant wave," which washed overboard six of her passengers, and injured thirty or forty more, has raised a controversy among the nautical sharps on some of the newspapers about the existence or non-existence of such waves. The nautical editor of the New York Times, for instance, poohpoohs the theory of "giant waves," and, in effect, ascribes the mishap to the Campania, to what may be termed a failure on the part of that vessel to make the proper connection with the sea that swept her decks. This hypothesis may be correct in this particular case, but it is well known to seamen that in almost every great storm at sea there is sure to be one wave, and sometimes three consecutive waves, so much greater in volume than the others as to make it a truly awesome spectacle, as well as more than ordinarily dangerous. It usually makes its appearance during the height of the gale, and its mountain-like ridge can be seen for miles to windward towering above the crests of the other waves. A shipmaster who knows his business will always prepare to meet one of these big waves in such a manner that the vessel may receive the least damage from the impact. On sighting the wave the vessel, if a steamer, should be immediately slowed down so as to give her barely steerageway, and headed up to take the oncoming wave about two or three points on the bow, and the engines stopped entirely a minute or so before the expected impact. Similarly, in a sailing vessel lying to, everything should be done to at once bring her head as close to the wind as possible. If she carries a fore-topmast staysail, it should be hauled down, even if it should be blown to ribbons. A tarpaulin should be run up in the mizzen rigging, and the helm, if hard a lee at the time, should be eased, as this often has a tendency to temporarily help the vessel head up in the wind. In a sailing vessel running before the wind there is nothing else to do but keep her as "dead" before it as she can be steered and order all hands to a place of safety, preferably up in the rigging. In all cases, passengers should be kept below. Even with every possible precaution, a vessel seldom escapes without damage from an encounter with one of these monster waves.

Work for the Initiative and Referendum principle of legislation!

Mongolian Servants.

It is a curious fact that some of the most atrocious suggestions which appear in the newspapers for the industrial betterment of society invariably pretend to be actuated by a pro-bono-publico spirit. Dr. Johnson undoubtedly had something like this in mind when he said that "patriotism is the last refuge of a scoundrel." A little while ago the New York Times contained two editorials, headed respectively, "The Competition of Japan," and "The Servant-Girl Problem." The former dealt with the cheapness of Japanesese labor, and the latter with the dearness of American domestic help. A party who signed himself, "A Friend of All Classes," thereupon wrote to the editor of the Times that the two aforesaid editorials "answered each other," and continued as follows:

So long as the demand for any article is greater than the supply the price will be exorbitant. Hence the high wages of unskilled servants. It is well known that the service of the Japanese and Chinese laborers is the best in the world, and while we are refusing to permit their emigration to this country we must suffer for it. There is no need of admitting the criminal and opium-eating classes, but it would surely be for the benefit of all employers and of every household to admit all others. Then householders could have skilled service for reasonable wages, both in country and city, all over the land. Farmers would have plenty of laborers in garden and field. The millowners plenty of hands, who would work instead of striking. There is no labor so skilled, both indoors and outdoors, so teachable, as that of these Eastern nations, and yet we willingly deprive ourselves of it, yielding to the outcry of our ignorant European laborers, who are jealous of its admission to the United States because it would cut down the extortion of their own wages.

No one but a person capable of writing such frothy, senseless flapdoodle as that would have the nerve to style himself "A Friend of All Classes." Comment upon the stuff itself would be superfluous; but it is significant that the New York Times editorial policy seems to invite such pro-Mongolian and anti-Caucasian effusions from its admiring readers. There is a good deal of truth, after all, in Cervantes' philosophy that "a man (and a newspaper) may be known by the company he keeps."

President Roosevelt's latest "Executive order," that any employe in the public departments at Washington may be instantly dismissed for "misconduct or inefficiency," without a hearing or the right of appeal, comes with exceedingly bad grace from the chief exponent and apostle of the doctrine of the "Square Deal." This order practically makes the head of every public department a little Caesar, and if the people permit this sort of thing to go on unchecked the time will inevitably come when there will be a Caesar instead of a public servant in the White House. The President already has more Executive power than many of Europe's crowned heads, and the snobs among us think that he should be invested with still more. His latest "Executive order" will tend to make more snobs, for how can a man retain his independence of character when his official head is at the mercy of an individual executioner?

Jefferson would turn in his grave if he could hear some of the "Democrats" who are to-day quoting him in justification of their "democracy."

(Continued on page 10.)

Home News.

Representative Sereno Payne has declared in favor of free trade between the United States and the Philippines.

Senator Proctor will introduce a bill into the approaching Congress calling for the restoration of the canteen at Army posts.

The new rule of the Agricultural Department, requiring beef packers to pay the cost of inspection labels, was put into effect on November 1.

Owing to the scarcity of hides the price of shoes in Chicago is shortly expected to be higher than at any time within the last forty years.

A recent Presidential order gives to Cabinet members the right of peremptory dismissal from the service despite Civil Service regulations.

President Roosevelt has issued a proclamation forbidding the exportation of all munitions of war from the United States and Porto Rico to San Domingo.

Isham Randolph, a member of the board of consulting engineers of the Panama Canal, has declared his belief that the work will be completed in ten years.

Company C, National Guard of California, located at Nevada City, was mustered out of the service on October 26 for failing to meet the Federal requirements for efficiency.

Clarence A. Powers, head of the banking firm of C. A. Powers & Co., of Chicago, Ill., was arrested recently, charged with buying $400 worth of stamps stolen from a jewelry firm.

Secretary of War Taft will recommend to Congress an increase in the number of the artillerymen in the Army in order that there shall be a sufficient number of men to man the forts and care for the coast defenses.

Secretary of War Taft has announced that he has no intention of resigning from the Cabinet to make a campaign for the Presidency, and, furthermore, that he has no intention whatever of making a campaign for the office of the nation's chief executive.

A fire destroyed British Government property valued at $100,000 on George's Island, in the center of Halifax harbor, on October 27, and threatened to obliterate numerous masked batteries and magazines which constitute one of the most important groups of fortifications at that port.

White Fraser and staff of surveyors, who have been working from the head of the Portland Canal delineating the new Alaskan boundary, returned to Victoria, B. C., on October 27, having marked forty miles of the line with bronze monuments on highlands and a trail through the timber.

President Roosevelt has sent Inspector William J. Burns, of the United States Secret Service, to Seattle, Wash., for the purpose of investigating alleged land frauds, similar to those committed in Oregon. It is said upon reliable authority that seventy-five Government men are now at work in various parts of the State.

Official information comes to the State Department from Nicaragua that the so-called Leon Court has confirmed the decision of the lower court in the case of the American citizen, Albers, and has fixed his sentence at thirty-two months' imprisonment. Albers will appeal to the Supreme Court at Managua.

The report of the Pullman Palace Car Company for one year ended July 31 last showed a surplus after dividends and payments to car associations of $4,134,572, an increase of $392,947. The total surplus is now $22,151,946, while the total net assets are given as $96,151,846, an increase of $4,134,581 compared with the condition on July 31, 1904. The capital stock remains unchanged at $74,000,000.

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Pacific Coast Marine.

The steam-schooner Aurelia was seriously damaged by the steamer Umatilla while the latter vessel was backing out from her slip at Broadway wharf No. 1, San Francisco, on October 27.

The British bark Kilmallie, previously reported as putting into Montevideo while bound from Shields for Tacoma, Wash., had her cargo shifted, and lost her wheel and steering gear while on the passage.

The schooner Maid of Orleans, which sailed from San Francisco on September 6 for Saldova, Alaska, put into Port Townsend, in distress, after being a month and a half at sea.

The Japanese steamer America Maru of the Toyo Kisen Kaisha line, arrived at San Francisco on October 17 for the first time, after having served as an auxiliary cruiser in the Russo-Japanese war.

A severe storm prevailed in Behring Sea for four days, ending October 15, according to advices received at Seattle, Wash. Vessels arriving at Nome have been compelled to seek shelter behind Sledge Island.

The San Francisco, Oakland and San Jose Railroad, operating the Key Route ferryboats, has awarded a contract to John W. Dickie, of San Francisco, for the construction of a duplicate of the San Francisco.

The British ship Wayfarer, at San Francisco on October 14, 162 days from Hamburg, reports that a seaman named V. Pettersen, aged 22 years, fell from aloft and was drowned in the English Channel.

The steam-schooner Greenwood arrived at San Francisco on October 21 with a cargo composed of machinery, deck-fittings, etc., saved from the wreck of the steamer St. Paul, on Point Gorda.

The steamer F. A. Kilburn, damaged some weeks ago by going ashore near Coos Bay, and since repaired at Boole's yard in Oakland, was given a trial trip on San Francisco Bay on October 22.

A telegram received at San Francisco on October 21 reported that the schooner Seven Sisters had gone ashore two miles north of Nome, and would probably be a total wreck. The schooner carried a cargo of explosives.

J. L. Camm and E. D. Hedges have been given judgment against the schooner Alaska in the libel brought by them and were awarded $694.05 damages by United States Commissioner Brown at San Francisco.

The investigation into the stranding of the Oceanic liner Alameda opened at San Fraucisco October 12, before Supervising Inspector of Steam Vessels Bermingham. The Inspectors have taken the case under advisement.

While crossing San Francisco Bay on October 25 the steam schooner Phoenix rammed the ferryboat Oakland, tearing a large gap in the side of the latter just forward of the starboard wheel. The Phoenix suffered no damage.

United States Commissioner J. S. Manley has filed his report in the District Court at San Francisco awarding to the California Stevedore and Ballast Company $1616 for the loss of a barge by collision with the British bark Loch Throol.

From Nantes, France, comes the information that the French bark Beaumanoir, previously reported, was towed into Suva, Fiji, partially dismasted, with the report that a hurricane experienced off New Caledonia was responsible for the damage.

The German cruiser Falke, at San Francisco for the past month, is to go to the Mare Island Navy Yard this week to have her chains tested. She will remain at the Yard about a week, and will then proceed to sea, bound for the southern coast.

The schooner Sacramento, from Suislaw, Or., on October 14, for San Francisco, went ashore four miles north of Coos Bay on the following day. The crew were rescued by the Life-Saving Service, but vessel and cargo are a total loss.

The Fishermen's Protective Union of the Pacific Coast and Alaska has petitioned the Federal Government to establish a marine hospital in the Bristol Bay (Alaska) region. The resolution has the indorsement of organized labor generally.

Captain William Jones, accused of allowing an alien seaman afflicted with trachoma to escape from the British ship Burmah, was declared to be not guilty by Judge De Haven in the United States District Court at San Francisco on October 21.

A telegram received at San Francisco on October 20 reported that the steamer Valencia went ashore on the rocks at St. Michael on October 16. She was hauled off and two days later sailed for Seattle. The damage sustained is not known.

The American ship Erskine M. Phelps was not ashore at Cavite during the recent typhoon, as at first reported, according to a telegram received at San Francisco on October 20. The Phelps is now en route from Manila to Honolulu.

The French bark Cambronne, 153 days out from Birkenhead for San Francisco, arrived off the Heads on October 17, and received orders to proceed to Portland. For some days previously the vessel had been on the overdue board, with reinsurance quoted at 10 per cent.

The licenses of ten mates, pilots, masters and engineers at San Francisco were revoked on October 16 by United States Steamboat Inspectors at Washington, D. C. The action in each case was for the reason that their naturalization papers were obtained by fraud.

The steamer Indianapolis sailed from Chicago, Ill., on October 25 for the Pacific Coast. The Indiana was purchased from the Indiana Transportation Company by the Puget Sound Navigation Company for $160,000. The vessel will be put on the run between Seattle and Alaskan ports.

The Pacific Coast Company has given instructions to its local drafting departments at Seattle, Wash., to prepare plans for the construction of a steamer to take the place of the Gypsy, which was recently wrecked. The new vessel will be much larger and a faster boat than the Gypsy.

Agents J. D. Spreckels & Bros., who were fined $5000 by the Treasury Department for failure to provide proper bills of health for the steamer Memphi, from Callao, Peru, had the penalty remitted on October 17 through the recommendation to that effect of Collector of the Port F. S. Stratton.

The steam-schooner Johan Poulson was launched at the White shipyards in Everett, Wash., on October 15. The new vessel is 190 feet long, 38 feet wide and 500 tons burden. She will carry 700,000 feet of lumber, and will run between Portland and San Francisco. Captain Livenson will command the Poulson.

The overdue Italian ship Affezione, having been lately spoken at sea, has been crossed from the overdue list. For some weeks past the vessel, which is now out 134 days from Bahia Blanca for Stockton, England, has been quoted for reinsurance, the rate reaching 40 per cent.

The steamer Ohio will probably be the last vessel to leave Nome before the close of the season. She was due to arrive there on October 21 from Seattle. The Oregon and Senator are now on the way from Nome to Seattle, and the Valencia sailed from Nome on October 21 for the Sound.

A dispatch received at San Francisco on October 26, from Acapulco, reported that the British ship Burmuda, previously reported as having been towed into that port dismasted, by a Kosmos steamer, has been surveyed. It is believed that she can be sufficiently repaired to proceed in sand ballast, for £200, for temporary repairs elsewhere.

Following is the reinsurance list as posted at San Francisco on October 29: French bark St. Donatien, 158 days from Bordeaux for Adelaide, 60 per cent. British bark Principality, 179 days from Junin for Rotterdam, 90 per cent. French bark Duchesse de Barry, 197 days from Swansea for San Francisco, 15 per cent. British ship M. E. Watson, 147 days from Cardiff for Antofagasta, 10 per cent.

The Kosmos steamer Neko, arriving at San Francisco on October 26 from the South, brought the report that the German ship Steinbeck had been appropriated by the Chileans. It was reported in dispatches some weeks ago that the Steinbeck had gone ashore at Valparaiso. It now appears that the master and crew abandoned the vessel when she seemed to be beyond saving and after standing by in small boats for forty-eight hours they went ashore. A party of Chileans, more alert than the Germans, went out to the vessel and took possession. Subsequently, when the Steinbeck semed to be safe, the Germans attempted to go on board again.

DIED.

Henry Johan Malinen, No. 794, a native of Finland, aged 31, drowned at Karluk, Alaska, June, 1905.

Hans Peterson, No. 527, a native of Russia, aged 49, drowned in San Francisco Bay, October 19, 1905.

The following members are reported as having drowned in the wreck of the schooner Pearl, in Alaska waters, fall of 1904:

Haakon W. F. Kraft, No. 571, a native of Norway, aged 30.

Peter Lindvig, No. 909, a native of Norway, aged 23.

Hans Michaelsen, No. 1085, a native of Norway, aged 25.

Carl M. Norberg, No. 744, a native of Sweden, aged 22.

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Bagley's Sun-Cured is now packed in pouches and the fronts will be received assorted with labels from the foil packages, for premiums.

Towing Big Drydock.

Officials of the Navy Department have about determined in a general way how the great floating drydock now at Solomon's Island, Md., shall be taken to the Phillippines.

A collier of about 6000 tons displacement will do the bulk of the towing. There are two reasons for this. One is that a collier can, perhaps, stand more bad weather and be less liable to mishap than a tug on a trip of this length, but more important, she can carry a great deal more coal. A tug will accompany the collier.

When the drydock starts from Solomon's Island, the collier will be from 2000 to 3000 feet in front of her, the two vessels being connected by a tow line. The reason a line of this length is needed is that in squally weather there will be no danger of the dock and the collier being smashed together. This line for one-half of its length will be of wire cable and for its other half manila hawser. In this way both strength and elasticity will be secured. In addition, there will be a towing machine on board the collier.

Ordinarily, the dock will be taken along with its body six to ten feet in the water. This will naturally allow of greater speed; but should bad weather come on it can also be submerged so that it will draw 28 feet or more of water, and will act as a huge anchor to the collier and tug until the storm is over.

The department people see no reason why the dock should not reach the Far East in safety. The distance to be traveled is 15,000 miles, and it is calculated that, as not more than 100 miles a day can be made, it will take five months to cover the distance.

Germany's Sailor Machine.

The British Vice-Consul at Bremerhaven has reported to his Foreign Office on "German Sea Fishing." He says that the German Government spends £20,000 a year for the benefit and encouragement of sea fishing, and contributes about £3,000 a year toward the expenses of the German Sea Fishery Association. Owners of sailing smacks for the herring fishery receive a building subvention of £200 to £250, besides a further sum for the purchase of nets and gear. There is also a fund from which owners of steam trawlers are recompensed for damage to and loss of nets. Five thousand pounds is the amount to be contributed by the German Government for losses in this respect sustained during 1904.

The effect of this policy is that while in 1900 the German fishing consisted of 564 vessels and 3795 men, in 1904 there were 623 vessels and 5039 men. The additions to the fleet this year are likely to equal those of the last four years. It is interesting to note that the motor fishing boat is being adopted by Germans for their fishing fleets.

The following paragraph reveals the cause of Germany's generosity:

"The encouragement given by the Government to the fishing industry is considered to be partly due to a recognition of the prospective value of the material available for the manning of the navy."—N. Y. Times.

Technically, any inhabitant of the United Kingdom is liable to be called on to undertake the uncongenial task of hangman. The salary is $5 a week as a retaining fee and $10 for an execution.

COAST SEAMEN'S JOURNAL

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Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, - - - - NOVEMBER 1, 1905.

SEAMEN'S CASE PROVED.

The statement of facts in the "jurisdiction" dispute between Seamen and Longshoremen, printed in this issue, is intended chiefly for the information of the delegates to the Pittsburg convention of the American Federation of Labor. The Seamen submit their statement of the case, with full confidence that it will receive the consideration to which by its importance it is clearly entitled. The principle involved in the dispute in question concerns many other organizations affiliated with the American Federation of Labor; indeed, it may literally be said to concern the very existence of the Federation itself. It follows that delegates who may feel no personal or immediate interest in the particular case at issue can not but recognize the responsibility of determining for themselves the real merits of the case, in order that their final judgment may redound to the protection and advancement of the whole labor movement. The task confronting the delegates may seem a laborious and unpleasant one, but when approached in the proper spirit its difficulties disappear before the light of obvious and inescapable truth. But, whatever the difficulties and whatever the unpleasantness—whatever personal predilections or prejudices may stand in the way—the facts must be recognized and fully considered in order that justice may be done in the particular case in question and also in the much more important case of the labor movement at large. Whatever justification may have existed for the policy heretofore pursued by the American Federation of Labor in the treatment of the "jurisdiction" question generally, it has become abundantly evident that nothing further may be hoped from a continuance of that policy. Certainly, it is quite clear that nothing less than a clear-cut decision will suffice in the case of the Seamen and Longshoremen.

The Seamen submit their case with complete confidence in the result, a confidence which, of course, is based upon the assumed intelligence and loyalty of the membership composing the American Federation of Labor and of the delegates composing the convention of that body. The Seamen regard the facts cited from the official records of the Longshoremen as evidence of itself sufficient to condemn the latter. The truth of these facts can not be questioned without questioning the official records, nor their meaning obscured without closing the eye to the first principles of the labor movement, as represented by the American Federation of Labor. Of course, a strong attempt will be made to obscure the real issue, as the only hope of confusing the minds of the delegates. The Longshoremen, having been driven by the incidents of the recent past from their previous position of indifference to and contempt for the appeals of the Seamen, will raise a false issue by charging the latter with an attempt to disrupt the Longshoremen's locals on the Pacific Coast. In other words, the Longshoremen will endeavor to magnify the effect so as to hide the cause. The Seamen are prepared to justify every step taken by them in self-defense; at the same time, they are determined that that phase of the question shall not be permitted to occupy the sole attention of the convention. Either the cause created by the Longshoremen must justify itself, or the effects brought about by the Seamen will justify themselves. It is up to the Longshoremen to justify the cause of the dispute, or stand condemned by the labor movement as disloyal to the principles of that institution. In paying its respects to the Pittsburg convention of the American Federation of Labor, the JOURNAL expresses the hope, and conviction, that the result of its deliberations on the "jurisdiction" and other questions coming before it will strengthen the bonds that unite the trade-unions of the country in a fellowship based upon mutual respect for right, upon which alone the trade-unions and the Federation itself can hope to exist and flourish.

PROFITS IN TOW-BARGES.

The Scientific American, of recent date, contains an article under the title, "Evolution of the Tow-Barge," written by John R. Spears. The article pronounces the tow-barge a profitable system of transportation, and prophesies the extension of that system. Mr. Spears, reviewing the growth of the tow-barge, from its beginning in New York harbor and its extension, first to the Erie Canal, then to the Great Lakes and finally to the Atlantic Coast, speaks of the latter phase, as follows:

> Schooners had had a monopoly of the coastwise coal trade, but a tug and barges could deliver the cargo much more promptly. They were found more economical, especially for small cargoes. Thus, where a schooner would require a crew of six or eight men a tow-barge of equal capacity required but three or four. Some good-sized barges got on with two men, and they were men who received relatively small pay. The tug had a high-priced crew, but it took a dozen barges in tow and left them at the different ports alongshore, and while they were discharging cargo it came back for more, bringing along the empty barges towed out on the previous voyage.

Thus we note that the tow-barge was found "more economical" than the schooner solely on account of the smaller number of men required to man the former and the "relatively small pay" received by them. The tow-barge having proved profitable on the coasts, the system was extended to the ocean-going trade. The first venture in that trade is described by the writer in the Scientific American, as follows:

> The tow steamer Atlas and a barge of 6,000 tons capacity, known simply as "No. 93," were sent [from New York] on the trip, 13,000 miles long, and on February 26 of the present year they arrived safely in San Francisco. The log of the trip shows that the cargo was carried more cheaply than it could have been carried by a regular steamer.

Cheapness having scored another victory, the insurance people ceased to regard the ocean-going tow-barge as an "extra-hazardous" risk, and the business was extended to the transatlantic trade. "Figures made in advance," says Mr. Spears, "had shown a profit for the barge, and on July 3 the first barge-traffic voyage across the Atlantic was begun." The results of the venture are thus recorded:

> Although the towing steamer carried a cargo and towed another astern of her she attained the speed of an ordinary cargo steamer and her consumption of coal was by no means equal to that of two steamers carrying as much cargo as she and her consort carried together. There was no loss of time in the passage and there was an economy of coal in thus carrying two cargoes across the ocean. At the same time the cost of the crew of the barge was far less than that of a steamer of equal capacity.

Our authority concludes his observations on the subject, as follows:

> While a single successful voyage does not establish a regular trade necessarily, it goes a long way toward doing so in a case like this. For it is to be noted that now and for a year past ocean traffic has been greatly depressed. Many ships have failed to make running expenses. When a system of transportation proves profitable under such conditions there is no doubt about its merits.
>
> And to show further the confidence that towboat men have in their system, a news item from Germany may be quoted. A German company has been distributing coal around the Baltic, for some years, by means of barges. While the E. L. Drake and consort were crossing the Atlantic this German company took a contract to load five towing steamers and nine barges with railway material that is to be delivered in the Yenisei River, Siberia; and that is to say that these tow-barge voyages are to be made through the Aretic Ocean along the whole north coast of Europe and for twenty degrees of longitude along the north coast of Asia. If to this statement be added the further fact that Pacific Coast lumbermen are preparing to tow a huge raft of timber from Seattle to Shanghai it will be seen that the tug and the tow-barge are likely to become most important factors in the freight traffic of the high seas.

Mr. Spears knows a good deal about the human side of shipping affairs. In justice to his own reputation in this regard Mr. Spears should now make public his views on the human side of the tow-barge business. We feel confident that an article such as is here suggested would put a decidedly different aspect upon the whole matter. While the tow-barge is undoubtedly profitable to the owner and shipper, it is a standing menace to the safety of all other forms of floating property, as well as to the lives of its own crew and the crews and passengers on other craft. The records speak for themselves, which accounts in part, we suppose, for the fact that Mr. Spears hasn't mentioned them. As that gentleman very truly says, "a single successful voyage does not establish a regular trade necessarily." Quite the contrary, a number of successful voyages can not establish the tow-barge business, when contrasted with its frequent disasters and constant danger. The tow-barge and log-raft may score a profit in dollars and cents, but that consideration can not be permitted to outweigh the danger, and in fact reality, of loss, both of life and property, in other directions. Mr. Spears to the contrary notwithstanding, we predict that the days of the tow-barge and log-raft are numbered by the days of an early session of Congress.

Come to think of it, Mr. Post's "Report to the People" indicates that that individual has formed a rather exalted estimate of his constituency. To be sure, Mr. Post pays advertising rates on his screeds; consequently, the "Report" is entitled to as much consideration by "the People" as any other ad—no more, no less.

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CHINESE MUST NOT COME.

The November issue of the American Federationist, offieial publication of the Ameriean Federation of Labor, contains a vigorously-worded article on the subject of Chinese Exclusion, which we here reproduce. Our contemporary is to be congratulated upon its attitude on this all-important question, a question that becomes more important as events diselose the determination of certain interests to "modify" (i. e., nullify) the existing laws on the subject. The Federationist article is as follows:

There seems to be a well-defined policy of interested parties to induce Congress, at its fortheoming session, to let down the bars to the hordes of Chinese coolie laborers so that they may come into the United States and its possessions. Some ministers of the Gospel also are conseiously or unconsciously giving their services to this venal project. If consciously, they appear to be more concerned in the welfare of the Chinese than of the American people. If unconsciously, they should study the facts and the history of Chinese immigration into the United States and other countries.

Of eourse, there is reason for complaint against the indiscriminate immigration of peoples from other countries, and all realize that some better regulation and restriction are essential in regard to this, but such elasses of immigration ean not be considered on parallel lines when discussing the immigration of Chinese laborers.

The Chinese are unassimilable. Their civilization is entirely at varianee with that of the American people. The Chinese and the Caucasians can not live, prosper and progress side by side in the same country. The whole history of Chinese immigration to any country on the face of the globe in appreeiable numbers has demonstrated this time and time again. They have dominated wherever they have entered, unless they have been driven out by the force of arms or excluded before their numbers were permitted to attain an overwhelming influence. Their domination is not beeause of higher attainments, but because of their subtlety, their laek of wants, interests, or desires; beeause they are cheap laborers and cheap merehants, and thus industrially and commercially freeze out their competitors, the American workmen, and even the American business men. This has been demonstrated on the Pacific Coast and in the Sandwich Islands, as well as in the Philippines.

Ameriean workingmen realize the great danger, not only to them and their interests, but to all the people of our country. Business men, students and observers are in entire accord upon this question of the neeessity of excluding Chinese laborers from coming to the United States.

Workmen are second to none in their regard for their fellow men, without consideration from whenee they hail; but they would be less than human did they disregard the lessons of the past and the dangers which would threaten not only their standard of life, but every hope for the safety of themselves in the present and those who will come after them.

The economic, social, religious and political life of our entire people is at stake in this question, and they will not tamely submit to a false sentimentality to please the few sordid profit-mongers who, for a slight monetary gain, would endanger the future of our Republie. Aye, they will not submit even to the possibility of this backward movement though it ruffles the sentimentality and vanity of a few ministers of the Gospel who, by the way, might better devote their talents and energies to the effort for the uplift of the workers of our own country.

The so-ealled Chinese boycott of American products, the activity of the sugar planters of Hawaii, who have again evinced their love for the Chinese, the subtle tactics pursued in certain quarters by employers antagonistic to organized labor, the effusions of some preachers —all bear the stamp of a carefully coneocted plan to "modify," with the hope of ultimately nullifying, the entire policy of the American people to keep the Chinese from coming to any place where our flag flies.

The American workmen, the American people, must be equally, if not more, alert than those who would, either for the greed of gain or a false sentimentality, undermine our civilization.

The bars must not, and will not, be let down for the Chinese.

CHILD LABOR AND THE SCHOOLS.

Labor Commissioner Stafford, of California, has favored the JOURNAL with a brief summary of his observations concerning the effect of the Child-Labor law upon the health and attendance of children at the beginning of the present school term. As will be noted, the enforcement of the new law has been highly beneficial in the important respect of its effect upon the capacity of the children for study. Labor Commissioner Stafford's findings are as follows:

The Garfield Primary School, located on Union street, near Montgomery, this city, has a membership of 744 pupils. I have the assurance of the principal, Miss Shearer, that in previous years at the close of the summer vacation, more than fifty children, ranging from six years of age upward, would return to school from the canneries with their hands in a badly crippled condition, lacerated by fruit cans and paring knives, and aggravated by the acids in the fruits. This term there has been nothing of that kind in evidence.

The Lafayette Primary School, located at the junction of Kearny and Filbert streets, on Telegraph Hill, has 681 pupils, 164 of whom are new from commencement of present term. Ninety per cent. of the pupils in this school are Italians. The large increase is attributed by Miss K. F. Casey, the principal, to the enforcement of the Child-Labor law and the Compulsory Education law. In previous years a large percentage of her scholars have been tardy in returning to school after summer vacation, drifting in from the canneries, and were so insubordinate as a consequence of the fighting and quarreling for cans and fruit boxes, that the first two months each year was a struggle for discipline, with continued punishment and but little school progress. This year there has been perfect harmony from the first week. In previous years children from six to seven years up have sat for weeks unable to write, on account of the crippled condition of their hands, as at the Garfield School.

The Washington Grammar School, situated at the corner of Mason and Washington streets, has 673 pupils, an increase of eighty-one this term. Principal T. H. McCarthy says this is almost entirely due to the enforcement of the Child-Labor and the Compulsory Education laws. This term they have a number of children ranging from 8 to 12 years of age that had never previously seen the inside of a school-room. This year the class membership was full immediately after the opening following the holidays, while in previous years this dragged from one to two months. The attendance of the entire school for the past two months has averaged ninety-seven per cent., as against ninety per cent. during several years previous to the passage of these laws.

There has been no increase in the application for school books to be supplied from the Indigent Fund on account of the poverty of parents, from which we are justified in inferring that the removal of small children from canneries has not caused poverty or hardship in their families.

The only fair beer in the market bears the red label of the United Brewery Workmen. See that that guarantee of fair labor is on the barrel or bottle from which you are served!

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

HEADQUARTERS, SAN FRANCISCO, Oct. 30, 1905.
Regular weekly meeting was called to order at 7:30 p. m., E. A. Erickson presiding. Secretary reported shipping still fair. Secretary also stated that the delegates to the American Federation of Labor convention will depart for Pittsburg on Monday, November 6. E. Ellison was elected Secretary pro tem., and C. F. Hammarin Assistant Secretary. The Shipwreck Benefit was ordered paid to a member of the crew of the schooner Sacramento.

A. FURUSETH, Secretary.
S. W. cor. East and Mission sts. Tel. Main 5397.

TACOMA AGENCY, Oct. 23, 1905.
No meeting; no quorum. Shipping medium.
H. L. PETTERSON, Agent.
3004 McCarver st. Tel. Main 808.

SEATTLE AGENCY, Oct. 23, 1905.
Shipping fair. Few men ashore.
P. B. GILL, Agent.
1312 Western ave. P. O. Box 48. Tel. James 3031.

PORT TOWNSEND AGENCY, Oct. 23, 1905.
No meeting; no quorum. Shipping dull; prospects uncertain. Very few men ashore.
WM. THORBECK, Agent.
114 Quincy st. P. O. Box 48. Tel. 443.

ABERDEEN AGENCY, Oct. 23, 1905.
Shipping medium; prospects uncertain.
WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

PORTLAND (OR.) AGENCY, Oct. 23, 1905.
No meeting; no quorum. Situation unchanged.
D. W. PAUL, Agent.
40 Union ave. Tel. East 4912.

EUREKA AGENCY, Oct. 23, 1905.
No meeting; no quorum. Shipping fair; prospects fair.
C. SORENSEN, Agent.
222 C street. P. O. Box 327. Tel. Main 566.

SAN PEDRO AGENCY, Oct. 23, 1905.
Shipping medium; prospects fair.
HARRY OHLSEN, Agent.
P. O. Box 2380. Tel. Main 774.

HONOLULU (H. T.) AGENCY, Oct. 16, 1905.
Shipping dull; prospects uncertain.
A. COLDIN, Agent.
Cor. Queen and Nuuanu sts. P. O. Box 96.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

HEADQUARTERS, SAN FRANCISCO, Oct. 26, 1905.
Regular weekly meeting was called to order at 7:30 p. m., Eugene Burke in the chair. Secretary reported shipping very quiet. Voting for delegates to the convention was proceeded with.

EUGENE STEIDLE, Secretary.
54 Mission st.

SEATTLE (WASH.) AGENCY, Oct. 19, 1905.
No meeting. Shipping quiet; not many men ashore.
W. SORENSEN, Agent.

SAN PEDRO (CAL.) AGENCY, Oct. 19, 1905.
Shipping and prospects fair.
G. LLOYD, Agent.

LAKE SEAMEN'S UNION.

HEADQUARTERS, CHICAGO, ILL., Oct. 23, 1905.
Shipping quiet. General condition fair.
WM. PENJE, Secretary.
123 North Desplaines st.

ATLANTIC COAST SEAMEN'S UNION.

HEADQUARTERS, BOSTON, MASS., Oct. 25, 1905.
Shipping fair.
WM. H. FRAZIER, Secretary.
1½A Lewis st.

ATLANTIC COAST MARINE FIREMEN'S UNION.

HEADQUARTERS, BROOKLYN, N. Y., Oct. 18, 1905.
Shipping slow.
DANIEL SULLIVAN, Secretary.
15 Union st.

It is reported that the Osaka Shosen Kaisha, a rich Japanese company, is about to build a fleet of passenger steamers to ply between Japan and Seattle, Australia and European ports. It is reported, also, that the large insurance companies of Japan will not insure vessels officered by Japanese, on account of their inexperience and the fact that many Japanese vessels, manned exclusively by Japanese, have recently met with many accidents.

On the Great Lakes.

(Contributed by the Lake Seamen's Unions.)

The Lake Storm.

Probably the worst storm in the history of Lake navigation struck the lower lake region on the night of October 19, although it had been blowing on Lake Superior for nearly forty-eight hours before that time. It is impossible to give a correct list of fatalities at this writing, although at present forty vessels are reported lost and missing, and twenty lives are supposed to have been the toll collected by the Storm King.

The old steamer Sarah E. Sheldon was lost off Lorain, Ohio, and Wheelsmen John Fox and Charles Johnson lost their lives in a fruitless attempt to reach the shore. The Gilchrist barge Yukon, Captain Bangs, foundered off Ashtabula. Her entire crew were rescued by Captain Tim Haggerty and his crew, of the tug Thomas Wilson. The Corrigan barge Tasmania, in tow of the steamer Bulgaria, was lost near Bar Point, and her entire crew went down with her. The Gilchrist steamer Siberia lies in eighteen feet of water at Long Point, waterlogged, her pumps having failed to work at a critical moment. The steamer Vega, of the same fleet, is reported lost. The schooner John V. Jones, of Kenosha, Wis., C. W. Allen, owner, was lost in Lake Michigan, and William Thompson and E. Olfsen, seamen, were drowned. The remainder of the crew were rescued by the car-ferry Grand Haven. The Siberia can be pumped out and saved. Her cargo of barley is probably a total loss. The Canadian schooner Minnedosa foundered in Lake Huron, taking seven souls with her, including the captain's wife. The schooner J. S. Fay lost her mate. The steamer Progress left Ashland recently, and has not been seen since. She carried a crew of fifteen men. The steamer Republic went ashore near Sheboygan, and the barge Malta parted her towline from the steamer William R. Linn, in Lake Huron, but her crew worked her into Port Huron under her own canvas. The passenger steamer Western States had a narrow escape, but is safe. The schooner Alta went on the rocks near Munising. Her crew of seven men and one woman were rescued in an exhausted condition. The steamer A. A. Turner went ashore, then caught fire and burned. Her crew were rescued by a tug, name unknown. The schooner Alga is ashore at Picture Rocks, with her rudder gone. The crews of the Alta and Olga were rescued by fishermen.

Notice to Seamen.

Henry Johnson, No. 9854, Edward Nicholson, No. 6783, and Charles Clarson, No. 4559, are requested to communicate with Agent Murphy, of the Lake Seamen's Union, at Manitowoc.

The movement of iron ore in September fell short of that of August, but this was expected, for the month always brings storms. Duluth shipped 1,197,888 tons; Two Harbors 1,015,955 tons; Superior 698,752 tons, a total of 2,912,595. The total of the season to date is 16,810,632 tons for the three ports, against 8,719,540 tons during the same period last year.

Sober Seamen.

If the time is not already here, it soon will be, when the saying, "Drunk as a sailor," will be meaningless.

With the passing of the sailing ships, the old-time sailors are disappearing. An entirely different class of men has come in with the modern steamship. The mariners of to-day are not sent aloft in a howling gale to furl topsails—they work with electrical and steam machinery. There is not so much now to breed the devil-may-care spirit of the traditional Jack tar.

Nowhere is the change more apparent than in the American Navy. It has been the time-honored custom of the bluejacket to get drunk immediately upon going ashore and to stay drunk until haled back to his ship, perhaps by a guard of marines. Now, the men of the Navy who become drunk are the exception. Of the 750 enlisted men on the Maine, the flagship of the North Atlantic squadron, 700 have not one bad conduct mark against them. In the paymaster's safe on board the Maine there is more than $33,000 in pay and allowances due to and uncalled for by the men of the squadron. This is proof that the grade of intelligence in the Navy has been greatly raised in a few years. What is true of the Navy is true, though to a less extent, in the merchant marine.—Cleveland Leader.

The foregoing is unique, inasmuch as it has at least a few good words for the seaman. The fact that it appears in the editorial column makes it all the more remarkable. But it does not go far enough, and is really a compliment for the men of the Navy only. Certainly it is equally true of the seamen of the Great Lakes, and there has not been fifty per cent of the drinking done this year by seamen on the Lakes that was done last season. The proof is that while the Postoffice Money Order business at Conneaut Harbor alone has increased a hundredfold this year, the saloon business at that port has been a black failure. Of all the saloon-keepers at the Harbor (there were thirty-two of them), only two have been able this year to employ a bartender. One failed, and none are making money. So that does not show the merchant marine in such a bad light, and I venture to predict a greater falling off in the saloon business next season, and consequently fewer saloons in our little port. W. H. J.

Conneaut, O.

The car-ferry Grand Haven, owned by the Grand Trunk car-ferry line, a Milwaukee corporation which has been operating the boat between Milwaukee, Wis., and Grand Haven, Mich., in connection with the Grand Trunk railway system, will be sold to the highest bidder on November 7. The boat was built two and a half years ago and cost $350,000. She is now in the custody of the Fidelity Trust Company, of Milwaukee, as the result of default by the ferry company in the payment of the principal of seventeen bonds of $1,000 each.

The steel tug Frank Perry, sailed by Captain Ryerse and owned by Frank Perry of Sault Ste. Marie, sunk off Boot Island, in the Cheneux group, in the storm of October 19. Several plates were crushed in by the rocks, and the boat now lies in a dangerous position. The tug had a raft of pulpwood in tow and this was broken up and scattered along the shores of the surrounding islands. A fifty-mile gale accompanied by snow squalls was blowing.

The Matthews Steamship Co., limited, has been incorporated with a capital of $250,000 to build steamships and to carry on a transportation business. The provisional directors are all Torontonians.

New Steamer Contract.

The first contract for a new steamer to be added to the Chicago passenger fleet next season has been awarded to the Craig Shipbuilding Company of Toledo, by the Indiana Transportation Company, operating the line between Chicago and Michigan City. The new boat will be an important addition to the Chicago fleet, being exceeded in size only by the Christopher Columbus. The cost will be upward of $300,000.

Although no expense will be spared in adding to the safety and style of the steamer, the chief point accented in the contract is that of dispatch. To this end a speed of twenty-four miles an hour has been specified, in order to insure a running time of two hours between Chicago and the Indiana town, from dock to dock. The boat is to be delivered ready for service, May 15 next.

As the run of the new steamer is short, but thirty staterooms are to be provided, insuring plenty of light and air in the cabins and additional comfort for passengers. The boat will be 285 feet long by 40 feet wide and is designed to accommodate 3,500 passengers.

Old Wreck Found.

The wreck of a schooner was discovered in Lake Michigan on October 10, two and one-half miles from New Buffalo, and the belief is that it is the remains of the Thomas Hume, which went down four years ago carrying a crew of seven men. A fisherman got his lines caught in the wreckage and George Culbert, expert diver, went down and found the hulk. It is 175 feet long, but the scroll work was gone and he could find nothing to indicate the name of the boat.

The Thomas Hume and her sister ship, the Rock Simmons, left Chicago together one stormy night in 1891, and the Rock Simmons was the only one which reached Muskegon, the Thomas Hume never being heard from. She was owned by the lumber firm of Hackley & Hume, of Muskegon.

Colonel G. J. Lydecker, in charge of river and harbor and lighthouse work in the Detroit District, has received a letter from the superintendent of the Harbor of Refuge at Harbor Beach, Lake Huron, from which the following extract is taken: "I would say that I am advised by many Lake masters that it has been generally understood among them that owing to the work on the piers in progress at present it is unsafe for vessels to make the harbor during heavy weather from the supposed fact that the harbor is blocked most of the time with the contractors' outfit. This is not the case, and I would recommend that the broadest information possible be given out that the harbor is at all times clear for incoming craft and there is ample room for all to make fast and lie in safety."

While sheltered at St. Michaels Bay, Manitoulin Island, the barge Vesta, in tow of the steamer Juno, caught fire and was burned to the water's edge. The burned boat was owned by W. J. Pulling, of Windsor, and was valued at $3500.

Marine Notes.

Peter Cuba, nineteen years of age, a seaman on the steamer Merrimac, had his right arm cut off by an engine at Detroit recently.

The steamer Cumberland struck the protection pier of the East Water street bridge at Milwaukee recently and broke off a seetion thirty-six feet in length at the west end of the pier.

Edward Morris, assistant general superintendent of the Chicago Shipbuilding Company, has resigned. His place has not yet been filled, but it is believed John Smith, now foreman of the shipyard, will be appointed.

Business Agent Scanlon, of the Seamen's Union, at Detroit, has a valuable letter for Mrs. Venera Chilson. She is said to be stewardess on a small steamer, and Mr. Seanlon would like to know whieh boat she is aboard.

The newly organized Mathews Shipping Company has called upon English shipyards for tenders for two new Lake freighters full Welland Canal size. The boats are to ply between Fort William and Montreal, and must be ready by next spring.

Improvements to cost $500,000 around Buffalo harbor arc being made by the Government. Work on the foundation to the 1000-foot arm to Stony Point breakwater has begun, and a start has been made on the new $100,000 breakwater north of the entrance to Buffalo River.

The new steamer J. G. Butler, building at the Lorain yard of the American Shipbuilding Co. for Captain Charles L. Hutchinson and others of Cleveland will probably be launehed on November 4, should weather continue favorable. The keel of this steamer was laid on September 6.

The schooner Burton, which went on the rocks at Barcelona during the recent great storm, has gone to pieces. The schooner was a total loss. The Burton was valued at $5500 and was not insured. The Burton had a cargo of 950 tons of coal for Toledo from Buffalo and was on her way to the former port when she went ashore.

The schooner Elizabeth, lumber-laden, dragged her anchors and was driven on the shore north of Menominee recently, where she was soon torn to pieces by the storm. The erew escaped safely in a yawl boat. The Elizabeth was bound from Cedar River to Menominee with 60,000 feet of lumber. She was owned by Captain Fred Hutchinson, of Marinette.

The steamer Brazil is at the drydoek in South Chicago with a huge stone weighing fully 1500 pounds held securely between the plates in the center of the boat near the keel. The stone was picked up when the steamer struck near the Lime Kilns, in the Detroit River. The big stone, after tearing away a number of plates and cutting a big hole in the side of the Brazil served as a plug to prevent the boat from leaking.

With eight feet of water in her hold and the water gaining every minute despite the work of the pumps, the steamer Gladstone struggled into Milwaukee recently, just in time to eseape sinking. There was hardly enough steam left to propel the ship, so mueh of it was used in operating the pumps to keep the vessel afloat. The leak was caused by the buffeting of the gale on Lake Michigan, and the crew were eompletely exhausted by their efforts when the ship arrived at Milwaukee.

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Bandon, Fred	Knudsen, H.
Brown, Joe	Kozlaske, Michael
Brinniers, Heer K.	Karlsson, G. P.
Carlsen, Carl	Leeland, W .M.
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Gay, Harry B.	Stalls, William
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A dead letter addressed to Wm. G. Weber.	Nadu, N., Jr., Nicklson, Donald Roland, Frank M.
Larsen, Crean	Almand, Albert
McManus, Wm.	Doyle, Jos.
Gallagher, J. C.-2	Blakly, A.
Westover, Alex.	Johnson, Victor
Olsen, Waldmar-2	Farwell, Roy
Brown, W. H. J.	Lenard, L.
Johnnieson, Hilne	Fehnssen, John
Thomas, James-2	Squrr, W. J.

LAKE SEAMEN'S DIRECTORY.

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(Lakes District International Seamen's Union of America.)

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Iron and Steel—Illinois Iron and Bolt Company, of Carpentersville, Ill.; Carborundum Company, Niagara Falls, N. Y.; Casey & Hedges, Chattanooga, Tenn.; Gurney Foundry Company, Toronto, Ont.; Sattley Manufacturing Company, Springfield, Ohio; Page Needle Company, Franklin, N. H.; American Circular Loom Company, New Orange, N. J.; Payne Engine Company, Elmira, N. Y.; Lincoln Iron Works (F. R. Patch Manufacturing Company), Rutland, Vt.; Art Metal Construction Company, Jamestown, N. Y.; Erie City Iron Works, Erie, Pa.; David Maydole Hammer Co., Norwich, N. Y.; Singer Sewing Machine Company, Elizabeth, N. J.; National Elevator and Machine Company, Honesdale, Pa.; Pittsburg Expanded Metal Co., Pittsburg, Pa.
Iron, Architectural—Geo. L. Meskir, Evansville, Ind.
Stoves—Germer Stove Company, Erie, Pa.; "Radiant Home" Stoves, Ranges and Hot Air Blast, Erie, Pa.; Wrought Iron Range Co., St. Louis, Mo.

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Baskets—Williams Manufacturing Company, Northampton, Mass.
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Carriages—Crane, Breed & Co., Cincinnati, Ohio.
Cooperage—Northwestern Cooperage and Lumber Company (otherwise known as the Buckeye Stave Company), of Ohio, Michigan, and Wisconsin; Elgin Butter Tub Company, Elgin, Ill.; Williams Cooperage Company and Palmer Manufacturing Company, of Poplar Bluff, Mo.
China—Wick China Company, Klttanning, Pa.
Furniture—American Billiard Table Company, Cincinnati, Ohio; Brumby Chair Company, Marietta, Ga.; O. Wisner Piano Company, Brooklyn, N. Y.; Krell Piano Company, Cincinnati, Ohio; N. Drucker & Co., Cincinnati, Ohio, trunks; St. Johns Table Company, St. Johns, Mich.; Grand Rapids Furniture Manufacturing Association, Grand Rapids, Mich.; Derby Desk Co., Boston, Mass.
Gold Leaf—W. H Kemp Company, New York, N. Y.; Andrew Reeves, Chicago, Ill.; George Reeves, Cape May, N. J.; Hastings Company, Philadelphia, Pa.; Henry Ayers, Philadelphia, Pa.
Lumber—Trinity County Lumber Company, Groveton, Texas; Reinle Bros. & Solomon, Baltimore, Md.; Himmelberger Harrison Lumber Company, Morehouse, Mo.; Union Lumber Company, Fort Bragg, Cal.
Leather—Kullman, Salz & Co., Benicia, Cal.; A. B. Patrick & Co., San Francisco, Cal.; Columbus Buggy and Harness Company, Columbus, Ohio; Lerch Bros., Baltimore, Md.
Rubber—Kokomo Rubber Company, Kokomo, Ind.; B. F. Goodrich Rubber Company, Akron, Ohio; Diamond Rubber Company, Akron, Ohio.
Paper Boxes—E. N. Rowell & Co., Batavia, N. Y.; J. N. Roberts & Co., Metropolis, Ill.
Paper—Remington-Martin Paper Co., Norfolk, N. Y.; Potter Wall Paper Co., Hoboken, N. J.
Typewriters—Underwood Typewriter Company, Hartford, Conn.
Watches—Keystone Watch Case Company, of Philadelphia, Pa.; Crescent Courvoisecr Wilcox Company; Jos. Fahy, Brooklyn Watch Case Company, Sag Harbor.

MISCELLANEOUS.

Advertising Novelties—Novelty Advertising Company, Coshocton, Ohio.
Burlap—H. B. Wiggins' Sons' Company, Bloomfield, N. J.
Bill Pasters—Bryan & Co., Cleveland, Ohio.
Railways—Atchison, Topeka and Santa Fe Railroad; Missouri, Kansas and Texas Railway Company.
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D. M. Parry, Indianapolis, Ind.
Wellman, Osborne & Co., Lynn, Mass.; Thomas Taylor & Son, Hudson, Mass.
C. W. Post, Manufacturer of Grape Nuts and Postum Cereal, Battle Creek, Mich.
Lehmaler-Swartz & Co., New York City.

On the Atlantic Coast.

(Continued from page 3.)

The Government has been quite busy lately inspecting and testing various new maritime safety appliances, such as collapsible lifeboats, rafts and life-preservers, but nary a seaman has been inspected or tested to see if he is efficient, or if there are enough of him to properly man the lifeboats and rafts. To the superficial observer this procedure would seem to be highly illogical, to call it nothing worse. But, when we look a little below the surface, we soon perceive that there is a method in the madness of the authorities. Ours is notoriously a government for the protection and promotion of money-making enterprises, and there is much money to be made out of the manufacture of maritime life-saving appliances. But who, except a crimp, ever heard of any money to be made out of the manufacture or otherwise of seamen? The inference from this is plain enough to any one who understands the relations of a trust with the Government. If seamen could be turned out cheaply—say, in a toy factory, there would soon be an incorporated trust in the article, with an imposing-looking lobby in Washington, getting laws on the statute books compelling every blessed American vessel to carry crews of standard grade—and enough of them to patchelamile.

A good deal of sympathy and condolence has lately been extended by various newspapers to the Sewalls, of Bath, Me., on their remarkable run of bad luck in having lost so many vessels in such a comparatively short time. To a sailorman conversant with the history of the vessels of that firm, however, it seems more like a case of the judgment of God than one of bad luck. It is not necessary to mention any names or to go into details, but it is not exceeding the truth to say that the Sewall ships, in the treatment of their crews, have been among the worst of the many miniature hells afloat that have disgraced the American flag, and made it hated by seamen of all nations. That the owners of the fleet winked at, and even sanctioned, the many outrages committed against the crews of their ships is an inference fully warranted from the manner in which they stood by their bucko masters and mates when charged in the courts with having maltreated or beaten to death some poor sailor. Several of the worst bucko mates that our merchant marine was ever cursed with were steady employes of the Sewalls during many years. The Sewalls will get no sympathy from sailors on account of the loss of their vessels.

The organized workingmen of New York are carrying on a vigorous educational campaign among the voters of the State on the issue of the "Labor Amendment" to the State Constitution, to be voted upon at the coming election. This amendment, as has already been noted in the Journal, is intended to confer upon the Legislature power to fix the rate of wages and hours of labor of all mechanics and laborers employed by the State. Its importance to workingmen in general, and those of New York in particular, is therefore great.

It is the "voice of the plain people" now. It will be the "voice of the rabble" on the day after election.

Fag Ends.

Eternal agitation is the price of progress.

Opportunity makes the grafter and proves the honest man.

Prosperous crime and profligacy are the grave-diggers of a nation.

Be sure that he is neither good nor wise who prates of Brotherhood, yet God denies.

When right, stand pat; when wrong, confess. None can do more; none should do less.

Imagination is an eloquent pleader and a stern arraigner, but a poor judge.

Few men fear to offend God as much as they fear to offend the conventionalities of mankind.

The head often saves the hand many a hard task, and the hand often saves the head many a hard knock.

No maxim, however wise, can be universally true so long as no two men in the world are alike in mind.

Patience and perseverance may not conquer the world, but they will always deserve whatever measure of success they can command.

Nowhere does the saying that "actions speak louder than words" apply with more force than in the realm of trade-unionism.

Beliefs are good, but works count more in footing up life's final score. The Lord will judge us by our deeds, not by our faith in musty creeds.

Many a reformer has obtained a following simply by his ability to mass a number of errors and probabilities together in such a manner as to present a plausible whole.

The basis of all morality, all religion, is the eternal, immutable truth that there is a natural, necessary and inseparable connection between happiness and virtue, and misery and vice.

It shakes our faith in human nature when we are reminded, every now and then, by some queer turn in human life's queer plan, that wealth, not principles, proclaims the man.

The poor but genteel and college-educated trust editor who barks every time his vulgar but wealthy master says, "Sic 'em, boy!" is a living proof of the truth that "knowledge is power!"

Good laws, faithfully administered, are the chief essential of good government. The Initiative and Referendum will enable us to get as good laws as we want to have, and the Recall will enable us to have them faithfully administered.

"What man has done man may do;" and if we are not willing to do as much to conserve our liberties as the founders of this Republic did to establish them, we deserve no better fate than slavery under a self-imposed despotism.

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SUPERIOR, WIS., 1721 North Third St.
ASHLAND, WIS., 515 East Second St.
OGDENSBURG, N. Y., 94 Hamilton St.
BAY CITY, MICH., 919 North Water St.
MANITOWOC, WIS., 809 South Eighth St.
ERIE, PA., 107 East Third St.
SOUTH CHICAGO, ILL., 9142 Mackinaw St.
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PORT HURON, MICH., 931 Military St.

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Headquarters:
DETROIT, MICH., 33 Jefferson St.
TOLEDO, O., 1702 Summit St.
NORTH TONAWANDA, N. Y., 154 Main St.
OGDENSBURG, N. Y., 94 Hamilton St.
BAY CITY, MICH., 919 Water St.
ASHTABULA HARBOR, O. Tel. 305.
CLEVELAND, O., Atwater Bldg., Room 1.
CHICAGO, ILL., 42 Wells St. Tel. Main 3637.
MILWAUKEE, WIS., 317 Florida St.
Sub-Agency:
CONNEAUT, O., 981 Day St.

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Headquarters:
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29 Erskine Street, Sydney, N. S. W.

List of Union Offices
ALLIED PRINTING TRADES COUNCIL
Of San Francisco, Cal.

Abbott, F. H., 314-316 Battery.
Altvater Printing Co., 2593-2595 Mission.
Althof & Bahls, 524 Sacramento.
Art Printery, The, 41-43 Eighth.
Barnhart & Swasey, 107 New Montgomery.
Barry, James H,. The Star Press, 429 Montgomery.
Belcher & Phillips, 508 Clay.
Ben Franklin Press, 123 Seventh.
Bensen & Liss, 776 Bryant.
Berry Bros., 320 Sansome.
Bickell, L. A., 19 First.
Black Cat Press, 402 McAllister.
Boulin-Leichner Co., 519 Filbert.
Brown, Andrew, Printing Co., First and Mission.
Brunt, W. N. Co., 102-104 Second.
Budde, H. F., Cal. Press, 407½ Turk.
Caldwell, J. E., 526 Montgomery.
Clayhurgh, Leilich & Schneider, City Hall Square.
Church Press, 23 Davis.
Collins, C. J., 16 Hayes.
Cook, The Morton L., 144 Second.
Crocker, H. S. Co., 217 Bush.
Cubery & Co., 587 Mission.
Danish Printing Co., 410 Kearny.
Daily Racing News, 21-23 First.
Day & McClinton, 538 Sacramento.
Drake & Baker, 850 Market.
Drum Bros., 638 Mission.
Eagle Printing Co., The, 344 Kearny.
Eastman, Frank & Co., 509 Clay.
Eastman & Mitchell, 28 First.
Fording & Halle, 22 Clay.
Francis-Valentine Co., 5 Anna Lane, off Eddy.
Gabriel Printing Co., 320 Sansome.
Galloway Publishing Co., 146 Second.
Gilmartin Publishing Co., The, 19 First.
Guedet Printing Co., 935 Market.
Golden State Printing Co., 73 Third.
Golden West Press, 146 Second.
Hancock Bros., 809 Mission.
Harvey, John D., 509 Clay.
Haydn Printing Co., 417 Montgomery.
Hicks-Judd Co., 21-23 First.
Hiester, Wm. A., 529 California.
Hughes, E. C. & Co., 511 Sansome.
Illinois-Pacific Glass Works, 10-16 Main.
Jalumstein Printing Co., 310 Hayes.
Knarston Printing Co., 529 Washington.
Lafontain, J. R., 535 California.
Latham & Emanuel, 511 Sacramento.
Leader, The, 532 Commercial.
Levingston, L., 540 Clay.
Levison Printing Co., 514 Sacramento.
Luce & Iler Co., 406 Sansome.
Lynch, James T., 514 Kearny.
Lyon, W. T. & Co., 161 First.
Majestic Press, The, 314 Eighth.
McCracken Printing Co., 509 Kearny.
Medina & Co., 221 Sacramento.
Meyerfeld, Alfred M., 414 Pine.
Monahan, John & Co., 412 Commercial.
Moore-Hinds Co., 28 First.
Morris & Bain, 108 Market.
Murdock, C. A. & Co., 532 Clay.
Mysell-Rollins Co., 22 Clay.
Nevin, C. W. & Co., 532 Commercial.
Occidental Mystic Press, 6 Cottage Row.
Pacific Goldsmith Publishing Co., 146 Second.
Partridge, John, 306 California.
Pernau Bros., 543 Clay.
Phelan, F. M., 111 Cook.
Phillips & Van Orden, 508 Clay.
Police Bulletin of San Francisco, Hall of Justice.
Polyglott Press, 628 Montgomery.
Recorder Publishing Co., 516 Commercial.
Roesch, Louis Co., 321-25 Sansome.
Rooney, J. V. Co., 1308 Mission.
Samuel, Wm., 411½ California.
San Francisco Newspaper Union, 405-407 Sansome.
Schreiber, P. H., 809 Mission.
Shanly, J. M., 414 Clay.
Smyth, Owen H., 511 Sacramento.
Spaulding, Geo. & Co., 414 Clay.
Springer & Co., 240 Ellis.
Stanley-Taylor Co., 656 Missio n.
Standard Printing Co., 51 8Clay.
Sterett Co., W. I., 933 Market.
Sterling Press, 229 Stevenson.
Stuetzel & Co., 144 Second.
Sunset Press., 1327 Market.
Sutter Press, The, 240 Stockton.
Tomoye Press, 144 Union Square av.
Town Talk Printing Co., 146 Second.
Turner, H. S., 3232 Mission.
Valleau & Peterson, 410 Sansome.
Wale Printing Co., 621 Clay.
Werner, Geo. A., 1067 Howard.
Western Fine Arts Co., 529 Clay.
Williams, Joseph, 142 Sevents.
Wilson, Geo. F., 405 Front.
Winkler, Chas. W., 146 Second.
Winterburn, Jos., 417 Clay.
Woodward, W. A. & Co., 12 Sutter.

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Althof & Bahls, 524 Sacramento.
Brown & Power Co., 508 Clay.
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California Bookbinding and Printing Co., 28 First.
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McGreeney, Wm. H., 23 Stevenson.
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Malloye, F., 422 Sacramento.
Mysell-Rollins Co., 22 Clay.
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Whelan, Richard I. & Co., 42 Steuart.
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Barnhart & Swasey, 107 New Montgomery.
Bolton & Strong, 621 Clay.
California Engraving Co., 506 Market.
San Francisco Etching Co., 109 New Montgomery.
McCabe & Sons, 611 Merchant.
Sierra Engraving Co., 324 Grant av.
Sunset Engraving Co., 108 Union Square av.
Union Engraving Co., 144 Union Square av.
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A. ANDERSON
Missionary and Manager.

General News.

Former Congressman Jerry Simpson died at Wichita, Kas., on October 23, aged 63 years.

Formal expressions of thanks by the Czar and the Mikado to President Roosevelt for his part in the recent peace negotiations have been made public by the State Department.

The Japanese Government will ask the Diet to authorize an increase of seven divisions in the Japanese army to qualify the nation to fulfill the terms of the British agreement.

Prince Charles of Denmark is reported to have chosen the title, King Haakon VII, under which to reign in Norway. Haakon VI was the last independent Norwegian King. He died in 1380.

The evacuation of Manchuria by the Japanese is being actively carried on and troops are arriving daily at various ports. General Kuroki is expected at Tokio, Japan, by the middle of November.

Mr. Rockhill, United States Minister to China, has sent an Imperial proclamation to the State Department which is taken to show that China is sincere in its efforts to stop the boycott of American goods.

In September the imports of gold into Great Britain were £2,967,000, a decrease of £466,000, and the exports were £4,446,000, an increase of £2,568,000. Of this increase £1,429,000 went to France and £658,000 to the United States.

The negotiations for the new Russian loan are proceeding favorably. The amount is practically fixed at $250,000,000. The international bankers are apparently relieved by the knowledge that Count Witte will be the head of the Government.

Professor Korn in a lecture before the Electro-Technical Association at Munich, Germany, has claimed that the problem of transmiting photographs by telegraph has been solved in principle, and it was now possible to transmit a photograph or sketch six inches square in from ten to twenty minutes.

A meting held at Santiago de Chile on October 22 to petition the Government to abolish the import tax on Argentine cattle degenerated into a most serious riot, owing to the absence of the troops, who were engaged in maneuvers two days' march from the capital. The police, who were unable to maintain order, charged the crowd and killed ten persons and wounded hundreds.

Information reaching the highest quarters at Paris shows that different arrangements have been made by which Prince Charles of Denmark will accept the throne of Norway, following a plebiscite on November 17. Prince Charles will leave Denmark to assume the royal functions immediately after the notification of his election is conveyed to him.

According to the latest statement of the Interstate Commerce Commission for the last fiscal year, the total number of passengers killed in train accidents was 350; passengers injured in train accidents, 6498. The total number of employes killed in train accidents was 798; injured, 7052. There were 187 passengers killed in other than train accidents and 3563 injured and 2463 employes killed in other than train accidents, and 38,374 injured; a grand total of all classes of 537 passengers killed and 10,040 injured and 3261 employes killed and 45,426 injured. This shows an increase of 117 passengers killed and 1963 injured and a decrease of 106 employes killed and an increase of 2160 employes injured. There were 6224 collisions during the year, with a money loss of $4,849,054, and 5371 derailments, with a money loss of $4,862,602, a total of 11,595 collisions and derailments and a total money loss of $9,711,656 being done by damage to cars, engines and roadways.

World's Workers.

The street-car lines of Moscow, Russia, resumed operations on October 16, and the workmen of many factories which had been closed by the strike returned to work.

Forty thousand New Zealand workers have petitioned the Government to impose a 40 per cent. duty on American Harvester Company machinery of kinds made in New Zealand. The farmers, on the other hand, oppose the project.

The workmen in the Nevsky works, on the Schlussenburg road, St. Petersburg, dissatisfied with the exclusion of the workmen from the Douma, struck on October 17, and forced the men in the Pahl cotton mill and other concerns to join them.

The town of Toulon, France, was recently thrown into total darkness owing to a strike of the gas-workers. The gasometers were guarded by soldiers, and the authorities telegraphed to Lyons and Marseilles for workmen to replace the strikers.

The general strike at Moscow, Russia, became effective on October 27. All the stores, banks and other business institutions are closed, and the communal activity of Moscow is at a standstill. Great meetings are being held in several quarters of the city.

Answering a question in the New South Wales Assembly, the Premier stated that the wages staff on the railways had always been paid fortnightly, and he would refer the matter of similar payment of salaried employes to the Railway Commissioners.

A large meeting of workers at Christchurch, New Zealand, recently decided to "declare war" against the Harvester Trust, of America. Parliament is to be petitioned to check the importation of the Trust's machines, as equally good ones are locally manufactured, but are handicapped in the way of duty on raw materials, also excessive coastal freights.

The last link of the railroads binding St. Petersburg with the outer world was broken on October 27, when the Finland Railroad suspended service between St. Petersburg and the Finnish border. Telegraphic communication is still open, but there is a possibility that the cable operators may be compelled to join a general strike of telegraphers. Up to the present there is a total absence of disorder.

In an encounter between the police and striking priuters at the Government Bureau of Printing and Engraving, at St. Petersburg on October 17, forty persons were injured, but none seriously. The printers' strike is very thorough, resulting in the suspension of every newspaper except the Sviet and Official Messenger. The latter was unable to print the text of the peace treaty, although it was published in the interior.

In the New South Wales Assembly recently the Premier was asked if he would introduce a provision into the Amending Old Age Pensions Act, providing that drovers, shearers, and all others except seamen, who were at present provided for, of 25 years' residence in the State, should be eligible for a pension, even if they were absent from the State for an aggregate of two years during that period. The Premier promised to give the request every consideration.

The Sydney (New South Wales) Eight-hour Demonstration, held on October 2, was the Jubilee—the first demonstration having taken place in 1855. The commitee decided to mark the occasion by reverting to the old-time custom of holding the official dinner at night in the Trades Hall, instead of on the sports ground. This obviated the necessity of limiting the time for speeches, and the work of the officials on the sports ground was not interfered with by the usual hurried dinner.

San Francisco Letter List.

Letters are advertised for six months and kept at the Sailors' Union Office for twelve months, all told. If not called for at the expiration of one year letters will be returned to the Postoffice.

Aamodt, I. P.
Aass, T. A.
Abrahamsen, A.
Addicks, H.
Adolf, C.
Allmers, F.
Amundsen-1014
Amundsen, Dan
Amundsson, M.
Andersen-1009
Andersen, E. G.
Andersen-1235
Andersen, Sigurd
Andersen, Eskil
Andersen-1113
Andersen-1191
Baardsen, Ed.
Baggot, R. H.
Barber, A.
Bayerle, Rupert
Becker, Fred W.
Bennett, N. M.
Benson, Ben
Bergh, A.-1378
Bergholm, Edw.
Berggren, W.
Berggvest, Emil
Berthelsen, Alf
Bickrem, Olaus
Bjornvik, Karl
Carlsen, Hans
Carlsson-449
Carrick, Jas. B.
Chamberlin, L. C.
Chandler, Paul
Chevis, Frank
Christensen, O. M.
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Lake Captain	Machinist
Pilot	Electrician
Marine Engineer	French } With
Mechanical Draftsman	German } Edison
English Branches	Spanish } Phonograph

If the position you wish to gain is not in the list, state what it is here_____
Name_____
St. & No._____
City_____ State_____

News from Abroad.

Prince Louis Napoleon has resigned the Governor-Generalship of Erivan, Caucasia.

It is now practically certain that Prince Charles of Denmark will be elected King of Norway.

The Japanese Navy Department has announced that the Russian battleship Pobieda, which was sunk at Port Arthur, has been successfully floated.

It is the opinion in official circles of Russia that the present political agitation in that country can not be ended without great bloodshed.

The Pope on October 25 received a number of officers and members of the crew of the United States cruiser Minneapolis, now at Naples, Italy.

It is the intention of Vice-Admiral Togo and the Japanese fleet to visit Italy, and that the Admiral will be received by King Victor Emanuel.

It is estimated that the profits on the Japanese tobacco monopoly this year will be $16,000,000, but it is expected there will be $500,000 more than the actual calculations.

In the midst of the great strike movement in Russia the National Patriotic League, which was recently organized to defend the autocracy, is organizing and arming a militia to fight against the revolution.

The Russian Admiralty has determined to withdraw practically all the naval force in the Pacific, leaving at Vladivostok only the cruiser Askold, the gunboat Maudjur and three torpedo boats.

The Spanish steamer Zuria, from Rosario for Hamburg, went ashore off the South Rocks, Heligoland, during a gale on October 27, and shortly afterward went to pieces. All hands were saved.

The Vologda Railroad, the first section of the contemplated direct line across Russia to connect with the Trans-Siberian Railroad and obviate the present long southern detour, was opened to traffic on October 16.

The Norwegian bark Astrid, bound to Langesund, and the German steamer Schaumburg, from Galveston for Hamburg, were in collision in Cuxhaven Roads on October 26. The bark sank, but all on board were saved.

King Oscar of Sweden has definitely and formally declined the offer of the Norwegian throne to a prince of the house of Bernadotte, and in a letter to the President of the Storthing finally severs his connection with Norway.

Since the outbreak of cholera in Manila, P. I., on August 15, the number of cases reported was 232, with 195 deaths. In the provinces there were 617 cases reported, and 439 deaths. The Bureau of Health believes that the disease has been stamped out in Manila.

A dispatch from the Governor of Portuguese West Africa tells of a sanguinary encounter between troops and natives on October 25. The natives surrounded the kraals with earthworks, but after eight hours' fight the Portuguese captured the earthworks, killing 200 natives. The Portuguese lost fifteen men.

The Vatican authorities have decided to instruct Mgr. Rinaldini, the papal nuncio at Madrid, not to participate in the official ceremonies incident to the visit of President Loubet. This decison is looked upon as still further emphasizing the bitterness felt by the Holy See over what it considers the persecution of the Church in France.

The "coalition council" of the St. Petersburg University, comprising representatives of both the students and the teaching staff, has issued a manifesto calling on the students to exert their whole strength in work both day and night for the revolution, to place themselves completely at its service and especially to hold the doors of the university open to all political meetings.

Labor News.

The San Francisco Labor Council has decided to issue a "Union Label Calendar" for 1906.

C. D. Borden, of Fall River, Mass., has notified the 2500 operatives of the cotton mills owned by him that the 12½ per cent cut in their wages would be restored on a profit-sharing plan.

Carpenters at Evans & Orr's planing mill at Ukiah, Cal., struck on October 26 because one of the employes would not join the Carpenters' Union. This is the first strike that has ever occurred in that city.

Forty-five damage suits, growing out of the evictions of miners last winter, were filed against the leading coal companies in the bituminous fields at Charleston, W. Va., on October 28. The total amount of damages asked for is $112,000.

The jig runners at Bast Colliery, of the Philadelphia and Reading Coal and Iron Company, struck recently when their duties were increased without extra pay. Seven hundred men and boys are affected.

The strike of job printers in Utica, N. Y., for the eight-hour day has been ended. The employers have acceded to the men's demands. The strike has been on since October 3. The eight-hour day is to go into effect January 1.

The textile situation at Fall River, Mass., is considered more critical now than it has been at any time since the great strike last January, owing to the refusal of the employers to restore the 12½ per cent reduction made in July, 1904.

It is reported that because of the scarcity of workmen, Western railroads have been forced to raise wages. Freight truckers, switchmen, sectionmen and clerks are benefited by the increase, which amounts to an average of $5 per month.

Nearly 30,000 mine workers from the Lackawanna and Wyoming Valleys paraded at Scranton, Pa., on October 28, in honor of Mitchell Day. President Mitchell rode in a carriage with Mayor Connell. Thousands of persons witnessed the parade.

Efforts are being made to settle the strike of 3,000 Markle mine employes, who went on strike at Hazleton, Pa., recently, because of the refusal of the company to reinstate a driver boy who had left his place because he claimed he was not getting standard wages.

After fighting for months against answering certain questions asked during the injunction proceedings in the Chicago teamsters' strike, John Donahue, under sentence of committal to jail for contempt of court, has filed a petition before Judge Kohlsaat, asking leave to answer.

Press dispatches say that the Government irrigation contractors, as well as the great amount of railroad building going on in the Western States, have taken all workmen, farmers are paying increased wages for corn huskers and clerks are needed at all the Western railroad headquarters.

Typographical Union No. 21, of San Francisco, has decided to send $2,700 from its treasury to the Headquarters of the International Typographical Union in Indianapolis, as an initial payment in aid of the struggle of the printers in the East for an eight-hour day, and also pledged unlimited financial support, if required.

The increase of women employed in clerical work in New York City during the last five years has been phenomenal. The United States census of 1900 gives only 30,622 office women to the whole of that city. Upon the basis of recent investigation, an estimate of 60,000 women now employed in office work throughout New York City is probably not excessive.

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Union Boot and Shoe Store ...
Repairing Neatly Done
C. LESTER
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BOOT & SHOE WORKERS UNION UNION STAMP Factory No

INFORMATION WANTED.

The following seamen are inquired for by the Consul of Sweden and Norway at San Francisco: Alfred Svenson, from Gothenburg; Axel Edw. Rutgerson, from Gothenburg; Oscar Dahlgren, from New York; Helmer Hansen, from Norland; Ole Halvor Sorensen, from Christiania; Hugo Svenson, from Wisby; Axel Vitbro, from Trondhjem .

James Thorburn, age about 22, was recently staying at the Scandinavian Sailors' Home, San Francisco, is inquired for. Address, COAST SEAMEN'S JOURNAL.

The below-mentioned persons, formerly members of the crew of the Naval Collier "Justin," are requested to communicate with F. R. Wall, 208 Merchants' Exchange Building, California street, near Montgomery:

H. G. Robinson, C. Berntsen, Albert Gerran, E. Granite, Ludwig Olausen, J. H. Reese, Charles Reuter, J. W. Williams and E. Zimmerman.

James L. Russell, a native of Geneva, N. Y.; last heard of about eighteen months ago, when going to Alaska, is inquired for. Address, COAST SEAMEN'S JOURNAL.

K. A. Johnson, last heard of in the schooner William Rendal, in 1902, is inquired for. Address, COAST SEAMEN'S JOURNAL.

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Came across the Pacific in ten days—that's going some.
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Suits from $1.95 to $7.50.
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Must be good shoes. Must be union-made. Well, that's our kind. Shoes with the wear in 'em—shoes that last—fit well—priced right—money back if they are not just exactly what you think they should be.
The Red Front Clothing Co.
MARKET ST. OPP. POWELL
Green trading stamps given with all shoe purchases.

Domestic and Naval.

Shiploads of sugar from Java are being received so fast in New York that the refineries are glutted.

It is officially announced that the German Emperor has no intention of challenging for the America's Cup.

The Russian Department of Merchant Marine is considering the projected steamship line to America, and believes it would be immediately profitable.

The crew of the schooner H. A. Berwind disagree in the stories told of the butchery following the mutiny on board that vessel and all have been held without bail, at Southport, N. C.

Plans for Philadelphia's work on digging the thirty-foot channel in the Delaware river have been forwarded to the War Department, which is expected to approve them without delay.

Announcement has been made that the Campania disaster, in which five steerage passengers of the Cunard liner were washed overboard recently, will be investigated by the United States authorities.

The Norwegian bark Lima, from Chatham, N. B., for Bordeaux, has been abandoned, waterlogged, in latitude 50 north, longitude 34 west, according to a cablegram from London recently. All hands were saved.

Captain Nebolsin, who commanded the cruiser Aurora in the battle of the Sea of Japan, has been appointed naval attache of the Russian embassy at Washington, D. C., to succeed Commander Alexander Bontakoff.

Arrangements are being made for the launching on November 11, of the first of the new Canadian-Pacific-Atlantic liners. The second boat is to be launched four weeks later, and both will be on the St. Lawrence route in May next. The new boats will have eight decks.

Captain Zachariassen and his crew of eight men, of the Norwegian bark H. W. Palmer, were landed at Sydney, C. B., recently, by the Norwegian steamer Christian Bors, which picked up the Palmer's men in midocean, as their vessel was about to sink.

The German bark Standard has been sold to a German steam trawling company for 19,000 marks. The Standard was formerly the well-known American clipper ship Queenstown, built in Richmond, Me., in 1876. She is 1,508 tons register.

The schooner Van Name, bound from Charleston, S. C., for New York, was wrecked off the South Carolina coast on October 6. Six members of the crew died from exposure and two survivors were landed at Boston, Mass., on the 16th, on board the schooner Stillman F. Kelly.

That the Gloucester (Mass.) fishing fleet is practically safe against molestation by the Newfoundland authorities in the pursuit of herring on the treaty coast of the island is thought to be assured by the arrangements recently made between the United States and Newfoundland authorities.

A sailing vessel in midocean, deserted by her crew, but with sails set and proceeding with fair speed toward the shore of North America, was sighted by the White Star liner Teutonic, which arrived at New York on October 19. The derelict is thought to be the bark Orion, the crew of which had previously been rescued by the White Star liner Etruria.

The schooner Laura M. Lunt, 539 tons net register, built at Rockland, Me., in 1891, and owned by George McQuesten & Co., has been sold to S. P. Blackburn & Co., of Philadelphia, Pa., and New York. The vessel is now in Boston, and will shortly proceed to Musquash, N. B., to load a cargo of lumber for Bridgeport, Conn. The Lunt will be operated in the coastwise trade.

With the Wits.

Usually the Way.—"Oh, well, everybody has his ups and downs."

"That's right. Just at present I am down pretty low because I'm hard up."

She Didn't Scream.—He—"I'm going to kiss you."

She—"You dare! I'll scream for help."

He—"Good idea. Maybe your pretty sister will come to help you."

Not Profitable.—"Of course, the professor is a pretty shabby old fellow, but he understands at least a dozen languages."

"H'm! but he doesn't hear money talk in any of them."

Scotch High Ball.—Jenks—"Why did you say 'No' when Mrs. Boston asked you if you'd like to have a drink?"

Luschman—"She didn't—well, I declare, is that what she meant? She asked me if I'd have a 'Caledonian altitudinous sphere.'"

Professional Jealousy.—"That man who threw the boot at you," said the tabby, "is a poet."

"Ah! then he's jealous, no doubt," replied the Thomas cat. "That would account for his attempt to discourage my mews."

Discounting It.—Nell—"George told me how much he paid for my ring. How much do you think it was?"

Belle—"I don't know, but it doesn't look to be worth it."

Nell—"Worth what?"

Belle—"What he told you he paid for it."

Conflicting Testimony.—"Say, give me a synonym for 'expert,' will you?" said the court reporter, nibbling his pen.

"What are you writing about?" asked the other.

"Expert testimony."

"Oh, the word 'conflicting' amounts to the same thing."

A Lucky Call.—Mrs. McCall—"Is Mrs. Gabbie at home?"

Servant—"Yer in luck, ma'am; shure ye jist kem at the roight time."

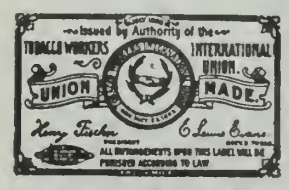
Mrs. McCall—"Ah, she is at home, then, but was going out? I hope I—"

Servant—"No, ma'am, she's jist gone out, and she'll not be back till avenin'."

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UNION MADE **$2.50 Hats**
Made by
PACIFIC COAST HAT WORKS
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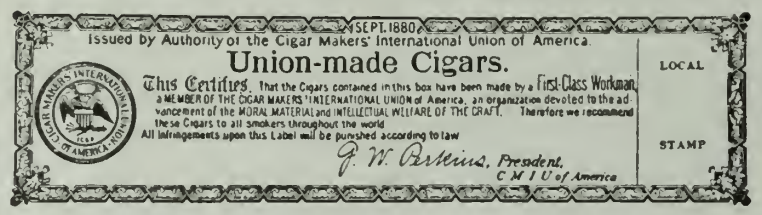
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Now in 1905, with San Francisco a still growing city of about 475,000, Hale's are completing a new six-story building, with a floor space of nearly four acres, because the business needs it.

The growth of California's most important city is epitomized in the growth of California's most important dry goods business.

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OFFICIAL PAPER OF THE INTERNATIONAL SEAMEN'S UNION OF AMERICA.

A Journal of Seamen, by Seamen, for Seamen. *Our Aim: The Brotherhood of the Sea.* *Our Motto: Justice by Organization.*

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THE IMMIGRATION PROBLEM.

Future of the Nation Involved.

Makings of a Modern Babel.

CONSIDERED in its broadest bearings, the Immigration problem involves the whole future of the United States. The disposition of that problem will determine the most vital characteristic of the American people for a long time, probably for all time. Whether the racial elements of our population shall combine to form a homogeneous people, or separate to create a heterogeneous Babel—these are the questions that lie at the basis of the Immigration problem, the answer to which may with certainty be found in the treatment of the latter. With the answer to these questions will go the assurance of the Nation's destiny, as a nation strong in its people, free in its government, peaceful in its pursuits and invincible to attack from within or without by virtue of a uniform public sentiment based upon love of liberty and devotion to its true ideals, or, on the other hand, as a nation weak in the racial dissensions of its people and a constant prey to all the enemies of free government.

It may be said that these questions are already answered, that the existence of the Nation to-day, its survival of the most trying ordeals and its present state of peace and prosperity, constitute ample assurance of the perpetuity of our institutions. Such, at any rate, is the view most commonly expressed upon patriotic occasions. Fourth of July orators confidently proclaim the indestructibility of the Nation, upon the sole grounds that the principles upon which it is established are good, and that these have stood the test of practice for one hundred and thirty years. The optimism of the public speaker doubtless serves the purpose of its utterance, in memories renewed and inspiration conveyed, a purpose in itself very commendable and very necessary. But the better optimism, the more practical patriotism, is that which honestly searches and frankly discloses the difficulties and dangers of the present and judges the future by the shadows which these cast upon its path.

Consider, for a moment, the purport of the statement that the present term of our National life is of itself a guarantee of enduring existence. What does a period of one hundred and thirty years signify in the history of nations? First, let us consider what that period means in the history of our own Nation. A few weeks ago a press dispatch announced the one hundred and second birthday anniversary of a man, born at Raleigh, N. C., in 1803, and still living in Missouri. This patriarchal American rejoices not only in the plenitude of his years, but also in the fact that he "has personally met every President of the United States, with the exception of Washington and Roosevelt." Here is a man almost as old as the Nation, and here is a nation whose years but slightly exceed the span of a single human life! Viewed in the light of this incident, the period of our National existence becomes insignificant. Compared to the lives of those nations which have left their imprint upon history, our own is a mere infantile promise or possibility of endurance.

Washington Irving, writing of the Alhambra, as it existed in the early part of the nineteenth century, remarked that notwithstanding the extensive civilization established and maintained by the Moors in Granada, during the eight hundred years of their dominion in that country, from the victory of Tarik over Roderick, "the last of the Goths," to the surrender of Boabdil, "the last of the Moors," not a trace of that civilization remained at the time of our author's visit. The Alhambra itself—"those palaces and piles stupendous, of which the very ruins are tremendous"—symbolizes at once the greatness and the evanescence of its epoch.

The conquest of Granada by Ferdinand and Isabella and the discovery of America by Columbus took place in the same year, 1492. If we were disposed to claim for our country a National existence dating from the latter event, we should still have but half the period of the Moorish dominion upon which to estimate the enduring powers of our own civilization. Take the entire period from the date of the Norman Conquest, in 1066, to the present time (a period that embraces the whole existence of the so-called Anglo-Saxon civilization), and we have but a bare margin in our favor, as compared with the period of which Irving writes. Take any similar period in history, and one may discern the almost forgotten story of the rise and fall of peoples who in their day were just as proud, just as confident and just as deserving as are the people of the United States to-day. The optimism of the Fourth of July is the optimism of the ostrich; it ignores history, in the hope that history will ignore it. The confident assertions and pleasing beguilements of the patriotic orator are so much mist before the eye when tested by the facts of history.

A reasonable forecast of the future must be based upon other criteria than those afforded by age or physical conditions. Age, of itself, presages dissolution, while the physical creations of our own day and country are proverbially the most fragile works of man. Despite the care bestowed upon it, the Declaration of Independence has become absolutely undecipherable, while the graven records of the ancient world remain clear to the eye of the antiquarian and scholar. The architectural triumphs of our own time, in themselves but feeble imitations of the world's masterpieces, can not outlast, even in their decay, the majestic ruins of their originals. The Nation, having been born in the hearts and minds of the men who founded and fought for it, can survive only in the hearts and minds and by the valor of those who successively inherit it. The past gives no hostage to the present; it can only offer a lesson. The present cannot secure the future, except to the extent that it learns and applies the lesson of the past. Unless that lesson be learned and applied by the present generation, the life of the Nation may cease with our own, and the historian of these times may note the fact that, brief as was the life of the North American Republic, the forms of liberty had long survived its substance in that once-promising and "indestructible" adventure in government.

The true criterion, therefore, of the future consists in the people themselves, specifically in the people's capacity for self-government. If the Nation shall survive to perpetuate the principles of free society, the fact will be due, not to veneration for the age of these principles nor for the character of the men who first expounded and practiced them, but to the instincts of freedom that inspire and actuate the people of the future. At this point we note the changing complexion of our present population, resulting from the large and constantly increasing infusion of new blood from new countries. It has been very generally asserted, and as generally accepted, that the establishment and earlier growth of free institutions in the United States resulted naturally and inevitably from the fusion of racial elements, all of which were inspired by the same ideal, and each of which served to restrain the others from the tendency toward license or intolerance. Again, the mixed character of the inhabitants served to free them from the danger of moral and intellectual dependence upon any one nation of the Old World, which otherwise would have taken place, even after the dissolution of political connection. The Puritans in New England and the Cavaliers in the South, the Dutch in New York and the Huguenots in South Carolina, representing the opposites of spiritual and temporal life and opinion, acted and reacted one upon another, thus forming a symmetrical whole and giving to the world a nation possessed of conservatism without bigotry and liberty without license. The work performed by the early builders has served its purpose as the foundation of the Republic. The task of the present generation is that of conserving the form of the superstructure so that it shall conform in each detail to the basis upon which it rests.

A study of the character of present immigration to the United States discloses an essential difference between it and that of the earlier periods in our history. Whereas the immigrant of twenty-five years ago or more was attracted hither by considerations of conscience, the immigrant of to-day is inspired by no higher desire than that of changing masters. An element thus wedded to servitude can not be expected to concern itself with the cause of freedom, but, on the contrary, may be regarded as so much material ready to the hand for the purpose of overriding and destroying the public liberties. The extent to which immigration has increased during recent years, reaching the present total of 1,000,000 annually, constitutes a danger which, upon economic grounds alone, demands prompt and effective action. Notwithstanding the urgency of the latter phase of the question, a still graver menace lies in the character, or quality, of the present immigration. As a problem of quantity, the danger of the situation is at once apparent; as a problem of quality the danger is the greater, because less immediately obvious. Regarded in the latter aspect, the present tendency, and in fact development, of immigration menaces not only the economic welfare of the people, but endangers our most fundamental public institutions.

Of course, it need hardly be suggested that in this estimate of the Immigration problem, the Asiatic phase of that problem occupies first place among the demands for action. Whatever steps may be regarded as sufficient to deal with the exigencies of European immigration, nothing less than Exclusion, absolute and irrevocable, will suffice to guard against the danger, not only to the American Government but to the Western civilization, arising from the invasion of the Mongol hordes. The Chinese and Japanese coolie classes, if permitted to enter the United States, will reduce the American workers to a state of peonage. Thus the very bases of American institutions, invulnerable as these are to open assault, would be undermined and destroyed by the subtle strategy of peace. In this connection it is well to remember that peace hath her defeats no less disastrous than those of war!

No Property in Labor.

We have had reason to comment upon a good many "labor" decisions of our courts. Some of these have been refreshingly sound and enlightened. It was a pleasure to call attention to the principles applied, the logic used, or the application of sound doctrines to new situations made in the opinions handed down in these cases. Other decisions we have been constrained to criticise as due either to bias and class feeling or to ignorance of the thought and sentiment of the age of the needs and interests of modern society.

But we have never been called upon to deal with a judicial decision as preposterous, as reactionary, as absurd and plutocratic as that which forms the subject of the following remarks.

Cincinnati has a judge of the Superior Court who owes his elevation to the bench to the notorious "Boss Cox," and who was a machine politician and legislator before he was made interpreter of the law and representative of justice.

This judge, Hosea by name, recently had to decide the case of an employer against the Molders' Union of Cincinnati, the former's grievance and complaint being — what? Neither more nor less than this: That certain strike-breakers who had worked for him had been persuaded to leave his employment and to join the Molders' Union, the union agreeing to pay the initiation fees for them!

Judge Hosea decided that the grievance was one of which the law took cognizance, and that the Molders' Union had wrongfully, maliciously and unlawfully injured the plaintiff. He fined the union for the awful "tort" it had committed. He justified his amazing ruling by some pseudo reasoning, of which we may give two sentences as a characteristic specimen:

> To seduce away plaintiff's employes for the purpose of aiding the strike was directly to hinder and obstruct and unlawfully to interfere with plaintiff's business. So-called persuasion with this object in view is clearly unlawful persuasion, and it is a farce to characterize as "persuasion" the act of enticing away men under such circumstances by the payment of money with the threat of the union in the background.

Consider the logic of the decision. Are not the strike-breakers free men? Had they not the right to leave the plaintiff's employ at will? If so, had not the Molders' Union the perfect right to persuade them to leave? There was no exercise of force on the part of the union, and no threat of force. Judge Hosea, it is true, says something about "the threat of the union in the background"; but this is vague, gratuitous, meaningless, and from the bench highly improper, not to say outrageous. There was no evidence before the court, nor any other allegation, that force or intimidation, or anything savoring of coercion, had been resorted to by the union.

Why, then, was the persuasion unlawful? Because the union had offered to pay the initiation fees of the strike-breakers! That "seduced" the plaintiff's employes, "enticed" them away to the injury of the plaintiff, and such enticement is unlawful.

Now, if there be any sense or point in this, it involves the doctrine or assumption that an employer has a sort of property right in the services of his "free" employes, and that he who "entices" them away, persuades them to leave by offering them benefits which they have the option of refusing or accepting, is guilty of a "tort," for which damages may be recovered.

The monstrous medieval character of such an assumption is manifest.

NO MAN CAN HAVE A PROPERTY RIGHT IN THE SERVICES OF A FREE WORKMAN.

Where there is a contract for services, damages may perhaps be recovered for the breach or violation of it. But no grievance can possibly be admitted by modern jurisprudence to exist against one who persuades another to do that which he has a clear, undoubted, lawful right to do in his dealings with a third person.

The decision of Boss Cox's judge is based upon the idea of serfdom, not upon the principle of free labor and free contract. It is based upon an idea which no court would think of applying to cases in which unions or workmen are the plaintiffs.

Employers have clamored for the absolute right to discharge men at the advice and suggestion of fellow-employers, and the courts have never shown the least inclination to oppose that claim, but the prejudiced "class" judges are seeking to revive antiquated and revolting doctrines implying the subordination of "men to masters," and reintrodueing distinctions and inequalities that have no place in modern industrial relations.

The Cincinnati case should be appealed, if necessary, to the highest court of the State and the Federal Government. We do not believe Hoseaism will find favor in the eyes of upright, independent and enlightened judges, and in any event it will not prevent organized labor from organizing the unorganized workers and exerting every lawful right to prevent the would-be strike-breaker from becoming a traitor to his own interests and the interests of his fellow-workman—his fellow-man.—American Federationist.

Legal Advice Agencies.

As a direct consequence of the complex body of labor legislation enacted in Germany during the last twenty-five years, and especially of the laws obliging the working classes to be insured against sickness, accident, old age and invalidity, cases are constantly arising in which workpeople find it necessary to obtain legal advice. In supplying this want the initiative has come from the working classes themselves, and more especially from the Social Democratic trade-unions, or Gewerksehaften, which comprise the bulk of organized labor in Germany. The agencies established for this purpose have come to be most generally known by the term "Workmen's Secretariate" (Arbeitersekretariat).

The first workmen's Secretariate was established by the Social Democratic trade-unions in 1889, in Berlin. In 1904 there were no fewer than 50 of these institutions in existence, all owing their inception to that particular group of trade-unions. Reports from 48 Workmen's Secretariates for the year 1904 show that 22 of these offices are administered by the trades councils of their respective localities, while 24 are administered by special committees on which members of other bodies besides the trade-unions are represented.

The bulk of the funds required to meet the expenses of the offices are obtained by fixed rates of yearly contributions per member of the affiliated unions. These rates vary from 1d. per member in Berlin to 2s. 7d. in Goppingen, the average rate, based on returns from 36 Secretariates in 1904, being 9½d. One Secretariate (that of Gotha) receives an annual subsidy of £100 from the State. Forty of the 48 Secretariates reporting for 1904 make no charge whatever for their services, while 6 of the remaining 8 charge small fees, but only to non-members of the affiliated unions.

Some idea of the maximum cost entailed by the maintenance of a Workmen's Secretariate may be obtained from the accounts of the four institutions of this kind whose expenditure in 1904 was greatest, viz., those of Hamburg, Nuremberg, Frankfort-on-the-Main, and Stuttgart, respectively.

Of the four Secretariates, that of Stuttgart alone charged fees (to non-members), the total amount received under this head in 1904 being £85. The number of non-members who applied at that Secretariate for advice during the same year was 5,490, so that the average charge made to each such applicant was less than fourpence.

A large proportion of the questions dealt with have reference to Workmen's Insurance legislation, and it is claimed that, but for the help of the Secretariates, large sums in the way of compensation and pensions would be lost to the working classes every year. A further branch of the duties of the Workmen's Secretariate is to prepare "opinions" on points of industrial law and custom which may be submitted to it, while a more important function still is the representation of the working classes before the insurance and other tribunals which admit the presence of lay advocates. Some of the Secretariates have also conducted valuable investigations into the condition (wages, hours of labor, housing, etc.) of the working classes.

The officials who conduct the Secretariates have in most cases been workmen, and, in the capacity of trade-union officers or party leaders, have qualified themselves by a study of labor law to become its recognized exponents. As the work of the Secretariates increases in importance, however, the standard of qualifications required in their conductors is becoming higher. Applicants for office have now to undergo examination, which includes the preparation of a thesis on some pertinent phase of labor law, and to pass a period of probation in the practical work of the Secretariates. It is even proposed that in future definite legal training shall also be required.

Workpeople form everywhere the bulk of the clients of the Secretariates. Of a total of 164,223 applicants for advice at 37 Secretariates in 1904, 141,803, or 86 per cent, are described as belonging to this class.—British Labor Gazette.

The Nova Scotia Steel Company has purchased submarine ore areas on the north of Belle Isle. The deposits are beginning to run short, and it looks as if the supply will last but a few years. The company will now determine whether or not the ore runs out under the sea. One of their tunnels is about 100 feet from the sea and about the same distance below sea level, and the ore has increased in thickness by nearly two feet since going underground. There is every indication that success will be met with on continuing out under the sea. Should the venture prove a success the company will have a supply for many years, but it will cost $100,000 to prove that ore is workable.

The board of commissioners of the Temiskaming and Northern Ontario Railway will establish a government-owned telephone system from North Bay to New Liskeard, a distance of 113 miles, and as the railway is extended northward the telephone system will also be extended its full length.

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions.)

Eight Hours on the Isthmus.

The opinion of Mr. Isham Randolph, one of the members of the Panama Board of Consulting Engineers, that "the introduction of the eight-hour system on the Isthmus seems a lamentable mistake," because "it adds about 25 per cent. to the labor cost of the work", no doubt reflects the sentiments of the Administration on that particular head, or it would not have been handed to the Washington representative of the Associated Press with such dispatch and lack of reservation. The eight-hour system on the Isthmus is likely to prevail, however, if the sentiments of the American public have any weight in deciding the question. It seems strange that the Government should in this matter be actuated by the very spirit of extravagance in all kinds of expenditures, except the expenditure for labor, which we so generally reprehend in the trusts. The Eight-Hour law was devised to save men, rather than to save money, although the testimony of all employers of labor who have tried the plan is overwhelmingly to the effect that men who work only eight hours a day do better work and as much of it as men who are worked longer hours. The reason for this is that the average man's capacity for mental concentration or physical exertion is not equal to more than eight hour's work out of every twenty-four, and if it be taxed more than that he must in defense of his health and vitality simply go through the motions of working. Most workingmen know pretty well how much hard work they can stand in a day, and if they are compelled to work twelve hours a day they are not going to let themselves out as they know they could afford to do if they were worked only eight hours. This is why the eight-hour day is really more profitable to employers of labor than a longer workingday would be. Therefore, the Government's ill-concealed hankering after cheap labor and long hours on the Isthmus looks very much like the first unfolding of a diplomatic plan to conciliate the Chinese Government by adroitly representing to the public that the Panama Canal can not be economically constructed except by the employment of coolie labor, and then exempting the Isthmus from the workings of the follow-the-flag doctrine in regard to the Chinese Exclusion Act. The Administration knows well enough that in the present temper of the country it is vain to expect that Congress will assent to any of the modifications of the Exclusion Act now demanded by the Chinese Government. Hence the scheme of digging the Panama Canal with Chinese coolies would have all the advantages implied by the metaphor about killing two birds with one stone. It would serve as a lightning conductor to draw the wrath of China's elder statesmen away from our unwillingness to regard a Son of Heaven as a man and brother, and it would give the Administration a rare opportunity to fatten its favorite contractors without any extra expense to the country.

The disappointed office-seeker is now "a sadder and a wiser man."

"Turn the rascals out," say the rascals who want to get in.

Taft on Exclusion.

Secretary Taft, in an interview which, according to a press dispatch, will appear in the next issue of The Churchman, gives his views on the general political and economic situation in the Far East, as gathered on his recent visit. Speaking of the Chinese Exclusion question, he says:

> There is a very decided resentment among the educated Chinese at the exclusion of their own class, but I am led to think that, except in Canton, possibly, and in Amoy, whence the laboring coolies mostly come, they did not particularly object to the exclusion of the coolie class. My impression is that the wisest course for this Government to take is by amendments to the existing treaties to ameliorate the conditions under which the classes of Chinese admitted to this country are to be admitted. If the certificates of American Consuls upon our examining officers at our ports are made conclusive, a long step will have been made toward the satisfaction of the Chinese.

These views on the Chinese Exclusion question, from a gentleman who has been quite widely advertised as having "good Presidential timber" in him, are not calculated to quieten the average citizen's apprehensions regarding the Administration's policy of tergiversation in dealing with that question. The suggestion that the certificates of our consuls in China be made "conclusive", etc, sounds well enough at first hearing, but common sense ought to convince any sane man that if we can not prevent graft in the public departments in Washington under the very noses of the authorities, we certainly can not do so among our consular officials in far-away lands. And making their certificates to Chinese emigrants to this country "conclusive" upon our examining port officials would open up such tremendous possibilities of graft to our consuls in China that most of them would be seized with the longing which overcame General Blucher, who, when he first beheld London, exclaimed: "What a city to loot!" This may perhaps seem like an unwarrantable reflection on the general probity of our forreflection upon the general probity of our foreign consuls, but sailormen are, of all our question. There are probably few sailors who have not at some time or other in their careers had good reasons for thinking that our consuls abroad are, as a rule—well, no better than they should be. The writer vividly remembers that in the old deep-water days it was commonly believed by sailors that an American consul could be "bought" by the master of a ship for a sugar-cured ham and a few cans of condensed milk. Without assuming that this view of their moral worth is correct, it is still quite safe to believe that our consuls in China, as a class, are no better than the average of public officials in the United States, and it is comparatively easy to imagine what they would do if transplanted to China and invested by our Government with the exclusive monopoly of preparing and disposing of "conclusive certificates," etc., to the highest bidder.

A reckless promiser is certain sooner or later to experience the sensations of the man who found that he had bitten off more than he could chew.

Nowadays many a man's title to greatness rests upon nothing more substantial than newspaper advertising.

Destroying Derelicts.

The New York Herald has for many years past advocated the formation of an international union for the systematic destruction of floating derelicts. In a recent editorial on that subject the Herald says:

> If the principal paths of ocean commerce are to be kept clear of derelicts at all seasons of the year, two conditions must be fulfilled. In the first place, each nation co-operating in the work will have to construct a special steamer for the purpose. Such a vessel should be equipped with a derrick by means of which torpedoes can be lodged and exploded in the derelict without danger to the destroyer. But it is equally essential that a small corps of officers and men specially fitted and trained for the extremely difficult task of finding and destroying derelicts should be regularly maintained and kept always in readiness to go in search of abandoned vessels reported to be drifting in dangerous proximity to the great ocean highways. The expense of such a service need not be very great, but under able administration it would amply repay the cost in affording security to navigation from one of the greatest terrors of the sea.

The need of such a service as that advocated by the New York Herald is understood by none so well as by those seamen whose lives have been placed in peril from narrowly-averted collisions with derelicts. There is one phase of this subject, however, which the Herald has overlooked, or is unfamiliar with. By far the greater number of derelicts in the North Atlantic are lumber droghers loaded with heavy logs and square timbers. To explode one of these wrecks with a torpedo would result in scattering her cargo over a wide area of the ocean, and unless the destroyer were equipped to gather up all the stray logs and timbers the danger to navigation would be rather greater than if the derelict had been left unmolested. In the first place, a derelict is much easier to sight, and therefore easier to avoid, than a submerged log. In the next place, there would, of course, be hundreds of floating logs where there had been only one derelict, and a vessel sailing through the water at great speed and meeting a heavy log butt-end foremost is certain to have a hole stove in her bow big enough to sink her. This has no doubt been the fate of many a good ship which has been posted at Lloyd's as "missing." Therefore, in addition to the destroyers which the New York Herald has in mind, the exigencies of the contemplated service would seem to demand a small squadron of ocean tugs to tow lumber-laden derelicts into the nearest port. The increased expense which this would entail would be partly, and in many instances probably more than, covered by the sale of the cargo. But, whatever the expense, the increased safety to navigation would offset it many times over.

Emanuel Kakakes, a Greek seaman, arrived in New York on October 23, on the Standard Oil bark Brilliant, after having been in his bunk three months and ten days with a broken leg and without medical attendance. Kakakes received his injury by being washed against the vessel's bulwarks by a heavy sea. He complains of neglect from the master, as a result of which the bones of his leg have not knitted properly, and he is now crippled for life. He has sued the Standard Oil Company for $20,000 damages. In this connection it is interesting to recall that John D. Rockefeller recently gave $50 of his "tainted" money to the American Seamen's Friend Society.

(Continued on page 10.)

Home News.

President Roosevelt, on November 2, issued the annual Thanksgiving Proclamation, naming Thursday, November 30, as Thanksgiving Day.

Thirteen persons were killed and thirty injured in the wreck on the Atchison, Topeka and Santa Fe railroad at Kansas City, Mo., on October 30.

E. C. Brown, formerly President of the Sheldon State Bank, charged with fraudulent banking, was acquitted at Pringhar, Ia., on October 28.

It is expected that President Roosevelt's message to Congress will deal with the subject of Chinese Exclusion in a way to cause much discussion.

G. B. Stickney, President of the Chicago, Great Western Railway, is quoted as saying that President Roosevelt's proposed rate bill will pass Congress.

Judge Jesse Holdom, at Chicago, Ill., on November 1, dismissed seventeen damage suits brought against that city in connection with the Iroquois Theater fire.

President Roosevelt has appointed Charles A. Stillings, of Boston, Mass., as Public Printer, to take effect November 12. Mr. Stillings is manager of the Printers' Board of Trade of New York City.

Announcement was made at the White House on November 3 of the appointment of Lawrence H. Grahame of New York City to be Commissioner of the Interior for Porto Rico, vice John S. Elliott, resigned.

The Pension Bureau reports a loss of 2,003 Civil War pensioners by death during September. The net decrease of pensioners was 941, leaving a total of 996,270 on the pension rolls on September 30.

The monthly statement of the Collector of Internal Revenues shows that during the month of September, 1905, the total receipts from this source were $21,224,573—an increase as compared with September, 1904, of $1,212,317.

John F. Wallace, former chief engineer of the Panama Canal, who was before the board of consulting engineers recently to give the result of his experiences while he was in charge of Canal operations, strongly favors a sea-level canal, and has gone on record to that effect.

Out of a total of about 900 delegates who attended the recent gathering of the Interstate Commerce Law Convention, at Chicago, Ill., and of the rump session only ninety-one presented railroad tickets for validation for the return journey, the inference being that the others traveled on passes.

The population of Greater New York, as counted by the State Enumeration Bureau on June 1 and announced on October 30, is 4,014,304, as compared with 3,437,202 in 1900 and 2,507,314 in 1890. There are now 8,066,672 people in New York State. In 1900 the population was 7,268,894 and in 1890, 6,003,174.

Secretary of Agriculture Wilson has issued instructions that no officer or employe of the Department who is in a position to influence the award of a contract shall be interested in any firm doing business with the Department. The instructions also prohibit any officer from performing work for private individuals, firms, companies or institutions without the written consent of the Secretary.

United States Commissioner Ridgeway, at New York, on October 28, discharged from custody Frederick Peckham and Moses Haas, who were charged with having conspired with Edwin S. Holmes, Jr., to defraud the Government by securing advance information of the Government's cotton report. Commissioner Ridgeway held that neither of the men had committed a crime within the meaning of the statutes.

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Pacific Coast Marine.

The Russian cruiser Lena sailed from San Francisco on October 31 for Vladivostok, after a stay of fourteen months in the former port.

Advices from the Northern whaling grounds indicate that a number of vessels have been caught in the ice and will be unable to get out until next August.

The American ship Dirigo, bound from Philadelphia for Honolulu, was reported on November 2 as having put into Montevideo with her cargo of coal heated.

The overdue French bark Duchesse de Bery arrived at San Francisco on November 2, after a long passage of 200 days from Swansea, Eng.

The British ship Hyderabad was recently chartered in San Francisco to load wheat for Europe, after a stay of two and one-half years awaiting a suitable freight.

The American steamers Barracouta and Centennial, the German steamers Kowloon, Hans Wagner and M. Struve and the Norwegian steamer Arnfrid, which were seized at various times by the Japanese, have been released.

The British ship Dundee arrived at Port Townsend, Wash, on October 29, from Singapore after a very hard voyage, during which an apprentice named Drummond fell from aloft and broke his back. He was buried at sea.

The first of the whaling fleet to return to San Francisco was the bark Gayhead, Captain Fisher, which arrived on October 25 direct from the Behring and Okhotsk seas. She brought 200 barrels of sperm oil, 200 barrels of right oil and 2000 pounds of bone.

The British ship Forteviot, Captain Finlay, arrived at San Francisco on October 28, 191 days from Hull and 158 days from Newcastle, England, with a cargo of merchandise. For some weeks past the Forteviot had been posted as an overdue, the rate for reinsurance reaching 15 per cent.

Captain John Tremaine Smith, master of the Pacific Mail liner Siberia, has turned his naturalization papers over to Secret Service Deputy John H. Helms, at San Francisco, for investigation. The action was voluntary on Captain Smith's part, as he was anxious to have his credentials fully established.

The tug Fearless, belonging to the Spreckels Tugboat Company, has filed a salvage claim of $20,000 at Honolulu, T. H., against the French ship Ernest Reyer, which was recently pulled off the reef near Diamond Head, at the entrance to that harbor. The Interisland Steamship Company claims the same amount and the steamer Lehua will also have a salvage claim.

The gasoline schooner Alice, of Seattle, Wash., arrived at Victoria, B. C., on October 25, from Cape Nome, after a trading voyage. She was three months on the way. Exceptionally heavy weather was experienced in the Behring Sea. The schooner brought 151 fur skins, including twenty-eight royal sable skins, forty-five bear skins and forty-three red fox.

The whaling bark Alice Knowles, Captain P. D. Montgomery, arrived at San Francisco on November 2 from the Okhotsk Sea, with a catch of 600 barrels of sperm oil, 100 barrels of whale oil and 1800 pounds of bone. John D. Kelly, engineer of the Knowles, died on September 27, as a result of stomach trouble. A number of the crew deserted during the voyage.

The record in the court-martial case of Commander Lucien Young, who commanded the United States gunboat Bennington at the time of the explosion on that vessel in San Diego harbor, was received at the Navy Department on November 3, and is now under review. It is understood that the sentence of the court is a severe reprimand.

Representatives of the American-Hawaiian Steamship Company say their company expects to ship at least 300,000 tons of Hawaiian sugar annually across the Mexican Isthmus under the contract recently entered into with the National Railroad of Tehuantepec, pending the completion of the Panama Canal. Two new steamers are being built for the company at California yards.

Ten grain ships were chartered at Portland, Or., on October 26, to load at that port, the shippers retaining the option of loading them at Tacoma. It is thought that the business will be about equally divided between the two ports. Three thousand tons is the average carrying capacity of the vessels. Fully loaded they will take out about 1,000,000 bushels of wheat. All of them were taken to transport cargoes to the United Kingdom.

Captain D. H. Jarvis, who commanded the relief expedition sent out by the United States Government in 1897 to aid the stricken whalers, states that, if the whaling fleet now icebound in the Arctic is far eastward of Point Barrow, it will be almost impossible for a relief expediton to afford them any material aid, as the difficulties of Arctic travel in the winter are such that it will be almost impossible to take sufficient food to aid so many men.

Alleging that they were taken on board the British ship Jessomene, at Port Los Angeles, Cal., under false pretenses and that they have been brutally treated, Harry Williams and other seamen of San Francisco, have brought suit in the Bellingham (Wash.) Justice Court to recover wages due them. Fearing also that Captain Cawsey intends to force them to make a voyage to Australia, they desire to secure their release from the vessel at once.

A telegram received at San Francisco on November 1 from Seattle, Wash., reported that the steamer Tampico had arrived at the latter port from Nome, Alaska, with the carpenter and mate injured and with the cabin windows stove in and other damage sustained on September 27 as a result of a portion of the cargo of lime taking fire. The Tampico jettisoned fifty barrels of lime, twenty barrels of dynamite and five tons of powder in the cargo.

Swayne & Hoyt, of San Francisco, have secured exclusive privileges to ship Oriental cargoes to that port from the Asiatic coast in the tank steamers Winnebago, Dakotah and Appalachee, of the Standard Oil Company's fleet, which have heretofore returned in ballast after carrying cargoes to the Far East. The steamers coming to the Coast under this arrangement will be known as vessels of the Oriental Pacific Company.

Following is the reinsurance list as posted at San Francisco, on November 6: German bark Suzanna, 149 days from Port Talbot for Caleta Buena, 15 per cent. French bark McMahon, 171 days from Swansea for San Francisco, 10 per cent. French bark St. Donatien, 164 days from Bordeaux for Adelaide, 75 per cent. British ship M. E. Watson, 153 days from Cardiff for Antofagasta, 15 per cent. British bark River Indus, 126 days from Port Talbot for Iquique, 5 per cent.

The steamer Pennsylvania, recently in service on the Great Lakes, has been purchased by the Northwestern Commercial Company for service betweeu Puget Sound and Nome, Alaska, for next year's trade. The Pennsylvania is a vessel of 2,567 tons net register and was built in 1873. For several years past she has been in the service of the International Mercantile Company on the Atlantic. She has a length of 343 feet, breadth of 43 feet and depth of 24.9 feet. Within a few weeks the Pennsylvania is expected to arrive at San Francisco on her way to Puget Sound.

The steam-whaler William Baylies, Captain Bodfish, arrived in San Francisco on November 3 with 35,000 pounds of whalebone. The big catch of bone taken by the Baylies comes from sixteen bowheads, and is worth $150,000. Captain Bodfish will get about $16,000 as his share, the first-mate profits to the extent of $8000, the second-mate gets about $5000, and so the profits go down to the fifth-mate, who will receive $1100, and the other members of the crew, who will be paid sums ranging from $200 to $300 each for their good work. This is the best showing any whaler has made for many a year.

O. F. Bolles and John K. Bulger, Local Inspectors at San Francisco, have rendered their decision in the matter of the grounding of the Oceanic liner Alameda, which went ashore at Fort Point on September 30. While exonerating Captain Thomas Dowdell, they have suspended Pilot C. B. Johnson for six months. They express themselves of the opinion that Johnson was negligent and unskillful in navigating the steamship; in not keeping better run of the record of the vessel, and in failing to make notes of the time and distance of points of departure; also, in his trusting entirely to Lime point whistle, and to his belief that the fog would not last long.

Two new wooden steamers are to be built for the Pacific Coast Steamship Company, both designed by James Dickie of San Francisco. One of them, to be 237 feet in length, with a beam of 39 feet, will have triple-expansion engines, oil-burning apparatus and a speed of twelve knots, with accommodations for a few passengers. The hull will be built by Hall Brothers on Puget sound, and the machinery is to be furnished by Moran Brothers of Seattle. The other vessel, to take the place of the Gipsy, recently wrecked in Monterey bay, will be built by Hall Brothers, with machinery from the works of Moran Brothers, and will have oil-burning apparatus, and be capable of a speed of ten knots an hour.

DIED.

Emil Abrahamsou, No. 1231, a native of Norway, aged 34, drowned from the steamer Victoria, at Seattle, Wash., October 27, 1905.

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by local applications, as they cannot reach the diseased portion of the ear. There is only way to cure deafness, and that is by constitutional remedies. Deafness is caused by an inflamed condition of the mucous lining of the Eustachian Tube. When this tube is inflamed you have a rumbling sound or imperfect hearing, and when it is entirely closed, Deafness is the result, and unless the inflammation can be taken out and this tube restored to its normal condition, hearing will be destroyed forever; nine cases out of ten are caused by Catarrh, which is nothing but an inflamed condition of the mucous surfaces.

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Jack Puts It Up To 'Em.

In the palmy days of the Baltimore clipper, a wealthy merchant gave orders for the construction of a mighty ship, the largest of her class and of the finest material. On the day of her launching she was so much admired that the merchant decided that before she went into commission he would give a feast and jollification to all the workmen employed in building her.

The main deck was housed in with canvas and decorated with flags and evergreens; tables extended the whole length of each side, with a cross-table in front of the poop for the owner and his friends. At the appointed hour, the workmen assembled at the festive board and were welcomed by the host in an appropriate speech.

It was seen that the chair immediately to the right of the owner was vacant, and it was explained that this seat had been reserved for a representative of that craft which could make the best claims to its importance in connection with the ship. With this object in view speeches were successively made by picked men of the shipwrights, shipsmiths, caulkers, sparmakers, riggers and sailmakers, all of whom made earnest and telling speeches in behalf of their respective crafts. When the merchant arose to make his decision, he was greeted with tumultuous applause, but when the noise subsided it was seen that the "chair of honor" was occupied by a weather-beaten old shellback, who leaned back, complacently smiling at the astonished guests. Cries arose of "Put him out!" "Fire him!" and those nearest endeavored to drag him from his seat. But the old fellow clung to the chair, and in a voice loud enough to be heard above the roaring of a hurricane, shouted:

"Avast, you lubbers! give Jack a chance to speak for his mates."

Order was restored, and the owner decided that Jack should have his say. After a great deal of preliminary coughing and spitting, the old fellow took a good-sized quid from his cheek and gingerly laid it on the plate in front of him, and thus proceeded:

"You have all had your say, and have said it well. You have all done your work, and done it damned well. I've watched you day in and day out, and a prettier model, a better-fastened, a neater-rigged, or a handsomer-looking craft aloft or below I have never seen. But, now you have finished her, what will you do with her? What good is she to you?"

Turning with a quizzical look to the merchant, who sat quietly with a thoughtful look on his face, Jack continued:

"When and how will you get the money back that you have paid these men, if I and my mates don't turn to and help you? If, when laboring in a heavy sea, she springs a butt, who will fasten it in the teeth of the gale? Poor Jack will go to the pumps and work to save your property. If a spar is sprung, Jack must go aloft and fish it; if a sail blows away, Jack must make a new one. He stows your freight and puts it in the lighters when the ship reaches her destination; he nurses her and looks after her with as much care as a mother gives her child.

"You've all been receiving your wages from the boss to enable you to live, but who filled the pocket that you have emptied? And who will fill it again, that you may be paid to build another ship?"

At this moment the crowd commenced to cry, "Sit down, Jack!" "Three cheers for Jack!" And Jack took his seat in the chair of honor" by unanimous consent.

THE DOCTOR.

San Francisco.

COAST SEAMEN'S JOURNAL

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Established in 1887

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Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, - - - - NOVEMBER 8, 1905.

THE SINGLE TAX IS "IT."

The one thing that stands in the way of labor's prosperity to-day is its failure to follow the teachings of Henry George.

Here we have it, from the pen of Ernest H. Crosby, "a stong friend of the trade-union movement," as the gentleman himself avers. The members of that movement will, of course, be pleased to see themselves as others see them, and go in for Single Taxism without further delay. Now that our strong friend has spoken, the cause of our troubles is perfectly plain. We have been trying to raise wages, reduce hours and do numerous other things that seemed to our deluded vision to be necessary, and which, as we have supposed, couldn't be done except by methods involving more or less trouble, when we might have achieved these and other objects of a more far-reaching character by the simple process of taxing into our own pockets that root of all evil described by our strong friends in general as the "unearned increment." It's a revelation, a light so brilliant as to dazzle the eye, a fact so patent as to stagger the mind. To be sure, this is because both the eye and the mind of the trade-unionist are rather dull. Probably, when the shock is over we shall be able to contemplate the situation with that sense of intellectual elevation which characterizes the disciples of St. George.

It may interest the Single Taxer to know that the labor movement has already indorsed his hobby. Such, at any rate, was the understanding and purpose of "Plank 10," adopted by the American Federation of Labor in 1894, and which still stands as a feature of the Federation's "legislative demands." "The abolition of the monopoly system of land holding and the substitution therefor of a title of occupancy and use only" was adopted by the American Federation of Labor, in preference to the Socialistic programme. Thus it appears that the labor movement is already on record as "following the teachings of Henry George." The Single Taxers, however, are not satisfied with this; in fact, like most other reformers with a panacea on tap, they have rather less regard for those who follow them in spirit than for those who openly and avowedly oppose them. The Single Taxer won't be happy until the trade-unions cease their attentions to the employer and concentrate them upon the landlord. Evidently the Single Taxer has doomed himself to a long period of unhappiness.

The attitude of the Single Taxer toward the labor movement is fatuous in the extreme; it is the attitude, not of friendship nor even of disinterested criticism, but of hostility and contempt. Prominent exponents of Single Taxism, in the press and on the platforms devoted to that cause, decry trade-unionism as a "temporary makeshift," an "ulcer," etc. We are told that the methods of the trade-union are "unjust and cruel," that the principle of these methods is "indefensible"; that the "Closed Shop" can be condoned only as regrettable expedient, and that the "Open Shop" is right in principle and must prevail as soon as the "Open Earth" is brought about by the Single Tax. In brief, the reasoning of the Single Taxer is identical with that of the Socialist and Parryite. Even the motive is the same in all three instances, namely, strong friendship. Our friends love us so much that they are willing to take risks of being caught in very bad company—that is, in each other's company—while protesting their devotion to our cause!

If the Single Taxer would doff his halo and get out of the rays emitted by his own effulgence long enough to get some light on the labor movement, he would perceive the source of his mistake. For instance, Mr. Crosby, in the article previously quoted, says that he is "arguing for the recognition by union men of the fact that there is no finality in their campaign." This expression very clearly indicates the mistaken view of the Single Taxer. Union men recognize the fact that there is "no finality in their campaign." In other words, they recognize the fact that the labor movement isn't a cure-all, that it won't reform everything and set the world to wagging with the regularity of an eight-day clock. The labor movement is designed to secure the best terms possible under given conditions of industry, to improve these conditions wherever possible, and in general to make the worker's life a little better to-day than it was yesterday, a little better to-morrow than it is to-day. "Many a little makes a mickle," hence the results of the labor movement, as seen on every hand and in every improvement in the conditions of labor. Hence the vitality of the labor movement in the past and its assurance of usefulness in the future. The labor movement accomplishes things precisely because there is no "finality" in it, because it doesn't scorn to do the little things of to-day in the hope of doing big things to-morrow or next day. The labor movement has not produced any gods, nor even saints, the worship of whom lifts the devoted into the clouds or leads him into the cloister. The labor movement, however, has produced a host of good, sensible hard-working men, whose united labors have built a bulwark between their fellows and the forces of greed and oppression. If the Single Taxer would come down to the ground long enough to learn the difference between the movement that moves and that which merely dreams of moving, he would be a better Single Taxer because a more intelligent man. All this, of course, is said in a spirit of strong friendship for the Single Tax, also for the Single Taxer.

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HOSPITAL FOR FISHERMEN.

The constant risk to life and limb incurred by the fishermen in Alaska, and the numerous accidents that occur each season, make imperative the establishment of a Marine Hospital in that region. Accordingly, the Fishermen's Protective Union of the Pacific Coast and Alaska, representing the men directly concerned, has initiated a movement for the establishment of a hospital. By way of securing general support in this work the following resolution has been submitted to a number of organizations capable of expressing intelligent judgment on the subject:

Whereas, The urgent need of a Government hospital in the Bristol Bay region is greatly felt by everyone engaged in the Alaskan fishing industry, and especially by the members of the Fishermen's Protective Union of the Pacific Coast and Alaska, many of whom have suffered great hardships in the past through lack of proper medical attention at the fishing grounds; and

Whereas, It is of vital importance to upward of eight thousand men, who are engaged in the fishing industry in Alaska, that such hospital should be established before the opening of the season of 1906, and that immediate steps be taken to secure the proper presentation of this matter to the Congress of the United States at its coming session; and

Whereas, The Fishermen's Protective Union of the Pacific Coast and Alaska has already taken steps in drafting and preparing such memorials and petitions as will present the matter forcibly and clearly to the proper Government officials as to the necessity of such hospital; therefore be it

Resolved, That we co-operate with the Fishermen's Protective Union of the Pacific Coast and Alaska in this matter, and use our best efforts in securing the establishment of such hospital; and be it further

Resolved, That the Secretary of this organization be and he is hereby instructed to affix his signature and the seal of the organization to such petitions as the Fishermen's Protective Union of the Pacific Coast and Alaska may have to present in this matter.

This resolution has been adopted by the San Francisco Labor Council, the City Front Federation, of San Francisco, the Sailors' Union of the Pacific, and a large number of similar bodies. The representations thus made will be conveyed to the authorities through the California delegation in Congress. It is hoped by these means to secure the early realization of the project in view. The importance of the Alaskan fishing industry and the large number of men employed therein, to say nothing of the demands of humanity, fully justify the claims made by the fishermen to medical care at the hands of the Government.

A writer in the Labor Leader, a British publication, noting certain decisions recently rendered by the United States Supreme Court, in cases affecting the interests of the labor movement, says:

As a word of explanation let me say that in America the judges of the Supreme Court are elected by the people (a fact not generally known in England) and when elected they have more power than the House of Representatives, or even Congress. * * * The fact, however, that this decision against the workers was arrived at by a vote of five to four (a majority of one only) shows that it would be an easy matter for the worker to place a different definition on the Constitution by electing the Supreme Court judges from among those with pronounced sympathies with labor.

Come to think of it, it seems rather strange that the American people haven't thought of this simple remedy for their troubles. By all means, let us elect another United States Supreme Court! If we can't do that we may at least elect one member of that tribunal so as to turn the minority into a majority! The possibility here suggested by our British friend will strike American readers as news of a rather amusing variety, but no more so, on the whole, than some of the news (?) concerning affairs in other countries that finds its way into the credulous columns of many American publications.

Demand the Union Label on all purchases.

Comrades Furuseth, Harrington and Macarthur left San Francisco last Monday morning to attend the convention of the American Federation of Labor, which opens at Pittsburg, Pa., on the 13th. At Chicago the comrades will be joined by President William Penje, of the International Seamen's Union of America, thus completing the delegation from the latter body to the Pittsburg convention. Accompanying the first-named gentlemen were Comrades Gill, Rosenberg and Pettersen, of the Sailors' Union of the Pacific, and Comrade I. N. Hylen, of the Fishermen's Protective Union. At the close of the Pittsburg convention the entire delegation will proceed to Cleveland, O., as representatives of the Pacific District in the convention of the International Seamen's Union of America, which opens in the latter city on December 4. Several other delegates from the Pacific District will leave for the East during the latter part of the month. These comrades carry with them the best wishes of the membership for the success of their mission.

The Cigarmakers at San Francisco are asking for a slight advance in their scale of wages, which has remained stationary for many years. There are no more loyal trade-unionists anywhere than the Cigarmakers, the pioneers of Union Label agitation. The Union Label originated in the fertile brain of a San Francisco Cigarmaker, and it has been adopted by all trade-unionists not only in America, but throughout the world, as the most effective weapon for mutual self-protection. It is the duty of every man who has reaped the benefits of Union Label agitation to aid the Cigarmakers in their demand for better conditions. Demand the Union Label of the Cigarmakers' International Union. See to it that their label (a facsimile of which is printed on page 16 of this issue) is on the box from which you are served.

It is amusing to note the attitude of the press, both daily and weekly, but particularly the former, during these strenuous times when all the politicians are heralded as the real, genuine, always have been and always will be friends of labor. Everybody who runs for office on the opposition ticket is a rascal, a thief or a grafter or something worse than either. Every one who aspires for an office on the ticket which has the endorsement of the newspaper proprietor is an angel or should be one if laudation could make him one. The beauty of it all is that the dear people will not be fooled by campaign lies, for the game has been worked too often. The reputation of our partisan newspapers as far as veracity is concerned is fifty per cent below 0.

When in a restaurant or saloon see that the waiter, waitress or bartender wears the working button of the Hotel and Restaurant Employes' Alliance!

Friendly Comment.

The COAST SEAMEN'S JOURNAL, San Francisco, Cal., has entered upon its nineteenth year of happy usefulness, and we add our warmest congratulations to those of its many friends.—Trade Press List.

The COAST SEAMEN'S JOURNAL has entered upon its nineteenth volume, and the Labor Clarion takes pleasure in extending congratulations to the Sailors of the Pacific on the occasion. Under the guidance of Editor Walter Macarthur the JOURNAL has gained rank in the labor press that is second to none, and it at all times may be depended upon to ably and fearlessly champion what it conceives to be right, regardless of the "expediency" of so doing.—Labor Clarion, San Francisco, Cal.

Invention of the Telephone.

A recent number of the Frankfurter (Germany) News contains an article intended to establish that neither Reis nor Bell are the inventors of the telephone. The Scientific American, in July last, published an article written by W. H. Sharps in reference to the development of the telephone, in which Mr. Sharps expresses the opinion that Reis, of Friedricksdorf, had invented the telephone in 1861. Commenting upon this statement the Frankfurter News says:

Mr. Sharps is in error in his presumptions as well as in his ideas about the facts, as neither Reis nor Bell are the inventors of the telephone, which already in 1854 was described in all its parts and was probably also constructed by the French mathematician, Charles Bourseul. The Didaskalia, of Frankfort, for Thursday, September 18, 1854, reports about the man and his invention, under the caption "'Electric Telephony,'' the following:

The wonders with which electricity has of late surprised us are, as it appears, to be increased by a new one which will not only produce a great revolution in the present electric telegraphy, but which would also increase its utility in an incalculable manner. It is nothing more nor less than an electric transmission and delivery of the spoken word. The idea is from a young and well-informed modest man, Charles Bourseul, who in 1848 was a soldier in the African army, where he attracted the attention of the governor-general through a mathematical course of instruction which he gave to his comrades in the garrison of Algiers, and who lives in Paris now.

The problem of Bourseul, of the practicability of which he is convinced, may perhaps be one of those discoveries which afterwards is declared a very simple one by the scientific world, and which they then want to make us believe would have been found long ago if they had deemed it worth while. * * * Electric telegraphy, at one time pronounced to be the utmost nonsense, travels now through the whole world as something to which we have almost become accustomed; if we consult the principles of physics with reference to these new ideas of a young physicist then they make no objections to the possibility of their accomplishment, but their success seems to be even more probable than that of electric telegraphy itself not long ago. If this is accomplished, then electric telegraphy would have become common property; no further machinery and knowledge except a galvanic column, two vibrating plates, and a metallic wire would be needed; without other preparation one would only have to talk against one of the metallic plates, and another would have to hold his ear against the other plate; in this way they could converse with each other as if in private. The young inventor believes in the practicability of his invention and challenges scientists to prove that the laws of physics are contradicted by the above principles and would therefore make the desired end impossible. Meanwhile the matter certainly deserves the attention it receives in the highest degree.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC.

HEADQUARTERS, NEW YORK, N. Y., Oct. 26, 1905.
Shipping fair.
H. P. GRIFFIN, Secretary.
166 Christopher st.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

HEADQUARTERS, SAN FRANCISCO, Nov. 6, 1905.
Regular weekly meeting was called to order at 7:30 p. m., C. F. Hammarin presiding. Secretary reported shipping slack; delegates left for the American Federation of Labor convention; C. F. Hammarin was elected delegate to the Labor Council, and E. Ellison to the City Front Federation. Nominations were made for officers for the ensuing term.
E. ELLISON, Secretary pro tem.
S. W. cor. East and Mission sts. Tel. Main 5397.

TACOMA AGENCY, Oct. 30, 1905.
No meeting; no quorum. Shipping dull; prospects uncertain. Oscar Pearson was elected Agent pro tem.
H. L. PETTERSON, Agent.
3004 McCarver st. Tel. Main 808.

SEATTLE AGENCY, Oct. 30, 1905.
Shipping fair. Few men ashore.
P. B. GILL, Agent.
1312 Western ave. P. O. Box 48. Tel. James 3031.

PORT TOWNSEND AGENCY, Oct. 30, 1905.
No meeting; no quorum. Shipping and general situation unchanged. Prospects uncertain.
WM. THORBECK, Agent.
114 Quincy st. P. O. Box 48. Tel. 443.

ABERDEEN AGENCY, Oct. 30, 1905.
Shipping medium; prospects uncertain.
WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

PORTLAND (OR.) AGENCY, Oct. 30, 1905.
Shipping slack; prospects good.
D. W. PAUL, Agent.
40 Union ave. Tel. East 4912.

EUREKA AGENCY, Oct. 31, 1905.
No meeting; no quorum. Situation unchanged.
C. SORENSEN, Agent.
222 C street. P. O. Box 327. Tel. Main 566.

SAN PEDRO AGENCY, Oct. 30, 1905.
Shipping and prospects fair.
HARRY OHLSEN, Agent.
P. O. Box 2380. Tel. Main 774.

HONOLULU (H. T.) AGENCY, Oct. 23, 1905.
Shipping medium; prospects uncertain.
C. COLDIN, Agent.
Cor. Queen and Nuuanu sts. P. O. Box 96.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

HEADQUARTERS, SAN FRANCISCO, Nov. 2, 1905.
Regular weekly meeting was called to order at 7:30 p. m., Ed. Andersen in the chair. Secretary reported shipping slack, good many men ashore. Voting for delegates was proceeded with. Donated $75.00 to the Nanaimo, B. C., miners. Officers were nominated for the ensuing term.
EUGENE STEIDLE, Secretary.
54 Mission st.

SEATTLE (WASH.) AGENCY, Oct. 26, 1905.
Shipping quiet.
W. SORENSEN, Agent.

SAN PEDRO (CAL.) AGENCY, Oct. 26, 1905.
Shipping fair.
G. LLOYD, Agent.

LAKE SEAMEN'S UNION.

HEADQUARTERS, CHICAGO, ILL., Oct. 30, 1905.
Shipping quiet. General condition fair.
WM. PENJE, Secretary.
123 North Desplaines st.

MARINE COOKS AND STEWARDS OF THE GREAT LAKES.

HEADQUARTERS, BUFFALO, N. Y., Oct. 31, 1905.
Situation unchanged.
H. R. WALKER, Secretary.
55 Main st.

ATLANTIC COAST SEAMEN'S UNION.

HEADQUARTERS, BOSTON, MASS., Oct. 31, 1905.
Shipping good.
WM. H. FRAZIER, Secretary.
1½A Lewis st.

ATLANTIC COAST MARINE FIREMEN'S UNION.

HEADQUARTERS, BROOKLYN, N. Y., Oct. 25, 1905.
Shipping slow.
DANIEL SULLIVAN, Secretary.
15 Union st.

On the Great Lakes.

(Contributed by the Lake Seamen's Unions.)

The Reinstatement Law.

I have been requested by a correspondent to explain Section A2, Article XIII, which reads as follows:

Section A2, Article XIII. Members three months in arrears shall be suspended, but may be reinstated upon payment of arrears. Members over two years in arrears, and not having sailed during that time, may rejoin this organization. Reinstated members shall not be entitled to any benefit until six months after said reinstatement.

I do not know that there is anything to explain about this. A printed copy of the amendments, in book form, was sent out from Headquarters, to be placed in all books, and can be had at any office. Probably the point the correspondent wishes explained is: "Can a man run three months in arrears, then pay up, and get benefit?" The answer is emphatically, No; not until he is six months in good standing again. The last clause of the section plainly states: "REINSTATED MEMBERS SHALL NOT BE ENTITLED TO ANY BENEFIT UNTIL SIX MONTHS AFTER SAID REINSTATEMENT."

W. H. J.

Conneaut, O.

Another Big Freighter.

William A. Hawgood and Arthur H. Hawgood, of Cleveland, O., have placed a contract with the American Shipbuilding Company for a modern freight steamer to cost $410,000. The new boat, which will have a carrying capacity of 10,500 gross tons, will come out June 1, 1906. The big freighter will be built at the Lorain yard. Most of the stockholders in the steamer Iosco and schooner Olive Jeanette, which were lost in the big storm on Lake Superior in September, will be interested with Messrs. Hawgood in the new boat.

This is the second order for a steamer of the 10,000-ton class that William A. Hawgood and Arthur H. Hawgood have placed with the American Shipbuilding Company for 1906 delivery. The keel for the first boat that was ordered will be laid at the Superior yard and she will come out at the opening of navigation next spring.

The order recently placed makes twenty large freight steamers that the American Shipbuilding Company has closed contracts for this year. One of the boats, the John Stanton, which was ordered for next season is in commission and has made a trip in the ore trade. All the other boats, with the exception of the last Hawgood boat, will be ready to go into commission at the opening next spring.

Notice to Members!

All members who winter out of reach of Lake Seamen's Union offices, and who wish the JOURNAL sent them during the winter months, should send full name, number and address to Secretary Penje, 121 N. Desplaines street, Chicago, Ill., together with a request for the JOURNAL. This costs you nothing.

Several members of the crew of the wrecked barge Alta, including Mate Harvey L. Jester, passed through Detroit recently. The boat is a total wreck.

Worlds Largest Shipper.

The Mountain Iron mine, on the Mesaba Range, has set a new record for the world for shipments of an individual iron mine in a single season. The mine up to date this season has forwarded 2,000,000 gross tons. No other iron mine in the history of the world has ever made a record to equal this in one season.

The Fayal mine, at Eveleth, has heretofore held the record, with a movement of 1,918,000 gross tons, in round numbers, in 1902. The Fayal's great record was passed October 11. The Mountain Iron mine is what is known as an open pit, the ore being mined and delivered direct to cars by steam shovels. The mine began shipping April 9, 1905, and in 189 days mined and forwarded 2,000,000 tons. The average has been 10,582 tons a day and a little more than 432 tons an hour, day and night, for that period.

The mine also has the distinction of being the first Mesaba range mine to enter the shipping list. It forwarded 4245 tons in 1892, and that was the beginning of the great things for the Mesaba. During the fourteen years that have intervened the range has forwarded close to the enormous total of 100,000,000 tons.

The Mountain Iron mine will have shipped fully 11,750,000 tons by the end of the season, since it was opened, in 1892. This is the seventh continuous year that the Mountain Iron has shipped more than 1,000,000 tons each year. The lease of the mine is owned by the Steel Corporation, and the fee by the State.

Minnesota has seven mines that will each ship 1,000,000 tons or more of ore this season. They are as follows, the amounts being approximate:

Mountain Iron, 2,000,000; Burt-Poole, 1,500,000; Adams, 1,600,000; Mahoning, 1,000,000; Biwabik, 1,100,000; Fayal, 1,250,000, and Stevenson, 1,500,000 tons.

New Ore Dock.

Plans for the new ore dock to be built by the Duluth, Missabe & Northern road at Duluth have been completed. The dock, which will be constructed during the coming winter, will cost about $500,000.

The present ore dock system of the Missabe road has the largest capacity of any in the world, and the new one will be the largest individual ore shipping dock. The largest individual ore dock in existence at present is the Great Northern No. 2, on Allouz Bay.

The Missabe's new ore dock will be of the same length and have the same number of pockets as No. 3 of that system. The length is 2304 feet and there will be 384 pockets. It will be seventy-one feet in height, which is three and a half feet higher than No. 3, thus affording greater pocket capacity and making it possible for the larger class of boats to load with greater convenience than at docks of lesser height. Great Northern No. 2 is also seventy-one feet high, but the Missabe dock will have thirty-four more pockets.

The Montreal Transportation Company loses $35,000 by the sinking of the schooner Minnedosa on Lake Huron. The company carried no insurance, this being provided by a special fund.

"Suspended for Six Months"

CHICAGO, Oct. 19.—Cries of "man overboard" which greeted the ears of Captain Frank W. Swails on the bridge of the steamer Iroquois as she passed the inner lighthouse, brought no response. The steamer continued on her way across the Lake under full speed, and John McHughes, a sailor, who had fallen into the water while fastening a fender on the steamer's side, was left to drown. This happened on October 7, and to-day the United States Steamboat Inspector suspended the Government license of Captain Swails for six months.

The testimony showed that the captain knew that a man had fallen overboard, but as he had seen a boat put off from the lighthouse he did not deem it necessary to stop. When the boat from shore reached the spot McHughes had gone down for the last time.

"While the punishment is pretty severe," said Inspector Mansfield, "yet the course of Captain Swails appeared to us inexcusable. It was certainly heartless. It is time a stop was put to such actions, hence the penalty."—Press Dispatch.

Captain Frank W. Swails had his license suspended for six months for drowning a sailor, and Inspector Mansfield says "the punishment is pretty severe!" Now, what punishment is fit for a man for murdering a sailor if being suspended for six months; in other words, if being given six months' holiday, probably with full pay, is "pretty severe," what would be about right? My own idea of what Captain Swails' punishment should be is that of any other murderer—hanging.

Conneaut, O. W. H. J.

Union Items.

The crews of the schooner D. P. Rhodes, wrecked at Forty Mile Point, and the schooner Iver Lawson, wrecked at Egg Harbor, have arrived in Chicago. They report a very hard time getting off the wrecks.

Captain Oscar Hendrickson, master and owner of the schooner Kate Lyons, recently wrecked at Holland, Mich., has been a member of the Lake Seamen's Union for fifteen years. The crew lost all their belongings and narrowly escaped with their lives.

The steamer Indianapolis left Chicago on October 25 for Seattle, Wash., with a union crew on board. The crew will receive Lake wages until the boat reaches salt water; then they will receive Pacific Coast wages until she reaches Seattle. The master of the Eastland takes the Indianapolis to salt water; then she will be given over to a deep water navigator.

It has been remarked that many boats of the Bradly fleet have been in trouble lately. The M. B. Grover was condemned by the Local Inspectors at Chicago and has gone to the Shipowners' Drydock for repairs and will likely not get out again this season. The Fay Sheldon and Rhodes were wrecked in the recent storm, and the Gladstone and Pasadena had narrow escapes. They put into Milwaukee with over eight feet of water in the hold.

Shipping was good on the Chicago passenger boats all summer, and it is extra good this fall. The demand almost seems to exceed the supply of men, as "black-book men" are in the capacity of watchmen in many cases. These Chicago passenger boats may properly be called the best berths on fresh water, yet men are hard to get for them most of the time. The Goodrich line pays $45 to the men through the winter. Graham and Morton pay $45 on their Lake Michigan boats, and on the Lake Superior boats they live up to the contract with the Lake Carriers.

Demand the union label on all products.

Marine Notes.

Work has been begun on the Northern Coal and Dock Company's new dock at Duluth. It will be located on Connor's Point, and is to be 1,100 feet long.

The lighterage rate on grain from Port Colborne to Port Dalhousie has been reduced from three to two and one-half cents, including elevation, shoveling and trimming.

The tug Hudson, sunk by the steamers Ramapo and Huron at Buffalo recently, has been raised. The body of Fireman Thomas Smith was found in the hold.

Captain Charles L. Hutchinson has organized the Tonopah Steamship Company to operate the Joseph G. Butler Jr., which will be launched at the Lorain yard of the American Shipbuilding Company this month.

Receipts of iron ore at Two Harbors during one week recently amounted to 221,000 gross tons, or an average of about 36,800 tons a day. The receipts for last month will probably be a little more than 1,000,000 tons.

Captain George A. Symes, who was sent to the Canadian shore to look for victims of the Tasmania wreck, has asked all the fishermen between Leamington and Rondeau and on Pelee Island to assist him by reporting to him.

Wheeling & Lake Erie and Wabash railroad officials spent some time at Huron recently inspecting terminal and dock facilities. It is reported that the Wabash will install fast unloading coal and ore machines on a new slip to be built this winter.

Shippers, vesselowners and others at Duluth are all united in an effort to have the Weather Bureau establish a station on Devil's Island, Lake Superior. A memorial is to be presented recommending its establishment. An eighteen-mile cable to Bayfield will be necessary.

The steamer John Crerar upon arrival at Port Dalhousie recently reported having picked up the coal laden schooner Annie Minnes, near the False Ducks, Lake Ontario, in a helpless condition, having lost one mast, rudder and sails in the gale. One member of the crew had been washed overboard and drowned.

Captain C. O. Flynn, of Duluth, has returned from a wrecking expedition to the burned hulk of the schooner Noquebay, which is ashore in Presque Isle Bay, on Stockton Island. The boat was loaded with 900,000 feet of hemlock lumber at the time of the disaster and Captain Flynn succeeded in recovering 175,000 feet of lumber and the boat's anchor and chains.

The wrecking tug Saginaw returned to Buffalo on October 27 from Long Point, having abandoned efforts to save the steamer Siberia, which is now a total wreck. The two watchmen who were on the vessel were taken off and the boat abandoned to the seas, which were fast breaking her up. The cargo of 90,000 bushels of barley on the ship was insured for $36,000, but the hull was not covered.

The steamer Kaliyuga was lost, with all hands, in the recent gale on Lake Huron. The Kaliyuga carried a crew of seventeen men, as follows: Chief Engineer Chas. A. Sharpe; Thos. Wright, watchman; Captain Fred L. Tonkin; Ernest C. Modder, second engineer; Chas. Simmons, mate; Harry Loftaine and wife, stewards; Thos. Carr, wheelsman; Geo. E. Foster, watchman; Chas. Beauregard, oiler; Thos. H. Sullivan and F. McKay, firemen; John Ross, John Rush and John Yotter, seamen.

TONAWANDA LETTER LIST.

Anderson, H. B.	Herring, S. A.
Andrasen, Nills S.	Hillman, Henry
Atcheson, Fred	Hanson, P.
Brown, Clarence J.	Jacobson, August
Bergorstrom, Oscar	Johnson, Joe
Baase, Paul	Johanssan, Carl
Brown, Fred C.	Karlsen, Karl A.
Bandon, Fred	Knudsen, H.
Brown, Joe	Kozlaske, Michael
Brinniers, Heer K.	Karlsson, G. P.
Carlsen, Carl	Leeland, W. M.
Coburn, J.	Lundgren, Victor
Cobb, James W.	Lafarge, John
Cunningham, John	Labo, Peter
Clare, Frank	Maese, Max
Conger, Joseph	Mathiasen, Oscar
Champine, Tony	Magnassan, C. J.
Cattanach, Ralph	McGrath, R.
Christensen, Chas.	McLawby, Ed.
Curire, John	McDonald, Murdock
Corran, F.	McLeod, Thos.
Charlson, Karl A.	McNamara, Michael
Danielsson, J.	Nicholson, Andrew
Donaldson, Chas. B.	Nilsen, Nils.
Daugherty, James	Nilsen, Welenius
Drucks, Louis	Pedersen, A. H.
Engelson, J. M.	Palmatier, George
Fjeldsgaard, Adolf	Pederson, N. A.
Furtaw, Parker	Omonsen, Tollak
Farran, James	Rankin, Jac. W.
Glanz, Edw., Jr.	Sullivan, S. P.
Gillgren, Peter	Sarsen, Dick.
Green, J. S.	Shannon, H. P.
Gay, Harry B.	Stalls, William
Housen, Thergrin	Sheldon, H. S.
Hausen, Martin	Tovatt, Frank
Heeley, Edmond	Van Antyerp, Chas.
Hillman, J. R.	Waters, Frank
Hansan, A.	Young, James
Hansen, Karl Otto	

SOUTH CHICAGO LETTER LIST.

Linquist, Oscar	Haurunen, S.
Ebere, Wm.	Tinnerson, J.
Fielde, M. E.	Sorensen, S.
Alexson, O. S.	Christenson, L.
Smith, G. E.	Duffy, Frank
Callahan, Fred	Porter, H.
Moran, M.	Duffy, O. P.
Kessler, L. B.	Anderson, L.
Hicks, Chas.	Terheren, Ed.
Jensen, J. C.	McCaskey, J.
Jensen, Gust	Ellefson, Sam

DETROIT LETTER LIST.

Whitcomb, Harry M.	Wald, Frank
Hansen, Carl	Ayers, E. E.
Easu, Al.	Anderson, Harold
A dead letter addressed to Wm. G. Weber.	Nadu, N., Jr.
	Nicklson, Donald
	Roland, Frank M.
Larsen, Crean	Almand, Albert
McManus, Wm.	Doyle, Jos.
Gallagher, J. C.-2	Blakly, A.
Westover, Alex.	Johnson, Victor
Olsen, Waldmar-2	Farwell, Roy
Brown, W. H. J.	Lenard, L.
Johnnieson, Hilne	Pehnssen, John
Thomas, James-2	Squrr, W. J.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS

LAKE SEAMEN'S UNION

(Lakes District International Seamen's Union of America.)

121 and 123 North Desplaines Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, WIS.....133 Clinton Street
Telephone 240 South.

BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.

ASHTABULA HARBOR, O.....87 Bridge Street
Telephone 552.

CLEVELAND, O.....171 East River Street
Telephone Bell Main 1295.

TOLEDO, O.....719 Summit Street
Telephone Black 6981.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES.

DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3724.

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Ashland Phone 1563.

SUPERIOR, WIS.....1721 North Third Street
Telephone Peoples 4615.

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OGDENSBURG, N. Y.....94 Hamilton Street

SUB-AGENCIES.

MANITOWOC, WIS.....809 South Eighth Street

ERIE, PA.....107 East Third Street
Telephone Bell 599 F.

CONNEAUT HARBOR, O.....992 Day Street

SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
Telephone 1944 South Chicago.

SANDUSKY, O.....1107 Adams Street

PORT HURON, MICH.....931 Military Street

HOSPITALS AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.
CHICAGO, ILL.; DETROIT, MICH.; CLEVELAND, O.

RELIEF STATIONS.

Ashtabula Harbor, O.	Manitowoc, Wis.
Buffalo, N. Y.	Marquette, Mich.
Duluth, Minn.	Milwaukee, Wis.
Erie, Pa.	Saginaw, Mich.
Escanaba, Mich.	Sandusky, O.
Grand Haven, Mich.	Sault Ste. Marie, Mich.
Green Bay, Wis.	Sheboygan, Mich.
Houghton, Mich.	Sturgeon Bay, Wis.
Ludington, Mich.	Superior, Wis.
Manistel, Mich.	Toledo, O.

We Don't Patronize.

FOOD AND KINDRED PRODUCTS.

Bread—McKinney Bread Company, St. Louis, Mo.; National Biscuit Company, Chicago, Ill.
Cigars—Carl Upman of New York City; Kerhs, Wertheim & Schiffer, of New York City; The Henry George and Tom Moore.
Flour—Washburn, Crosby Milling Co., Minneapolis, Minn.; Kelley Milling Co., Kansas City, Mo.
Groceries—James Butler, New York City.
Meats—Kingan Packing Company, of Indianapolis, Ind
Pipes—Wm. Demuth & Co., New York.
Tobacco—American and Continental Tobacco Companies.

CLOTHING.

Buttons—Davenport Pearl Button Company, Davenport, Iowa; Krementz & Co., Newark, N. J.
Clothing—N. Snellenberg & Co., Philadelphia, Pa.; Clothiers' Exchange, Rochester, N. Y.; Strawbridge & Clothier, Philadelphia, Pa.; Blauner Bros., New York.
Corsets—Chicago Corset Company.
Gloves—J. H. Cownie Glove Co., Des Moines, Iowa; California Glove Co., Napa, Cal.
Hats—J. B. Stetson Company, Philadelphia, Pa.; E. M. Knox Company, Brooklyn, N. Y.
Shirts and Collars—United Shirt and Collar Company, Troy, N. Y.; Van Zandt, Jacobs & Co., Troy, N. Y.; Cluett, Peabody & Co., Troy, N. Y.; James R. Kaiser, New York City.
Shoes—Harney Bros., Lynn, Mass.; J. E. Tilt Shoe Co., Chicago, Ill.
Suspenders—Russell Mfg. Co., Middletown, Conn.
Textiles—Merrimac Manufacturing Company (printed goods), Lowell, Mass.
Underwear—Oneita Knitting Mills, Utica, N. Y.
Woolens—Hartford Carpet Co., Thompsonville, Conn.; J. Capps & Son, Jacksonville, Ill.

PRINTING AND PUBLICATIONS.

Bookbinders—Geo. M. Hill Co., Chicago, Ill.; Boorum & Pease Co., Brooklyn, N. Y.
Newspapers—Philadelphia Democrat, Philadelphia, Pa.; Hudson, Kimberly & Co., printers, of Kansas City, Mo.; W. B. Conkey Co., publishers, Hammond, Ind.; Gazette, Terre Haute, Ind.; Times, Los Angeles, Cal.

POTTERY, GLASS, STONE, AND CEMENT.

Pottery and Brick—J. B. Owens Pottery Co. of Zanesville, Ohio; Northwestern Terra Cotta Co., of Chicago, Ill.; C. W. Stine Pottery Co., White Cottage, Ohio; Harbison-Walker Refractory Co., Pittsburg, Pa.; Utica Hydraulic Cement and Utica Cement Mfg. Co., Utica, Ill.

MACHINERY AND BUILDING.

Carriage and Wagon Builders—S. R. Bailey & Co., Amesbury, Mass.; Hassett & Hodge, Amesbury, Mass.; Carr, Prescott & Co., Amesbury, Mass.
General Hardware—Landers, Frary & Clark, Ætna Company, New Britain, Conn.; Iver Johnson Arms Company, Fitchburg, Mass.; Keisey Furnace Company, Syracuse, N. Y.; Brown & Sharpe Tool Company, Providence, R. I.; John Russell Cutlery Company, Turner's Falls, Mass.; Atlas Tack Company, Fairhaven, Mass.; Henry Disston & Co., Philadelphia, Pa.; American Hardware Co. (Russell & Erwin Co. and P. & F. Corbin Co.), New Britain, Conn.; Merritt & Company, Philadelphia, Pa.
Iron and Steel—Illinois Iron and Bolt Company, of Carpentersville, Ill.; Carborundum Company, Niagara Falls, N. Y.; Casey & Hedges, Chattanooga, Tenn.; Gurney Foundry Company, Toronto, Ont.; Sattley Manufacturing Company, Springfield, Ohio; Page Needle Company, Franklin, N. H.; American Circular Loom Company, New Orange, N. J.; Payne Engine Company, Elmira, N. Y.; Lincoln Iron Works (F. R. Patch Manufacturing Company), Rutland, Vt.; Art Metal Construction Company, Jamestown, N. Y.; Erie City Iron Works, Erie, Pa.; David Maydole Hammer Co., Norwich, N. Y.; Singer Sewing Machine Company, Elizabeth, N. J.; National Elevator and Machine Company, Honesdale, Pa.; Pittsburg Expanded Metal Co., Pittsburg, Pa.
Iron, Architectural—Geo. L. Meskir, Evansville, Ind.
Stoves—Germer Stove Company, Erie, Pa.; "Radiant Home" Stoves, Ranges and Hot Air Blast, Erie, Pa.; Wrought Iron Range Co., St. Louis, Mo.

WOOD AND FURNITURE.

Bags—Gulf Bag Company, New Orleans, La., branch Bemis Bros., St. Louis, Mo.
Baskets—Williams Manufacturing Company, Northampton, Mass.
Brooms and Dusters—The Lee Broom and Duster Company, of Davenport, Iowa; M. Goeller's Sons, Circleville, Ohio; Merkie-Wiley Broom Co., Paris, Illinois.
Carriages—Crane, Breed & Co., Cincinnati, Ohio.
Cooperage—Northwestern Cooperage and Lumber Company (otherwise known as the Buckeye Stave Company), of Ohio, Michigan, and Wisconsin; Elgin Butter Tub Company, Elgin, Ill.; Williams Cooperage Company and Palmer Manufacturing Company, of Poplar Bluff, Mo.
China—Wick China Company, Kittanning, Pa.
Furniture—American Billiard Table Company, Cincinnati, Ohio; Brumby Chair Company, Marietta, Ga.; O. Wisner Piano Company, Brooklyn, N. Y.; Kreli Piano Company, Cincinnati, Ohio; N. Drucker & Co., Cincinnati, Ohio, trunks; St. Johns Table Company, St. Johns, Mich.; Grand Rapids Furniture Manufacturing Association, Grand Rapids, Mich.; Derby Desk Co., Boston, Mass.
Gold Leaf—W. H Kemp Company, New York, N. Y.; Andrew Reeves, Chicago, Ill.; George Reeves, Cape May, N. J.; Hastings Company, Philadelphia, Pa.; Henry Ayers, Philadelphia, Pa.
Lumber—Trinity County Lumber Company, Groveton, Texas; Reinle Bros. & Solomon, Baltimore, Md.; Himmelberger Harrison Lumber Company, Morehouse, Mo.; Union Lumber Company, Fort Bragg, Cal.
Leather—Kullman, Salz & Co., Benicia, Cal.; A. B. Patrick & Co., San Francisco, Cal.; Columbus Buggy and Harness Company, Columbus, Ohio; Lerch Bros., Baltimore, Md.
Rubber—Kokomo Rubber Company, Kokomo, Ind.; B. F. Goodrich Rubber Company, Akron, Ohio; Diamond Rubber Company, Akron, Ohio.
Paper Boxes—E. N. Rowell & Co., Batavia, N. Y.; J. N. Roberts & Co., Metropolis, Ill.
Paper—Remington-Martin Paper Co., Norfolk, N. Y.; Potter Wall Paper Co., Hoboken, N. J.
Typewriters—Underwood Typewriter Company, Hartford, Conn.
Watches—Keystone Watch Case Company, of Philadelphia, Pa.; Crescent Courvoiseer Wilcox Company; Jos. Fahy, Brooklyn Watch Case Company, Sag Harbor.

MISCELLANEOUS.

Advertising Novelties—Novelty Advertising Company, Coshocton, Ohio.
Burlap—H. B. Wiggins' Sons' Company, Bloomfield, N. J.
Bill Posters—Bryan & Co., Cleveland, Ohio.
Railways—Atchison, Topeka and Santa Fe Railroad; Missouri, Kansas and Texas Railway Company.
Telegraphy—Western Union Telegraph Company, and its Messenger Service.
D. M. Parry, Indianapolis, Ind.
Wellman, Osborne & Co., Lynn, Mass.; Thomas Taylor & Son, Hudson, Mass.
C. W. Post, Manufacturer of Grape Nuts and Postum Cereal, Battle Creek, Mich.
Lehmaier-Swartz & Co., New York City.

On the Atlantic Coast.

(Continued from page 3.)

The rejection by the organized cotton mill operatives of Fall River, Mass., of the offer made by the Manufacturers' Association of an advance in wages in the shape of a profit-sharing scheme, is not much to be wondered at. Profit-sharing is theoretically the fairest method of awarding to labor its just dues, but after all the recent disclosures of "high finance" and insurance crookedness, and the notoriously low business morality pervading the social atmosphere of the country from one end to the other, workingmen are justly suspicious of every scheme on the part of employers which even remotely suggests openings for "honest graft." "Mutuality of interests" sounds well enough, and is good Sunday-school sentiment, but to the average workingman a dollar in the hand is worth two in the safe, any day in the week, and most of us would have no objection to being paid every night in the week. We would then be certain of our wages, which is more than can be said for the profit-sharing system, in this age of graft and all-round business crookedness.

Shipping on the Atlantic Coast is good. And, stranger still for this season of the year, there is a decided scarcity of seamen. Usually along in October and November there is a noticeable increase in the number of seamen on the Atlantic Coast, caused by the closing of the navigation on the Great Lakes and the laying up for the winter of yachts and certain classes of fishing vessels. The present scarcity of seamen on the Coast is undoubtedly symptomatic of the condition which calls forth every now and then the question, "Why doesn't the American boy go to sea?" The old stock of seamen is passing away rapidly, and as the conditions of living and work in our merchant marine have not kept pace with the improvements in industrial conditions on shore the rising generation naturally enough looks askance at merchant vessels as a means of livelihood—or as a means of anything else, to tell the truth.

The Royal Mail Steam Packet Company, recognizing the growing popularity of the West Indies as a winter resort for wealthy Americans, has extended its Southampton-West Indies service so far as to take in New York. The first steamer, the Tagus, sailed from New York on October 28. She will be followed by the Atrato, Plata, Trent and Orinoco, at regular fortnightly intervals. All these vessels are of 5,500 tons each, with accommodations for about 200 first-cabin passengers, and a speed of 17 knots. The route will be New York to Kingston, Jamaica; Colon to Puerto Colombia, La Guayra, Trinidad and Barbados; and from there the steamers will proceed to Cherbourg and Southampton, returning by the same route to New York. At Trinidad connection will be made with the Company's intercolonial steamers to all of the principal Windward and Leeward islands and Demerara.

The German Housewives' Society, of New York, is an organization for promoting efficient domestic service. That body held its first semi-annual meeting on October 25, and a number of prizes were awarded to servants who have stayed members of the organization two years or longer. It was also decided to build a "home" for the servants affiliated with the organization, one feature of which will be a school in which green servants will be trained in the domestic arts of cooking, sweeping, bed-making, etc., and also taught English. The "home" will also be a sort of club with facilities for recreation, and the esteemed Housewives hope thus to solve the vexatious servant-girl problem.

Fag Ends.

Nothing is so difficult as to be wholly natural.

Ambition, like fire, is a good servant but a hard master.

Work for the Initiative and Referendum and the Recall!

Conditions make men more truly than men make conditions.

It is much easier to be generous than to be just to our friends.

Competition is the life of government of the weak by the strong and for the strong.

Full many a grafting boodler's millions prove that the best policy is "honest graft."

He that is small-minded when dealing with his enemies will never be high-minded when dealing with his friends.

A mind that is governed by the precedents of the past is but ill-fitted to cope with the exigencies of the present.

When the candidate was "running," the candidate a "people's man" would be; when the candidate elected was the devil a "people's man" was he.

If speech be but silver, while silence is gold, that settles the hash of that chestnut so old, that language was given to man to conceal the thoughts which his silence, of course, would reveal.

The Brooklyn Central Labor Union has addressed a circular letter to all affiliated bodies asking them to join in an effort to issue a monthly journal to represent the trade-union movement of Brooklyn.

The man who tries to improve other men may not succeed in the task, but he will at least have the satisfaction of knowing that his labors have not been altogether wasted, for in trying to improve others we always improve ourselves.

The "perseverance" of the self-made man, which we are so solemnly told to emulate, is often merely the dullness of mind which never shrinks from boring others, and never perceives a rebuke unless it is enforced with argumentum baculinum.

Most optimists are delightful companions, but unsafe guides. It is well, of course, to note all that is good and beautiful in life; but to get a proper focus on the world it is also necessary to take cognizance of its evils and its corruption. To be spiritually color-blind is to be a spiritual neuter.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

Affiliated with the
AMERICAN FEDERATION OF LABOR.

WM. H. FRAZIER, Secretary-Treasurer.
1½A Lewis St., Boston, Mass.
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MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.
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NORTH TONAWANDA, N. Y., 152 Main St.
DETROIT, MICH., 7 Woodbridge St., East.
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OGDENSBURG, N. Y., 94 Hamilton St.
BAY CITY, MICH., 919 North Water St.
MANITOWOC, WIS., 809 South Eighth St.
ERIE, PA., 107 East Third St.
SOUTH CHICAGO, ILL., 9142 Mackinaw St.
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SANDUSKY, O., 1107 Adams St.
PORT HURON, MICH., 931 Military St.

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TOLEDO, O., 1702 Summit St.
NORTH TONAWANDA, N. Y., 154 Main St.
OGDENSBURG, N. Y., 94 Hamilton St.
BAY CITY, MICH., 919 Water St.
ASHTABULA HARBOR, O. Tel. 305.
CLEVELAND, O., Atwater Bldg., Room 1.
CHICAGO, ILL., 42 Wells St. Tel. Main 3637.
MILWAUKEE, WIS., 317 Florida St.
Sub-Agency:
CONNEAUT, O., 981 Day St.

SAILORS' UNION OF THE PACIFIC.
Headquarters:
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Branches:
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SEATTLE, WASH., 1312 Western Ave.
PORT TOWNSEND, WASH., 114 Quincy St.
ABERDEEN, WASH., P. O. Box 334.
PORTLAND, OR., 40 Union Ave.
EUREKA, CAL., P. O. Box 327.
SAN PEDRO, CAL., P. O. Box 2380.
HONOLULU, H. T., P. O. Box 96.

PACIFIC COAST MARINE FIREMEN'S UNION.
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MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC.
Headquarters:
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Branches:
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SAN PEDRO, CAL., P. O. Box 2155.

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Headquarters:
SAN FRANCISCO, CAL., 54 Mission St.
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Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the
FEDERATED SEAMEN'S UNION OF AUSTRALIA
29 Erskine Street, Sydney, N. S. W.

List of Union Offices
ALLIED PRINTING TRADES COUNCIL
Of San Francisco, Cal.

Abbott, F. H., 314-316 Battery.
Altvater Printing Co., 2593-2595 Mission.
Althof & Bahls, 524 Sacramento.
Art Printery, The, 41-43 Eighth.
Barnhart & Swasey, 107 New Montgomery.
Barry, James H,. The Star Press, 429 Montgomery.
Belcher & Phillips, 508 Clay.
Ben Franklin Press, 123 Seventh.
Bensen & Liss, 776 Bryant.
Berry Bros., 320 Sansome.
Bickell, L. A., 19 First.
Black Cat Press, 402 McAllister.
Boulin-Leichner Co., 519 Filbert.
Brown, Andrew, Printing Co., First and Mission.
Brunt, W. N. Co., 102-104 Second.
Budde, H. F., Cal. Press, 407½ Turk.
Caidwell, J. E., 526 Montgomery.
Clayburgh, Leilich & Schneider, City Hall Square.
Church Press, 23 Davis.
Collins, C. J., 16 Hayes.
Cook, The Morton L., 144 Second.
Crocker, H. S. Co., 217 Bush.
Cubery & Co., 587 Mission.
Danish Printing Co., 410 Kearny.
Daily Racing News, 21-23 First.
Day & McClinton, 538 Sacramento.
Drake & Baker, 850 Market.
Drum Bros., 638 Mission.
Eagle Printing Co., The, 344 Kearny.
Eastman, Frank & Co., 509 Clay.
Eastman & Mitchell, 28 First.
Fording & Halle, 22 Clay.
Francis-Valentine Co., 5 Anna Lane, off Eddy.
Gabriel Printing Co., 320 Sansome.
Galloway Publishing Co., 146 Second.
Gilmartin Publishing Co., The, 19 First.
Guedet Printing Co., 935 Market.
Golden State Printing Co., 73 Third.
Golden West Press, 146 Second.
Hancock Bros., 809 Mission.
Harvey, John D., 509 Clay.
Haydn Printing Co., 417 Montgomery.
Hicks-Judd Co., 21-23 First.
Hiester, Wm. A., 529 California.
Hughes, E. C. & Co., 511 Sansome.
Illinois-Pacific Glass Works, 10-16 Main.
Jalumstein Printing Co., 310 Hayes.
Knarston Printing Co., 529 Washington.
Lafontain, J. R., 535 California.
Latham & Emanuel, 511 Sacramento.
Leader, The, 532 Commercial.
Levingston, L., 540 Clay.
Levison Printing Co., 514 Sacramento.
Luce & Iier Co., 406 Sansome.
Lynch, James T., 514 Kearny.
Lyon, W. T. & Co., 161 First.
Majestic Press, The, 314 Eighth.
McCracken Printing Co., 509 Kearny.
Medina & Co., 221 Sacramento.
Meyerfeld, Alfred M., 414 Pine.
Monahan, John & Co., 412 Commercial.
Moore-Hinds Co., 28 First.
Morris & Bain, 108 Market.
Murdock, C. A. & Co., 532 Clay.
Mysell-Rollins Co., 22 Clay.
Nevin, C. W. & Co., 532 Commercial.
Occidental Mystic Press, 6 Cottage Row.
Pacific Goldsmith Publishing Co., 146 Second.
Partridge, John, 306 California.
Pernau Bros., 543 Clay.
Phelan, F. M., 111 Cook.
Phillips & Van Orden, 508 Clay.
Police Bulletin of San Francisco, Hall of Justice.
Polyglott Press, 628 Montgomery.
Recorder Publishing Co., 516 Commercial.
Roesch, Louis Co., 321-25 Sansome.
Rooney, J. V. Co., 1308 Mission.
Samuel, Wm., 411½ California.
San Francisco Newspaper Union, 405-407 Sansome.
Schreiber, P. H., 809 Mission.
Shanly, J. M., 414 Clay.
Smyth, Owen H., 511 Sacramento.
Spaulding, Geo. & Co., 414 Clay.
Springer & Co., 240 Eilis.
Stanley-Taylor Co., 656 Missio n.
Standard Printing Co., 51 8Clay.
Sterett Co., W. I., 933 Market.
Sterling Press, 229 Stevenson.
Stuetzel & Co., 144 Second.
Sunset Press., 1327 Market.
Sutter Press, The, 240 Stockton.
Tomoye Press, 144 Union Square av.
Town Talk Printing Co., 146 Second.
Turner, H. S., 3232 Mission.
Valleau & Peterson, 410 Sansome.
Wale Printing Co., 621 Clay.
Werner, Geo. A., 1067 Howard.
Western Fine Arts Co., 529 Clay.
Williams, Joseph, 142 Sevents.
Wilson, Geo. F., 405 Front.
Winkler, Chas. W., 146 Second.
Winterburn, Jos., 417 Clay.
Woodward, W. A. & Co., 12 Sutter.

BOOKBINDERS.

Althof & Bahls, 524 Sacramento.
Brown & Power Co., 508 Clay.
Busweli & Co., 536 Clay.
California Bookbinding and Printing Co., 28 First.
Crocker, H. S. Co., 217 Bush.
McGreeney, Wm. H., 23 Stevenson.
Hicks-Judd Co., 21-23 First.
Kitchen, Jr., Co., 510-514 Commercial.
Levison Printing Co., 514 Sacramento.
McIntyre, J. B., 424 Sansome.
Malloye, F., 422 Sacramento.
Mysell-Rollins Co., 22 Clay.
Phillips Bros., 505 Clay.
Rotermundt, Hugo L., 413 Sacraemnto.
Webster, Fred. L., 19 First.
Whelan, Richard I. & Co., 42 Steuart.
San Francisco Mailing Co., 609 Mission, 5th Floor.

PHOTO-ENGRAVERS AND ETCHERS.

Barnhart & Swasey, 107 New Montgomery.
Bolton & Strong, 621 Clay.
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McCabe & Sons, 611 Merchant.
Sierra Engraving Co., 324 Grant av.
Sunset Engraving Co., 108 Union Square av.
Union Engraving Co., 144 Union Square av.
Yosemite Engraving Co., 24 Montgom'y.

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Hoffschneider Bros., 412 Commercial.
Martin & Co., 508 Clay.



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Missionary and Manager.

INFORMATION WANTED.

Wo Larsen or Wo Curtis Larsen, age 24, last heard from at San Francisco, March, 1905. News of importance waits him at the U. S. Shipping Commissioner's Office.

INFORMATION WANTED.

James Thorburn, age about 22, was recently staying at the Scandinavian Sailors' Home, San Francisco, is inquired for. Address, COAST SEAMEN'S JOURNAL.

General News.

The Ping Yang branch of the Japanese military railway to Wiju, Corea, was opened to the public on November 1. The rates of fare and freight are high.

The Swedish steamer Johann and the Russian bark Antares, both foundered recently in the North Sea after a collision. Twenty-six men of the two crews were drowned.

The Chinese Government is said to be drafting a Constitution under which "China will step out of the ranks of absolute monarchies and enter the list of constitutional empires."

An estimated expenditure of nearly one million dollars will, it is expected, be made in repairing the United States cruiser New York, which is out of commission at the Charleston (Mass.) Navy Yard.

Secretary Metcalf, of the Department of Commerce and Labor, has issued modified regulations governing the anchorage of vessels in New York Bay and harbor during the visit of the British squadron to that port, November 7 to 18.

The United States Shipping Company will resume its service from Newport News and Norfolk to Antwerp early in December. The first vessel to be dispatched will be the British steamship Reynolds, 2083 tons net register. She is scheduled to sail on December 2.

The Auckland (N. Z.) operative bakers have been awarded the following minimum rate of wages: Foreman, £3 per week; second hand, £2 10s., and other hands, £2 5s. All hands to receive day pay. Nine and one-half hours to constitute a day's labor, including half hour for breakfast and time required for sponging.

The directors of the United States Steel Corporation on October 31 declared a regluar quarterly dividend of 1¾ per cent on the preferred stock, payable November 30. No dividend was declared on the common stock. The net earnings for the quarter ended September 30 were $31,240,582, an increase of $12,466,650, as compared with the same quarter last year.

The Norwegian Government on November 2 issued a proclamatiou recommending the people to vote at the forthcoming referendum for a monarchical form of government based on the British and Italian constitutions. The proclamation further points out that the best friends of Norway in Europe declare that the country's relations with the foreign powers can be the better secured by the retention of the monarchy.

The old American liner Pennsylvania, now laid up at the Erie Basin drydock, New York, has been sold by the International Mercantile Marine Company to the Northwestern Steamship Company, of Seattle, Wash. She will proceed to the Pacific as soon as possible. The Indiana is the only one of the original line that remains in possession of the company. The Pennsylvania, Ohio, Indiana and Illinois were built by the Cramps in 1874 and composed the American line service betwen Philadelphia and Liverpool.

A new type of steamer has been designed by William Doxford & Sons, of Pallion, Sunderland, Eng. It is a vessel built without beams, and its advantages are claimed to be greater freedom for handling all sorts of cargo and lighter draught in proportion to dead weight. Instead of the beams crossed over the holds, stout stanchions are raised nearly flush with the sides of the vessel, and when these are brought to a certain height equally strong diagonal joists are raised from them to the upper decks, thus forming a bracket or cantilever at each side. The stanchions and joists closely follow the lines of a turret ship and thus take up little room.

World's Workers.

The West Australian Amalgamated Society of Railway Employes closed the year with a credit balance of £1193.

Gisborne (New Zealand) painters, paperhangers, glaziers, grainers, and decorators have been given 1s. 3d. per hour by the Arbitration Court.

The "Federated Railway, Traffic, and Transportation Association of Australasia" has been again refused registration under the Australian Federal Arbitration Act.

The matter of organizing the wood and coal-carters was brought up at a recent meeting of the Sydney (New South Wales) Labor Council, and referred to the executive for report.

The New South Wales Arbitration Court Registrar has refused the application of a saddle and harness maker to be allowed to work for less than the minimum wage preseribed by the Court's award.

The Broken Hill (New South Wales) miners have reseinded the resolution making compulsory a levy of 3d. per week toward helping to establish a labor daily newspaper. It was decided that the payment should be voluntary.

In response to the representations of the organized workers of New South Wales, the Government has again appointed a deputy-president of the Arbitration Court to deal with the large accumulation of eases awaiting hearing.

The New Zealand Government spent £2,032,078 on public works last year, and proposes to provide £2,494,607 for the same purpose this year. The works include a railway from Auckland to Wellington, and water power for electrical purposes.

President Sexton, in his address to the recent British Trade-Union Congress, held at Henley, Eng., stated that the Unemployed Workmen's Act just passed by the Balfour Governemnt "is a source of danger, enabling the employers to point to an over-abundanee of labor."

The Melbourne (Victoria) Trades Hall Counceil has passed a resolution emphatieally protesting against General Booth's immigration scheme, or any scheme of immigration, until the lands of Australia are unlocked to Australians by a compulsory Land Purchase Aet being placed on the statute book.

The Broken Hill (New South Wales) miners' arbitration committee have submitted claims for a slight increase in wages and reduction of hours to the manager of the Broken Hill Proprietary Co. and president of the Mine Managers' Association. It is considered that something satisfactory will result.

The New South Wales Northern Colliery Employes' Association is appealing for financial assistanee to proceed with an appeal to the High Court against a recent decision of the State Supreme Court, which, if allowed to stand, will deprive unions of all efficacy in the Arbitration Court.

Replying to a deputation of employers who asked that certain amendments be made in some labor legislation, the New Zealand Premier urged the holding of a conference between the representative employers and the workers. If such a gathering was arranged, he said he would regard it as a national affair, and would ask Parliament to defray the expenses.

Under the New Zealand Arbitration Court's awards, delivered in July, Auckland and Gisborne district earpenters and joiners are given a minimum wage of 1s. 3d. per hour, for a 47-hour week. In the adjourned case against Young Bros., Bundaberg (Queensland) black labor sugar-growers, for illegally employing a Kanaka at work that should have been given to white men—carting firewood—the defendants were fined £1 and 3s. and 6d. costs.

San Francisco Letter List.

Letters are advertised for six months and kept at the Sailors' Union Office for twelve months, all told. If not called for at the expiration of one year letters will be returned to the Postoffice.

Aalto, A.
Aamodt, I. P.
Aasprang, G.
Aass, T. A.
Abrahamsen, A.
Adamson, John
Addieks, H.
Adolf, C.
Allmers, F.
Amundsen, Dan
Amundsson, M.
Andersen-1009
Andersen, E. G.
Andersen-1235
Andersen, Sigurd
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Wolf, John
Wolters, Geo.
Young, Charles

TACOMA, WASH.

DICKSON BROS. CO.
(U. S. STORE.)
General Outfitters for Men and Boys
Clothing, Furnishing Goods, Hats, Caps, Shoes, Rubber Boots, Oilskins, Blankets and Quilts, Trunks, Bags, Pipes and Tobaccos, Cutlery and Notions.
Store Closes at 6 p. m.; Saturdays at 10 p. m.
UNION STORE, UNION GOODS CARRIED, AND ONLY UNION SALESMEN EMPLOYED.
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ONLY EXCLUSIVE UNION CLOTHING STORE IN TACOMA.
NEW STORE—NEW GOODS
All our Clothing, Hats, Caps, Shirts and Collars have the Union Label.
Store closes at 6 p. m., except Saturdays.
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WHEN IN PORT AT TACOMA
Visit
WALTER EHRLICHMAN, 717 Pacific Ave.
Where the Best
Clothing, Furnishing Goods, Hats, Shoes, Rubber Boots and Oilskins can be had at reasonable prices.
Union Goods a Specialty.

OLD TACOMA CIGAR STORE
J. A. DAVID, Prop.
A Full Line of Cigars, Tobaccos and Smokers' Articles
Union Made Goods a Specialty.
2319 NORTH 30th ST.
OLD TACOMA, WASH.

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When in Port at Gray's Harbor Call at the
Horseshoe Store
HOQUIAM, WASH.
For your Clothing, Furnishing Goods, Hats, Shoes, Rubber Boots and Oilskins.
Honest Goods at Honest Prices.

PORT TOWNSEND, WASH.

THE RED FRONT
Clothing & Furnishing Goods
BOOTS, SHOES, HATS, CAPS, Etc.
UNION LABEL GOODS
PORT TOWNSEND, WASH.

FRANK STHEVENS
Deals exclusively in union-made
CIGARS, TOBACCO, ETC.
Call at his old Red Stand on
WATER ST., PORT TOWNSEND,
Next door to Waterman & Katz, just around the corner from the Union Office.

Chas. Eisenbeis F. W. Eisenbeis
GROCERIES AND PROVISIONS.
EISENBEIS & SON
Dealers in
Manufacturers of all kinds of Crackers. Ships' Stores a Specialty.
316 Water St., Port Townsend, Wash.

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Port Townsend Mercantile Co. (Inc)
Wholesale and Retail
GROCERS
SHIPS PROVISIONED.
311-13 Water St., Port Townsend, Wash.
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WATERMAN & KATZ
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Wholesale and Retail Dealers in GENERAL MERCHANDISE.
Complete stock of Ship Chandlery, Groceries, Dry Goods, Seamen's Supplies and Outfits, etc., etc. Honest and fair dealing is our motto.

MAX GERSON
Dealer in
Dry Goods, Clothing, Boots and Shoes, Hats and Caps, Gents' Furnishings and Sailors' Outfits.
315 Water St., next to Commercial Bank,
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PEOPLE'S MARKET
(Incorporated)
Wholesale and Retail Dealers in LIVE STOCK, FRESH MEATS AND VEGETABLES.
Shipping Supplied at Lowest Rates.
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BURNETT BROS.
JEWELERS AND CHRONOMETER MAKERS. . . .
Union Made Watches & Jewelry
19 HERON ST., ABERDEEN, WASH.

UNION HARDWARE STORE
WM. GRIGGS
404 Heron Street, Aberdeen, Wash.
Fine Pocket Knives, Tin Ware and Granite Ware.

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When in Port at Aberdeen and looking for Union Goods call on
L. FOGEL
Watch for the Red Front, 24 Heron St.
Headquarters for Seamen's Outfits.
Everything from a pair of Rubber Boots to a Tailor-made Suit.

FOR UNION-MADE
Tobacco and Cigars
GO TO
F. KINGSTAD
Stand on Enerance to Union Office.
ABERDEEN, WASH.

INFORMATION WANTED.

William McLean, a native of Arbroath, Scotland, is inquired for by his brother. Address, COAST SEAMEN'S JOURNAL.

Christian and Engvold Hoff, natives of Bergen, Norway, who have sailed on the Pacific Coast for a number of years, are inquired for. Address, COAST SEAMEN'S JOURNAL.

Wilhelm Jurgensen, a native of Flensburg, Germany, member of the Sailors' Union of the Pacific, is inquired for by his father. Address, COAST SEAMEN'S JOURNAL.

News from Abroad.

The Czar, on October 31, issued a proclamation granting constitutional government throughout the Russian Empire.

Colonel Sir Claude Macdonald, Minister of Great Britain at Tokio, has been appointed first British Embassador to Japan.

Germany is said to be party to a plan to violate the Turkish rule of succession to the throne by making a younger prince the heir.

The Japanese Navy Department announces that the Russian torpedo boat Vzadnik, which was sunk in Port Arthur, has been raised.

The Pope in a letter to Cardinal Richard, Archbishop of Paris, says that the separation of Church and State in France apparently is inevitable.

The Spanish armored cruiser Cardinal Cisneros sank near Muros, in the province of Corunna, after striking a rock on October 28. The crew were saved.

The Grand Duke Alexander Michaelovitch, brother-in-law of the Czar, has been relieved of the post of head of the Department of the Mercantile Marine.

King Oscar of Sweden has notified the Norwegian Government that all the members of the Swedish royal family have relinquished the ranks they have hitherto held in the Norwegian army and navy.

An expedition to the North Pole under the patronage of the Belgian Government is about to be organized. The expenses, estimated at $2,000,000, will be defrayed by a national lottery on an extensive scale.

It is said that Emperor Francis Joseph of Austria has decided to grant universal suffrage, and has instructed the Premier, Baron Gautch von Frankenthurn, to draft a measure on a comprehensive basis.

The Chinese Government is encouraged by the Japanese success, and is adopting a stonewall policy against foreign enterprise, flatly refusing new mining and railroad concessions and cancelling old concessions by purchase or otherwise.

The great Shinto rites in memory of the Japanese naval officers and men who were killed during the war were held on October 29, at Aoyama cemetery. Besides the admirals, officers and sailors, hundreds of civic dignitaries were present.

The exchanges of communications going on between the Powers have reached a stage where a joint naval demonstration against Turkey is practically assured, unless the Sultan promptly accepts the plan of the Powers for financial reforms in Macedonia.

Serious rioting ocurred in St. Petersburg, Odessa and other cities of Russia immediately following the Czar's proclamation of constitutional liberty. It is estimated that 5000 men, women and children were shot or stabbed in Odessa during the riots.

The old union flag was struck throughout Sweden on November 1, and the new flag hoisted, to the accompaniment of salutes, the ringing of church bells and parades of troops. In Stockholm the whole garrison paraded, and most of the population thronged the streets.

The proclamation of civil liberty in Russia was followed by the announcement of the return to a constitutional regime in Finland and the abolition of the arbitrary conditions under which Finland has been governed since the accession as Governor-General of the late Count Bobrikoff.

The former Russian cruiser Variag, which was sunk by the Japanese and afterward raised, has been repaired. She has been supplied with new engines and funnels, and will proceed to Yokohama, via Sasebo, to receive her armament. Several trials of the vessels at low speed have been highly satisfactory.

Labor News.

A resolution favoring the admission of Chinese of the better classes to the United States on the same terms as now apply to travelers from any other country was passed recently by the New York Chamber of Commerce.

Bricklayers and other laboring men of Eastern Washington have boycotted the brick made by convicts at the Walla Walla Penitentiary. Governor Mead has recommended the manufacturing of boots and shoes and a factory may be constructed for that purpose.

The Cigarmakers' Union of San Francisco has submitted a new scale of prices calling for an increase in wages of from five to ten per cent. The new scale has been approved by the International, which will support the local union in enforcing it.

Led by the Allis Chalmers Company, which is said to be planning to shut down its Chicago works and do all business hereafter at the $3,000,000 plant being installed in West Allis, Wis., several firms are declared to be forsaking Chicago because of the labor difficulties there.

A strike of painters and plumbers in San Diego, Cal., took place on November 3. The painters who have been getting $3 a day of eight hours, have struck for $3.50 a day. The plumbers' difficulties are likely to lead to a sympathetic strike. The main point in dispute is their insistence upon a Saturday half-holiday.

The printers' strike in Richmond, Va., has assumed a sensational phase. Recently every job printing establishment in the city save one united in a petition for a sweeping injunction against the Typographical Union to enjoin it from interfering with the business arrangements of the printing establishments. The Court granted the injunction.

A committee representing the letter-carriers of the United States recently waited upon Postmaster-General Cortelyou and presented a memorial urging better pay for carriers. The memorial calls attention to the fact that there has been no change in the payment of salaries for more than forty years. The Postmaster-General told the committee that he would give the memorial his fullest consideration.

The Canadian Typothetae has begun to import printers from England to break the printers' strike. The Typothetae was unable to get printers in Canada to take the places of the strikers, although wages were offered for eight hours of work under "Open-Shop" conditions. Consequently cables were sent to England to send men to Canada, and it is said that fifty-five men recently left London for Canada.

John Burns, M. P., the famous English labor leader, sailed from New York on October 21 for home. Mr. Burns had been in America eight weeks, incognito, traveling about as an observer of men and conditions. Mr. Burns expressed himself as feeling that the labor situation in America has improved over that of twelve years ago, and as detecting an attitude of broader tolerance manifested on the part of the employing classes.

The firm of Williams, Dimond & Co. is the defendant in an action brought by Andrew J. Fulton to recover $21,000 for alleged breach of contract. The agreement in question, according to the plaintiff, was that he was to receive $2 for each Italian laborer he might induce to go with his family to the Hawaiian Islands, where work on sugar plantations was awaiting them. Counsel for plaintiff says the defendants broke their agreement with Fulton because they found it would be cheaper to employ Japanese labor.

EUREKA, CAL.

SAWTELLE CLOTHING STORE
H. A. SCHWARTZ, Prop.
Headquarters for Seamen's Wearing Apparel.
A complete line of Union Made goods in
Clothing, Shoes, Hats, Furnishing Goods,
Oil Clothing, Rubber Boots, etc., etc.
AGENTS FOR W. L. DOUGLAS SHOES
$3.00 to $5.00, Union Made.
Just around corner from Union Office.
307 Second Street, Eureka, Cal.

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CIGAR MANUFACTURER
Cigars at Wholesale and Retail
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White Labor Only

SMOKE
The "Popular Favorites," the "Little Beauty," the "Princess" and other high grade union-made cigars
Manufactured by
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532 Second St., EUREKA, CAL.

CITY OF COPENHAGEN
J. A. ANDERSON, Proprietor.
BOARD AND LODGING
$5.00 PER WEEK.
Neatest and Cleanest Place in Town.
CORNER FIRST AND D STREETS.

SCANDIA HOTEL
H. WENGORD, Proprietor.
First-class Board and Lodging
Reasonable Rates.
Front Street, between C and D, EUREKA, CAL.

Pavilion Hotel
G. FENELL, Proprietor.
FIRST-CLASS BOARD AND LODGING
$5.00 PER WEEK.
Corner Third and C Streets, next door to Sailors' Union Hall.
EUREKA, CALIFORNIA.

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F. BORGES, Proprietor.
NEATEST AND CLEANEST PLACE IN EUREKA.
313 FIRST STREET.

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DELANEY & YOUNG.
Manufacturer of all kinds of Soda, Cider, Syrups, Sarsaparilla and Iron, etc. Sole agents for Jackson's Napa Soda. Also bottler and dealer in Enterprise Lager Beer.
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An old-time Union Man.
Board and lodging, 2 $5 per week. Single meals, 25c. Beds, 25c. and 50c.
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J. Perry F. Hess
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Baggage & Freight Shipped & Stored
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Phone Main 70. EUREKA, CAL.

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GOOD CUP OF COFFEE
OR
SQUARE MEAL
TRY
EUREKA CHOP HOUSE
Cor. Second and D St., Eureka, Cal.
WM. GOETZ, Prop.

SEATTLE, WASH.

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The only Clothing Establishment on the Pacific Coast selling goods at less than Eastern Prices.
JACOBSEN, CLOTHIER
Manufacturer and Retailer
CLOTHING, SHOES, HATS AND FURNISHINGS.
812 and 814 FIRST AVENUE. SEATTLE, WASH.

WE ARE GOING OUT OF BUSINESS BY NOVEMBER 30th.
EVERYTHING REDUCED
Lion Clothing House
First Avenue, South, Corner Main, SEATTLE, WASH.

THE HUB
SHOE & CLOTHING COMPANY
UNION MADE HEAD TO FOOT OUTFITTERS
615-617 First Ave. OPPOSITE TOTEM POLE
SEATTLE, WASH.

BONNEY & STEWART
UNDERTAKERS
Third & Columbia Sts., Seattle, Wash.
Preparing bodies for shipping a specialty. All orders by telephone or telegraph promptly attended to.
Telephone No. 13.

SEATTLE NAUTICAL SCHOOL
Navigation and Nautical Astronomy
CAPT. W. J. SMITH.....Principal
Miss Helen C. Smith.....Assistant
Graduate of Trinity Nautical College. Author of Self-Instructor in Navigation. Successful Compass Adjuster. Ocean license unlimited. Steam and sail, American and British.
472 Arcade Bldg. Phone Main 3300

SEATTLE, WASH.

THE "OUR HOUSE" CIGAR STORE
E. J. HABERER, Proprietor,
151 WASHINGTON ST., SEATTLE.
Carries a full line of Cigars, Tobaccos and Smokers' Articles.
UNION-MADE GOODS A SPECIALTY.
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Express and Storage
STAND—BURNSIDE AND FRONT STS.
PORTLAND, ORE.
For Quick Work at Reasonable Prices Phone Pacific 462.

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C. J. BERENDES
SOUTH SIDE HOTEL
806 THIRD STREET,
Between Berry and King Streets.
The rooms are all newly furnished and the accommodations first class. Board and Lodging, $5 per week. All rooms single.

SMOKE
RED SEAL CIGAR
UNION MADE
RED SEAL CIGAR CO.
324 BATTERY ST., S. F.

STILL ON DECK
ED. ANDERSEN
7 EAST ST., NEAR MARKET
Cigars, Tobacco and Notions
UNION-MADE GOODS A SPECIALTY.
LUMBER HOOKS.

Union Boot and Shoe Store ...
Repairing Neatly Done
C. LESTER
12 Steuart Street.
BOOT & SHOE WORKERS UNION — UNION STAMP — Factory No

INFORMATION WANTED.

The following seamen are inquired for by the Consul of Sweden and Norway at San Francisco: Alfred Svenson, from Gothenburg; Axel Edw. Rutgerson, from Gothenburg; Oscar Dahlgren, from New York; Helmer Hansen, from Norland; Ole Halvor Sorensen, from Christiania; Hugo Svenson, from Wisby; Axel Vitbro, from Trondhjem .

The below-mentioned persons, formerly members of the crew of the Naval Collier "Justiu," are requested to communicate with F. R. Wall, 208 Merchants' Exchange Building, California street, near Montgomery: H. G. Robinson, C. Berntsen, Albert Gerran, E. Granite, Ludwig Olausen, J. H. Reese, Charles Reuter, J. W. Williams and E. Zimmerman.

Neils Soderquist and John Baker, who left the schooner Cecilia Sudden in Honolulu, are inquired for by Sudden and Christesen Lumber & Shipping Co., in regard to the collision of the steamer San Gabriel. Anyone knowing their whereabouts will please communicate with the JOURNAL office.

James L. Russell, a native of Geneva, N. Y.; last heard of about eighteen months ago, when going to Alaska, is inquired for. Address, COAST SEAMEN'S JOURNAL.

H. W. HUTTON
ATTORNEY AT LAW
240 Montgomery St., Cor. Pine.
Rooms 14-15-16. Phone Main 5719.
San Francisco, Cal.
Maritime Matters and Criminal Law a Specialty.

CITY FRONT DRUG STORE
W. L. BOURNS, Proprietor.
10 Mission Street
Phone Bush 810. San Francisco.
Careful attention given to Supplying Ships with Drugs.

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526 California Street, San Francisco.

Guaranteed Capital and Surplus	$ 2,500,098.42
Capital actually paid up in cash	1,000,000.00
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Receives Savings Deposits of Ten Dollars and Upwards.

IT PAYS INTEREST
TWICE A YEAR.
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42 Montgomery Street, Corner of Sutter Street, - SAN FRANCISCO
CAPITAL AND SURPLUS PAID IN. - - $1,765,000.00
INTEREST PAID ON SAVINGS ACCOUNTS
3¼% per Annum on Ordinary Deposits 3 6/10% per Annum on Term Deposits
We sell Drafts and Money Orders on all cities in Norway, Sweden and Denmark at Cheapest Rates
Our Bank in Norway is: Central Banken for Norge in Christiania.
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Union Stamp Shoes for Men, Women and Children can be had if you insist. If you don't insist you are actually an employer of CONVICT, UNFAIR and CITIZENS' ALLIANCE LABOR.
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Furnishings, Clothing
The Big Union Store
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MEN'S FURNISHING GOODS
Boots, Tobacco, Cutlery, etc.
United Workingmen's Shoes.
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Southwest Corner East and Mission Sts.

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14 CLAY ST., one Block North of Market St., near Ferry.
SAILORS' OUTFITS
Best quality Rubber Boots and Oil Clothing, Shoes, Flannel Underwear, Hats, etc.
ALL WITH THE UNION LABEL.
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4 MISSION ST., SAN FRANCISCO
Opposite Sailors' Union Hall
We sell the kind of Goods you require.
Extra Strong Hickory Shirts
Best Overalls
Good Lumber Shoes
Stockton Flannel Underwear
} UNION LABEL
Also a full line of Gentlemen's Furnishing Goods and Hats. Look at our goods. You will be pleased. No trouble to show them.

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ALL KINDS
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GOOD WORK FAIR PRICES

We Want You to Part With $15.00
That's the figure we have placed on the best suit of clothes or upon an overcoat—that you ever saw in this port. We want you to *lay to* and see them. The values are simply great; styles all you can ask; quality positively good. At all times we will show you the best values you ever saw at $15.00—it is one of our hobbies—union-made, too.

The Red Front Clothing Co.
MARKET ST., Opp. Powell
SAN FRANCISCO, CAL.
Green Trading Stamps with each and every purchase.

RUBBER
Not necks—but Boots. Seamen need the very best Rubber Boots that money can buy. Well, we have just that kind exactly. When the time comes for Rubber Boots we want to get busy with you. Our Rubber Boots are the kind you are looking for.
The Red Front Clothing Co.
MARKET ST. OPP. POWELL

Domestic and Naval.

Leading Suez steamship companies and transcontinental lines will raise the rates on cotton goods to China on July 1 next.

The Navy Department has issued orders freeing the Russian men-of-war interned at Cavite, P. I., and San Francisco, Cal.

The Cunard liner Ivernia, from Liverpool for Boston, was in communication by wireless telegraph when 537 miles east of Boston, on her last westward passage.

A six-master, 5,200-ton schooner is to be built for J. S. Winslow & Co., of Portland, Me., to cost $143,000, and will engage in the Philadelphia coal trade.

The Anchor line has contracted with the Hendersons, of Glasgow, Scotland, for the building of a new steamer of 9,000 tons gross, to be used in the Glasgow and New York service.

The Gulf Coast is strewn for a hundred miles with dead fish, which were recently cast upon the beach. It is believed that they were washed in from far out at sea, and that their death was due to some marine disturbance.

In accordance with an order recently issued by the Immigration authorities at New York, cabin passengers arriving at that port will be subjected to the same health examination as that imposed upon steerage passengers.

The British armored cruiser squadron under command of Rear-Admiral Prince Louis of Batenberg arrived in Chesapeake Bay, Md., on November 1 and was received by a large American fleet. The British fleet will stay in American waters for some time.

Rear-Admiral Charles W. Rae, Engineer-in-Chief of the United States Navy, in his annual report calls attention to "the critical condition of engineering in the Navy," and points to the explosion on the gunboat Bennington as an evidence that the Navy is unfit to go into battle.

A new speed record for American battleships was established on November 2 by the Rhode Island on her official standardization trial trip over the measured mile course off Owl's Head, Me., during which she steamed one mile at the rate of 19.33 knots in an hour. Another mile was made at the rate of 19.27, while the mean time for the twelve runs over the course was 18.13 knots an hour.

The schooner Blanche H. King, which captured the mutinous crew of the schooner Harry A. Berwind after the master and four of the crew had been murdered, arrived at Delaware Breakwater recently, and was towed to Philadelphia, Pa., to discharge her cargo of lumber. The King towed the Berwind to Wilmington, N. C., after handling the mutineers over to the Federal authorities.

Another serious complication arose on November 2 in the herring fishery situation at Bay of Islands, Newfoundland, when the steamer Active, carrying eight small boatloads of local fishermen sailed with the intention of proceeding outside the three-mile limit and there transferring the fishermen to American fishing vessels, on which they would ship as members of the crews. The Active was chased by the Canadian cruiser Flora and compelled to return.

After drifting for several years over Arctic seas two casks set adrift by the agents of the Geographical Society have been recovered on northern coasts. Set adrift on November 13, 1899, off Cape Barrow, Alaska, one cask has followed the course taken by the Arctic exploring ships Jeannette and Fram and is believed to have followed the Arctic current around and possibly across the Pole itself. It was discovered two weeks ago on the shore of the northern coast of Siberia. The other cask, set adrift at the same time, was found off the north coast of Iceland.

With the Wits.

Takes Longer to Agree.—"It's never as easy to do two things at once as it is to do one."

"Oh, I don't know; it's easier for a jury to arrive at two verdicts."

Beware of the drink—aye—even a sip;
It will do you much harm, I am thinking.
Though there's many a slip 'twixt the cup and the lip,
There are many more slips after drinking.

Beauty and the Beast.—Tom—"I hear you called on Miss Subbubs last night."

Dick—"Yes, and it was as much as I could do to tear myself away."

Tom—"She is fascinating, isn't she?"

Dick—"Oh, I wasn't thinking of her, but of her father's bulldog."

Counting the Cost.—Markley—"Wise told me to-day that I'd never get back that five dollars I loaned you."

Graphter—"He did, eh?"

Markley—"Yes."

Graphter—"Well, if it wasn't so expensive Id make him out a liar all right."

In the Near Future.—"The apartments on the tenth floor," said the manager of the Skyseraper Flats, "command a higher rent than any others, because they're the safest in the building."

"Indeed?" remarked the homeseeker.

"Oh, yes; you see, few airships ever fly that low, and automobiles never jump that high."

She Thought of Him.—She—"Oh, Mr. Borem, how do you do? I was talking to Mrs. Nexdore just now and I couldn't help thinking of you."

He—"And was she discussing me?"

She—"Not exactly. She was commenting on the weather and just asked me if I could imagine anything more tiresome and disagreeable."

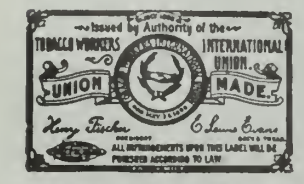
Detachable Feet.—"That new saleslady," said the blonde at the ribbon counter, "has false hair and teeth."

"Yes," replied the brunette, who condescended to sell handkerchiefs occasionally, "and it seems that's not the only thing. I heard her complaining that she hadn't had a chance to get off her feet all day."

LUNDSTROM'S
UNION MADE **$2.50 Hats**
Made by
PACIFIC COAST HAT WORKS
1458 Market St., opposite Central Theater, and 605 Kearny Street.

Country Orders Solicited.
Send for Illustrated Catalogue.

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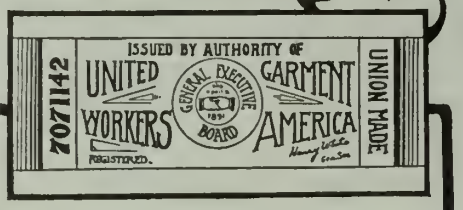


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Every Package bears the Union Label



Union made Clothing



We are one of the pioneers to adopt the union label of the Garment Workers. We manufacture all our clothing in our own workshops, and all of it is made by union men. Ours are the only thoroughly union clothing stores in San Francisco.

Other stores have only a few union-made lines to show union men when they call. But everything is union-made in our store.

In purchasing here you buy direct from the makers at a saving of middlemen's profits.

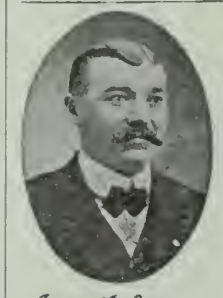
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Garments can be purchased in either one of our two stores.

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All Watch Repairing Warranted for two years. Eyes Tested Free by an Expert Optician.

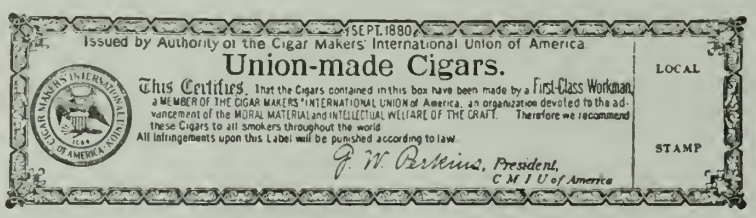
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See that this label (in light blue) appears on the box from which you are served.



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SMOKE UNION-MADE CIGARS THAT BEAR THE ABOVE LABEL

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(Otherwise known as SAM.)

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Between King and Berry Sts., San Francisco.

GENTS', YOUTHS' AND BOYS' CLOTHING

Gents' Furnishing Goods, Hats, Caps, Trunks, Valises, Bags, etc., Boots, Shoes, Rubber Boots and Oil Clothing of all kinds. Everything strictly UNION MADE. Seamen's outfits a specialty.

If you want first-class goods at the lowest market price give me a call. Do not make a mistake—LOOK FOR THE NAME AND NUMBER.

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Opposite U. S. Custom House SAN FRANCISCO

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Taylor's Modern Navigation, a book for both young and old navigators, is now in the Library of every Pacific Mail Steamship, in many Universities, and is highly recommended by many noted navigators. Send for circulars and testimonials.

TWICE AS MUCH ROOM

Largely increased stocks, greater conveniences—already the holiday atmosphere is filling the air.

THANKSGIVING

This month.

Linens, dishes, silverware. The store is ready to help you.

CHRISTMAS COMING

"Christmas is here." Bring the little girls to see the dolls on the third floor. The values are the best we have ever had.

Most to choose from now.

Shopping is less crowded.

That is why so many have begun holiday shopping already, to get the most strenuous part of the buying over with. Later the enthusiasm of the merry throngs of shoppers every one enjoys. Yes, the store is to be more than ever San Francisco's most important shopping center this year.

Hale's
GOOD GOODS

Open at 9. Closed at 6 every day

MARKET ST., NEAR SIXTH
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Union Clothing Store

A COMPLETE STOCK OF

Sailors' and Firemen's Clothing and General Supplies.

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Lyons

The largest first class tailoring establishment on the Pacific Coast using this CUSTOM TAILORS UNION LABEL label

Suits to order from $16.00 up

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Samples and Self-Measurement Blanks free by mail

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SCOTTY'S MILWAUKEE SWEATERS & JACKETS

Have stood the test against all competitors.

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SWEATERS SENT BY MAIL FOR $3.00
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FOR THE SEAFARING PEOPLE OF THE WORLD.

OFFICIAL PAPER OF THE INTERNATIONAL SEAMEN'S UNION OF AMERICA.

A Journal of Seamen, by Seamen, for Seamen. *Our Aim: The Brotherhood of the Sea.* *Our Motto: Justice by Organization.*

VOL. XIX. No. 8. SAN FRANCISCO, WEDNESDAY, NOVEMBER 15, 1905. WHOLE No. 944.

CANADIAN TRADE-UNION CONGRESS.

Twenty-First Annual Gathering.

Resolutions Adopted and Defeated.

THE twenty-first annual meeting of the Trades and Labor Congress of Canada convened in the Labor Temple in the City of Toronto, Ont., on Monday, September 18, this being the fourth occasion on which the congress has met in Toronto since its formation in 1873, and the first time since 1892. Mr. Robert Hungerford, president of the Toronto District Trades and Labor Council, delivered the address of welcome on behalf of organized labor, while the acting Mayor and the chairman of the civic reception commitee extended a welcome on behalf of the city. Professor Goldwin Smith, of Toronto, Ont., and Mr. Ralph Smith, M. P., of Nanaimo, B. C., ex-president of the congress. delivered short addresses, and Mr. Frank Feeney, of Philadelphia, Pa., fraternal delegate from the American Federation of Labor, extended fraternal greetings from that organization, Other addresses were made at the opening session by several representatives of organized labor.

Mr. Alphonse Verville, of Montreal, president of the congress, replied to the addresses, thanking the speakers for their expressions of good-will.

The report of the Credential Committee showed that one hundred and thirty-six delegates were entitled to seats in the convention, thirty-one of whom represented thirteen trades and labor councils, five represented four federal labor unions and ninety-nine represented sixty-two international trade unions, with one fraternal delegate.

The report of the Executive Committee was read by the secretary-treasurer, Mr. P. M. Draper, of Ottawa, Ont. After referring to the steady advancement which has been made during the past year, it was stated that while there has been a general increase in wages, the advance has not kept pace with the increased cost of living, which was stated to represent from 40 to 60 per cent on the cost of domestic necessities. Reference was made to the harmony existing between the congress and the varions international bodies, several of which were stated to have affiliated their local unions in Canada and to be paying the per capita tax for the same from headquarters. The defeat of the Union Label Bill by the Senate was mentioned, as well as the decision of the Ontario legislature to discontinue the competition of prison-made goods with free labor. With regard to immigration, reference was made to the Act passed at the last session of the Dominion parliament, providing for the punishment of those found guilty of circulating information misrepresenting labor conditions in this conntry. The decision of Mr. Justice Auglin declaring that the Dominion government had no power to enact the deportation clauses of the Alien Labor Act was recorded, as was also the amendment to the Criminal Code whereby the right of citizens to trial by jury for certain labor offenses is made clear. In reference to the question of the "open shop," the executive asserted that it involved the denial of the right to organize, which would never be surrendered by workpeople, as it involved recognition of their claim for fair living wages, reasonable working hours, proper sanitary conditions, etc. Other subjects referred to in the report included public ownership, the visit of the Canadian Manufacturers' Association to Great Britain, labor legislatiou, the attitude of the Grand Trunk Railway toward its employes, and the union label.

The British Columbia Executive Committee referred in its report to the amendment to the Coal Mines Regulation Act which became operative on the 1st of July, 1905, and which provided for an eight-hour day for all underground workers in coal mines. The passage by the Legislatnre of the "Deceased Workmen's Wages Act" was also commented upon. The congress was recommended to hold its next session on the Pacific Coast; also to endeavor to secure the passage of an immigration Act by the Dominion Government similar to the Natal Act, to check the importation of Japanese into Canada.

The Manitoba executive stated that the city of Brandon now affords scope for a number of labor organizations, and referred to the action of the Winnipeg city council in adopting the fair wage clause on municipal contracts, which the executive are assured will be carefully enforced.

It was stated that complaints had been made that the fair wage schedule on some Dominion Government contracts was being violated, and that some of the building trades organizations made complaint to the Department of Labor, which sent an officer to investigate; owing to the difficulty of securing evidence, it was stated the charges were not proved, except in one case, where restitution was made. Owing to the heavy immigration of mechanics from Great Britain, the labor market in the early part of the year was stated to have been overcrowded, but the campaign carried on by the Congress and the Trades Councils of Winnipeg and other cities in the British press was reported as having been very successful.

The Ontario committee reported that it had interviewed the Ontario Government on November 1, 1904, and again on March 22, 1905, relative to the question of prison-made goods, with the result that the manufacture of brooms in the Central Prison was discontinued in June, 1905, when the contract expired. On April 12, 1905, the committee again waited on the Government and presented the following matters for consideration:

That all prison-made goods be labeled.

That an Act be passed making it compulsory to remove all coverings from walls and ceilings before being renewed.

That all street cars in future bought or constructed by street railway companies be provided with a passage through each open car.

That the Factories Act be so amended as to raise the age limit of children employed in shops from 10 to 14 years, and that "offices" be placed under the jurisdiction of the Shops Act.

That additional factory inspectors be appointed and the province divided into districts of smaller area than at present.

That the stationary engineers' bill be passed and made law.

Expressing confidence in the management of the Ontario Labor Bureau and deploring the fact that the Manufacturers' Association had decided to withhold necessary information.

Of the above requests the committee stated only one was dealt with, that being the Stationary Engineers' Bill, which was referred to a special committee which was considering the same when the House prorogued. The amendment of the statute whereby inspectors under the Ontario Factories Act when called as witnesses may object to give evidence as to any factory inspected by him in his official duty was referred to.

The New Brunswick executive committee informed the congress that the provincial government had passed a factory Act of last session, and it was expected that an inspector would be appointed to enforce its provisions. Attention of international unions was called to the need of organization work in the maritime provinces, especially as St. John in the winter months is to be the landing place for foreign laborers.

The report of the committee on the executive committee's reports, which was adopted, concurred for the most part in the reports, and made recommendations in favor of an anti-contract labor law instead of an alien labor law. The committee also recommended that if no labor candidates are in the field for parliamentary elections, that support be given to the candidate most favorable to labor measures, but that this must not be construed as to sanction the appearance of labor men on platforms of political parties not distinctly labor parties. At a subsequent session of the Congress a resolution interpreting the above was adopted as follows: That the interpretation of candidates of a distinct labor party as expressed shall apply to only such as are the nominees of trade councils, or conventions held under the auspices of trade and labor unions of any locality placing candidates in the field.

In reference to the Ontario report, the executive was recommended to again bring to the atteution of the Legislature the matters presented last year.

Mr. John G. O'Donoghne, parliamentary solicitor of the congress, presented a report relating to the matters intrusted to him during the last session of parliament. This report, which was considered in secret session, dealt with the following subjects: Wages of Intercolonial Railway employes, Alien Labor Bill, railway insurance old age pension scheme, public ownership, Railway Disputes Act, steamboat inspection, Cowichan Indians, immigration, Dominion Elections Act amendment, safety of ships, certificates of masters and mates, Grand Trunk Pacific and health regulations, Seamen's Act amendment, employment of civil servants outside of the service, Union Label Bill, Criminal Code amendment and false representations to immigrants. The solicitor also refered to the appointment of the Tariff Commission by the Dominiion Government, and recommended the placing of labor candidates in the field for parliamentary representation where there is reasonable hope of success, and to elect men who can be depended upon to aid legislation promoted by the congress.

The committee to whom the above report was referred recommended: That the Government be urged to pay a reasonable wage to certain employes on the Intercolonial Railway in spite of deficits in its operation: that the solicitor endeavor to obtain amendments to the Alien Labor law as soon as possible, although an anti-contract labor law would be preferable; that the subject of immigratiou be left in the hands of the executive committee; that civil servants be prohibited from accepting other employment than that for which they are salaried; and that efforts be made to have the Union Label Bill made a government measure. The above recommendations were adopted, as well as one to appoint a special committee to appear before the Tariff Commission to properly place the views of the wage-earners before that body, and that local labor organizations be asked to co-operate. The suggestion regarding candidates for parliamentary representation was approved, but one in reference to the appointment of labor representatives to the Senate was defeated.

The report of the special committee which was appointed at the convention of the congress held at Montreal last year to confer with a committee from the Canadian Manufacturers' Association was referred to a committee, and the report of this committee was considered in secret session. The committee

stated that while the congress was not opposed to conferring with the Manufacturers' Association, any overtures towards that end should come from the latter, inasmuch as the manufacturers had failed to meet the congress in its endeavor to promote industrial peace and harmony.

The secretary-treasurer presented the following financial statement:

Balance on hand, 1904	$ 401 67
Receipts, per capita tax, charters, etc	3698 62
American Federation of Labor, grant	500 00
Advertising	100 00
	$4700 29
Expenditure	4001 36
Balance on hand	$ 698 93

Twenty-nine trades and labor councils, and twenty federal labor unions are now chartered by the congress. Four federal labor unions were chartered during the year, three charters were surrendered and two revoked.

The fraternal delegate to the American Federation of Labor, Mr. John A. Flett, presented a report of the convention which was held in San Francisco, Cal., in November last, in which, among other matters, attention was directed to the growth of the organization during the past eight years, the membership in 1904 being 1,787,200. The report was approved.

The following resolutions of a general character were approved by the convention:

Expressing sympathy with the International Typographical Union in its effort to secure an eight-hour day.

Asking the American Federation of Labor to hold its 1906 session in Canada.

Asking that letter carriers be placed in the same position as other employes of the civil service in regard to payment of loss of time through sickness or accident.

Expressing sympathy with the striking machinists on the Grand Trunk Railway system and with the locked out iron moulders in London, Ont., and pledging moral support.

Asking the provincial Legislature to abolish property qualification for public office, and amendments to law so as to permit tenants as well as freeholders to vote on money by-laws.

In favor of local Legislatures incorporating sanitary regulations for cities of 15,000 or under.

Against the sale of household goods, especially bedding, from houses in which there has been tuberculosis, without proper disinfection.

In favor of uniform free text books in the various provinces.

In favor of giving support to labor papers without prejudice to other papers using typographical union label.

Asking that provincial Legislatures be urged to pass Acts compelling steam engineers operating boilers of twenty-five horse-power or over to hold certificates of competency.

In favor of the executive of the Congress acting as conciliator in cases of disputes arising between the local unions and international officers.

Against the government having printing required for public service done out of the country.

In favor of the technical schools, and asking that the Dominion Government be urged to assist in their establishment.

That provincial Legislatures be asked to pass laws providing for an eight-hour work day.

That provincial Legislatures be urged to amend the law re payment of wages so that in non-payment of wages cases the employer may be committed to jail.

In favor of social reform and direct legislation.

Against the incorporation of trade unions.

In favor of local Legislatures establishing employment bureaus.

Against individual contract and piece work system.

That the fair wage officers of the Dominion Government in cases where they have received a complaint that the wage as set forth in the schedule is not being paid, shall have power to inspect books, pay rolls, etc., which will give the information required.

Instructing the executive of the Congress to assist local unions involved in legal cases where funds are necessary to carry the suits to higher tribunals.

In addition to the approving of a committee to wait on the Tariff Commission to present the views of organized wage-earners in reference to a revision of the tariff, the Congress passed the following resolution on the same subject:

Resolved, That all possible effort be put forth, and all opportunities be embraced, to bring about an equality before the law as between the buyer and seller of labor, which can best be secured at this time by the advocacy of such changes in our trade policy as will result in more equitable protection.

A resolution in support of the action of the British Trades Congress in opposing the policy of Joseph Chamberlain was endorsed. The resolution, minus the preamble, set forth:

"That the Trades and Labor Congress of Canada should reiterate its loyalty to the British Trades Congress, which, at its convention held recently, overwhelmingly endorsed the fight against Mr. Chamberlain's policy. Canadian union men believed that an injustice done to the wage-workers of the motherland is a blow at the wage-workers of Canada and would ultimately attach added burdens to an already overburdened Canadian working class."

A resolution calling for the disbandment of the militia, and as a substitute requiring volunteers to buy their own supplies and bear their own expense in the protection of the country was introduced and referred to committee. The resolution was as follows:

That the Congress views with alarm the recent action of our government in increasing the armed force and armament of this country without any justification, at a cost wholly unnecessary, and productive of the very worst results in the demoralization, of the youth of this country, the waste of the national resources, the creation of a class opposed to the best interests of our country.

The Congress theretofore demands the disbandment of our militia force, and that volunteers may be forced to be true to the name by furnishing their own supplies and bearing their own expense.

The resolution committee recommended non-concurrence, and after a lively debate the report of the committee was adopted and the resolution defeated.

During one of the sessions Rev. Mr. Shearer, of Toronto, addressed the congress in behalf of the work of the Lord's Day Alliance, and asked the delegates to reiterate their former resolutions on the question of the preservation of the Sabbath. On motion, the support of the congress was pledged to the Lord's Day Alliance.

Rev. Dr. Courtice, of Toronto, secretary of the Canadian Peace and Arbitration Association, at one of the sessions, spoke of the aims and objects of the society along the lines of international arbitration, and invited the support of the congress in the work of the Canadian Peace and Arbitration Association.

The officers chosen for the ensuing term were as follows: President, A. Verville, Montreal; Vice-President, James Simpson, Toronto; Secretary-Treasurer, P. M. Draper, Ottawa.

Mr. Wm. V. Todd, of Toronto, was chosen fraternal delegate to the A. F. of L.

Victoria, B. C., was decided upon as the meeting place for the convention in 1906.

The British Postoffice.

The report of the British Postoffice Department for the year ending March 31, 1905, shows a tremendous increase in the business done. The number of letters passing through the Postoffice continues to increase, the total for the year being 2,624,000,000. The number of letters delivered in London, however, shows a decrease of 5 per cent. This, it is claimed by the authorities, represents no falling off in London's correspondence, but is rather owing to the popularity of the picture post card, for it is to be noticed that the number of post cards used has increased by 19.7 per cent during the year. Newspapers to the number of 179,000,000 were posted, while there were 843,000,000 half-penny (1 cent) packets and 97,000,000 parcels. A grand total of 4,479,000,000 communications of various kinds, excluding telegrams, passed through the mails.

The number of undelivered packets dealt with was 26,568,740, a decrease of 139,243, which is believed to be partly due to a diminution in the number of foreign lottery circulars posted in this country. The number of registered letters and letters containing property sent through the post with insufficient addresses was 315,965. These letters contained $86,769 in cash and bank notes and $3,027,562 in bills, checks, money orders, postal orders and stamps. One packet contained jewelry whose value exceeded $10,000. The number of letters containing valuable contents posted with no address at all was 4,507, the contents including $46,568 in various forms of remittances. It was found possible to restore the greater number of these letters to the senders.

Although the number of insufficiently addressed letters was smaller than in the previous year, the total value of the contents thus jeopardized was greater by more than $20,000. There was a slight increase in the number of articles found loose in the post during the year. These included $5,699 in cash and $58,632 in checks and other forms of remittance.

During the year 88,969,000 telegrams passed over the Postoffice wires against 89,997,000 in 1903-4. This falling off is thought to be due to the growth of the telephone system. The extension of the underground trunk telegraphs is going on, and underground communication with the city of Plymouth and the west of England is to be established. A pipe is being laid to contain 137 wires. It is to run between Llanwell and Slough. During the present year it is expected that it will be extended from Slough to Reading. A pipe and cable between London and Chatham is also being talked of as a beginning of an underground route to the southeast coast, the point of departure of many of the submarine cables.

The telephone system continues to flourish. The total number of conversations over the trunk wires for the year was 15,461,822. This shows an increase of 1,993,847, 14.8 per cent, over the number for the previous year. The gross revenue derived from this service was $1,850,769. The average value of each conversation was about 12 cents. The telephone is being more largely used for sending messages to the various Postoffices for transmission as telegrams or express letters. Over two and one-half million telegrams were sent in that way during the year, and 48,000 express letters.

The Postal revenue of the year was $79,202,180, the expenditure $55,749,578. The net profit was $23,408,603, or nearly $980,000 more than last year. On the working of the telegraphs, if allowance be made for the interest on the capital created for their purchase, the telegraph deficit on the year is $5,917,557. It should be noted, however, that the yearly deficit on telegraph revenue is decreasing.

The Beaufort Dyke.

The Beaufort Dyke off the coast of the Mull of Galloway is a deep trough in the bed of the Irish Sea. It is cut sharply out of a comparatively level sea bottom, with an average depth of seventy-eight fathoms, and extends down to from 100 to 148 fathoms. Attention has just now been directed to it by the proposition to construct a submarine tunnel from Scotland to Ireland. In connection with the surveys that have been made of the channel bottom, it has been found that there are currents of considerable force at work in the bottom of this trough. At one point the bottom was worn away at the rate of sixty feet a year, while in another place it was being built up almost as rapidly. The origin of currents acting at such depths—140 fathoms—is of considerable interest to geologists. This is much deeper than the waves and currents even on exposed coasts have been supposed to act. In a recent issue of the proceedings of the Royal Irish Academy, H. G. Kinahan suggests that while the effect of wind waves and tide waves is reduced to zero at moderate depths, there are deep currents induced by these superficial waves to the depth of whose action no definite limit can be assigned. The origin of the dyke itself is not known, but faulting and glacial action seem to offer the most probable explanation.

It is reported that the experiments with the new turbine steamer Princess Elizabeth, of the Ostende-Dover line, have been surprisingly successful. The steamer is said to have averaged twenty-four knots an hour, thereby exceeding the record of all other passenger steamers. The three steam turbines of the Parsons' system installed in the new boat develop an aggregate of 10,000 horsepower. This steamer will carry more than 900 passengers.

King Victor of Italy is one of Europe's many monarchs who delight in little incognito trips into the country.

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions.)

Socialistic Fallacies.

Socialism, according to its exponents, means, in a nutshell, the collective ownership and operation by the community of all the means for the production and distribution of wealth. That sounds very simple and fair until we go behind the proposition and find how much there is to it that does not appear at first blush. To begin with, wealth is produced mainly from two sources, land and machinery. Of these two sources, land supplies all the raw material of wealth, including raw material of machinery, as well as numberless finished products. Hence land, as a producer of wealth, is far ahead of machinery, and it is even conceivable that mankind could live very well without machinery, but even a socialist must admit that men could not very well live without land. Despite this self-evident proposition the land question with socialists is not nearly so important as the question of machinery, and it is doubtful if there is one socialist in a hundred who has any definite ideas regarding the solution of the land question along practical lines. But they are very voluble on, and thoroughly convinced of, the evil of private ownership of machinery, and therein lies the proof that socialitsts as a class are economically nearsighted. In the first place, there is, for instance, only so much land in the United States, and it can not be increased one iota. Under our present system of land tenure, it would be quite possible for one person to own all the land in the United States, and he would, of course, not incur the least risk of competition as a producer of wealth from land. It is a different proposition with machinery, however. Machines can be manufactured in any number required, and the only ones who could stop the output in machinery are the owners of the land from whence the raw material for the manufacture of machinery must come. As this is not likely ever to happen there can not possibly ever be a private monopoly of machinery, except in so far as a patent confers a monopoly, which reduces the question of machinery as a producer of wealth to the plain proposition of State ownership of patents. In the same way the question of land as a factor in the production of wealth could be reduced to the plain proposition of State appropriation of rental land values. There would then be nothing on which to found a private monopoly of any kind, and hence no need of Socialism.

On the subject of the distribution of wealth the ideas of socialists seem to be even more hazy. Wealth is distributed by means of rent, wages and interest, and it is difficult to understand how these things can be "owned" or "operated" by the State. In their very nature, rent, wages and interest must always remain personal affairs to be settled between man and man to the mutual satisfaction of both parties. What socialists really mean when speaking of the distribution of wealth is the transportation of wealth. This brings us down to the at present much-discussed question of public ownership and of public utilities. That question may be briefly disposed of by pointing out that the undoubted advantages to the public from public ownership and operation of public utilities are very largely offset by the inevitable evils resulting from increased governmental powers. Government in itself is merely the lesser evil which we have chosen in preference to the greater evil of anarchy. It thus follows logically that the less government we have, compatible with public safety of life and property, the better government we will have, and the more personal liberty we will enjoy. It is also a well proven sociological fact that those countries have advanced the most in the things comprehended under the term civilization, where individual initiative has been most encouraged. Under Socialism, as contemplated by its exponents, individual initiative would be materially curtailed, with the inevitable result that national progress would be proportionately curtailed. Democracy and civilization must rise or fall together, and Democracy in its truest sense means the greatest measure of personal liberty and individual initiative which the preservation of public peace and safety admits of.

All this is aside from the self-evident fact that with the increased powers of government which Socialists contemplate, the evils inherent in government itself as a human institution would be proportionately increased, for human nature is changed by natural evolution, not by constitutional amendments or changes. But, as Socialism is in the main merely a protest against private monopoly of natural sources of wealth, its aim could be attained, as before hinted at, by State ownership of patents and the appropriation by the State of the rental values of all land. This procedure would necessitate not the least increase in governmental powers, and as private monopoly of land and machinery would then be impossible, the distribution of wealth would ultimately be effected naturally through the increased opportunities for individual initiative.

That story about "a society woman, highly connected and with influential friends in Washington," who smuggled a necklace worth $22,000, and whom Secretary Shaw of the Treasury spared from "exposure and humiliating publicity," in consideration of $13,000 spot cash, is but another proof that our republican majesty of the law has no terrors for those who possess the wherewithal to appease his wrath. The double standard of respectability would seem to be doubly out of place in a republic dedicated to democracy, but the actual fact is that for downright official fawning upon wealthy lawbreakers we have the world beaten to a frazzle.

It is quite possible to fool the people all the time, Abraham Lincoln to the contrary notwithstanding. All that is necessary is to have a liberal supply of "new issues" on hand, and a fair knowledge of how to manipulate them. When the people begin to "tumble" to the "nothing-in-it" character of one "issue," launch another and, presto!, the fooling goes on serenely as ever.

An ancient proverb amended to fit modern conditions: Everything is fair in business and in politics.

Navigators or Engineers.

Rear-Admiral Charles W. Rae, Engineer-in-Chief of the navy, in his annual report attacks the wisdom of the regulation whereby officers of the line are compelled to serve alternately on deck and in the engine room. Says he:

> So few officers of the line are taking up engineering seriously that the situation is becoming alarming. Were the country suddenly plunged in war, the navy would find itself in no condition to win battles. As necessary as good marksmanship is the ability to carry our guns to the firing line and to keep them there amidst the havoc created by modern ordnance, and this will never be done with amateurs in charge of the machinery.

This would seem to be obvious. There is a trite and true saying that what is worth doing at all is worth doing well. The work intrusted to naval engineers and officers of the line is unquestionably worth doing as well as it can be done, considering the great number of lives that depend for their safety on its being done well. But, a high degree of efficiency in any given profession or vocation can only be attained by devoting all one's faculties and energies to that one profession or vocation. Practice makes perfect, and specialization is mainly responsible for the great advance this age has made in all the useful arts. "Shoemaker, stick to your last!" is good, sound advice. The naval engineer or officer of the line who sticks to his nautical equivalent of a "last" may become a master some day, but it is a dead certainty that if he monkeys with more than one "last" he will never be anything more than a commissioned jack of all trades. The Bennington disaster was a sermon on this subject which only hidebound fools can possibly ignore.

> There is also an increasing demand for Chinese and Japanese laborers in the South, because many employers think that they would be more docile and more servile than either the negro or the European.—Louisville Courier-Journal.

The Courier-Journal is to be commended for its frankness in this instance. It might have added also that all employers prefer Chinese and Japanese labor to the labor of negroes or Europeans because it is ever so much cheaper. This whole question of the importation of Mongolian coolie labor forms the strongest proof of the truth of the oft-made assertion that there is no sentiment in business, and that, in fact, the business element in the community, instead of being the "safe, sane and conservative" backbone of the nation as it claims to be, is really the greatest menace to democratic institutions and the orderly progress of civilization. The proof of the pudding lies in the eating of it, and in the undisguised encouragement given to Chinese and Japanese labor by our business men lies the positive proof that they are of the after-me-the-Deluge stamp of patriots. If any more proof of the justice of this accusation were needed it would only be necessary to point out that the festering national corruption from which we are at present suffering has in every instance been traced directly to that eminently respectable class of citizens who are now so desperately straining every resource at their command to debauch this country morally, socially and economically by unrestricted Chinese and Japanese immigration.

Honest criticism never stings an honest man.

Home News.

The annual report of United States Treasurer Treat shows a per capita circulation of $31.08.

The President is determined to stop discriminations against bluejackets and soldiers in uniform by theatres, hotels and other public resorts.

Opponents of the President's rate bill count on victory in the Senate. John Sharp Williams's support of the President greatly weakens the opposition.

Gigantic waste in the public printing department of the Federal Government was revealed in testimony taken by the Landis Investigating Committee.

The state of New Jersey closed its fiscal year with a balance in its treasury of $2,858,398.13. Every obligation has been paid.

It is understood that the President proposes to negotiate a reciprocity treaty with Germany, though his authority to do so is doubted in some quarters.

The application of a millionaire for a pension has been favorably passed upon. The pension was wanted to perfect the beneficiary's war record.

Secretary Hitchcock has ordered the dismissal from service of four clerks in the Pension Bureau, accused of lending money at usurious rates of interest.

Secretary Wilson, of the Department of Agriculture, promulgated a rule restricting the outside employments of the department employes.

Friends of the Cuban-British treaty are preparing to fight for its ratification, and say that opposition to it in the United States is instigated by an American steamship monopoly.

Chinese are entering the country with far greater ease than formerly. It is said that no treaty negotiations will proceed until after the President's Message is presented to Congress.

Advance sheets of the annual report of A. Nevin Pomeroy, Superintendent of Public Printing, in Pennsylvania, show that the cost of printing for the year ending July 1 last was $321,656.63.

The United States Supreme Court has decided that State Senator Green, of New York, must stand trial in Washington on the charge of conspiring with Beavers and others to defraud the Post-office Department.

It is reported that the new treaty with China to modify the present exclusion law will be ready before Christmas. It will make important changes, the principal feature being a clear definition of what constitutes a laborer.

Dr. Joseph Walsh, just returned from studying the methods of war upon tuberculosis in Europe, made the prophecy that "consumption would be wiped off the face of the earth within the next half century."

Geo. B. McClellan was re-elected mayor of Greater New York, by a plurality of less than 4000. W. R. Hearst, his opponent, will contest the election, charging fraud and wholesale throwing out of ballots.

According to a report of General Greely, chief signal officer of the army, the Government is conducting successfully in Alaska a commercial service by wireless telegraphy over a distance of 107 miles.

The municipal election at San Francisco, resulted in a sweeping victory for the entire Union Labor ticket. Mayor Schmitz, the incumbent, defeated his opponent, John S. Partridge, the nominee of the Republican and Democratic parties by 11,504 votes. The candidate receiving the highest vote on the so-called Fusion ticket was the incumbent City Treasurer, but he too was swept out of office by nearly 3,000 votes. The total vote cast for mapor was 71,033; Schmitz, the labor candidate receiving 40,191, the fusion candidate 28,687 and the Socialist candidate the balance, 1,686 votes.

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Pacific Coast Marine.

The brig Galilee, which has been making a cruise of the Pacific for scientific purposes, arrived at Honolulu on November 7.

The steamer M. F. Plant lost her propeller while lying at Coos Bay. Her place on the Coos Bay route will be taken temporarily by the Arcata.

A severe typhoon, accompanied by a deluge of rain, took place at Guam, on November 8, The damage done to property is considerable. The towns of Aagna and Piti were inundated. No lives were lost.

The ship Acme, from Baltimore for Manila, previously reported ashore in Princess Channel and floated September 19, is leaking slightly. She will be towed to Cavite at a cost of $300 a day.

The wreck of the British bark Kirkhill, which struck on Wolf Rock while bound to San Francisco from Newcastle, England, and afterward foundered, was sold in London for 348 shillings.

The German cruiser Falke, after a long sojourn at San Francisco, sailed on Nov. 11 for the south. She will call at San Diego for a brief sojourn, and later will call at Mazatlan and all the principal ports of the Mexican and Central American coasts.

The Costa Rica having proved too small for the Astoria and Portland route, the steamer Senator, a sister ship of the late St. Paul, has been chartered by the San Francisco and Portland Steamship Company to run between San Francisco and the Columbia river.

The Moore & Scott Iron Works was awarded the contract for repairing the damage done to the steamer Aurelia when that vessel collided some days ago with the steamship Umatilla. Moore & Scott's bid was $4075 and they agreed to do the work in nineteen calendar days.

The International Fisheries Conference, called to device means for the protection and perpetuation of the Sockeye salmon, the principal canned salmon in the market to-day, opened in Seattle, Wash., on November 9, with all the members of the Canadian and Washington commissions present.

A new patent sounding apparatus for use on vessels was tested on Nevember 10, by J. W. Frank, the patentee, outside the Heads of San Francisco. He claims that the water's depth may be easily ascertained from the surface, instead of from the bottom of the sea, and he asserts moreover that his invention will force every sounding device to the wall.

An ordinance has been passed calling a special election on Coronado Beach, San Diego, Cal., to decide upon the issuance of $135,000 bonds for the construction of a seawall. A great part of the cost of the whole work will be borne by the Hotel Del Corouado Company. The work was made necessary by erosion during a heavy storm last year.

Honolulu merchants who have been trying to charter a steamer and establish an independent line to run between Honolulu and San Francisco in order to secure lower fares and freight rates, have started a movement to raise funds for the building of a large ocean steamer. It is reported that over $1,000,000 has already been subscribed.

Second Mate L. J. Christenson of the steamer Newburg was drowned at sea after that vessel left Aberdeen, on the way to San Francisco, on November 4. The captain reported that Christenson fell backward over the deckload of lumber, and went overboard. The steamer was stopped and a boat lowered, and boats also put out from shore, but the man had disappeared before he could be reached.

The Oceanic Steamship Company's liner Alameda will sail for Honolulu December 2, with all trace of her experience on the Fort Point rocks obliterated and her hull and machinery in better condition than ever. She was the best little liner on the Pacific before her misadventure. When she goes into commission again she will be just a little better than she was before.

An electric launch that has been in use as a ferry-boat between Vallejo and the Navy Yard magazine has proved unsatisfactory for the purpose and will be replaced by a gasoline boat furrnished with a Peters three-cylinder engine of thirty horse-power, capable of high speed. The owner is J. Anderson. The new ferry-boat was formerly a Government vessel and is thirty-six feet long, with a beam of nine feet.

An oil-burning schooner built for Charles Higgins of San Francisco was launched at the Lindstrom yards at Aberdeen on November 9. Mrs. Higgins, wife of the manager, broke the customary bottle of wine over its bows and the launching was successful in every way. The craft is 184 feet long, has 38-foot beam and 12 1-2 feet depth of hold. She will carry 700,000 feet of lumber and cost $76,000.

An announcement is made that a new line of Empress steamers, each from 14,000 to 15,000 tons gross, will be built by the Canadian Railway Company, to replace the liners now running from Vancouver to Hongkong. The Canadian Pacific Railway Company intends to improve its service and make a greater reduction in the time from Hongkong to London. The twenty-one days now required from Vancouver to Hongkong will be cut to sixteen days.

Captain John Bermingham, Supervising Inspector, at San Francisco, has made the following ruling regarding pilots: "If you have reason to believe that a United States licensed pilot has either so negligently or unskillfully navigated a vessel, whether under register or enrollment, as to cause her stranding or wreck, the case should be investigated by you under Section 4450, United States Revised Statutes, and your decision rendered thereon regardless of whether such officer holds a State pilot's license."

It is reported that the Pacific Coast Steamship Company has awarded the contract to Moran Brothers, of Seattle, Wash., for the construction of a steel steamer of 1500 tons register, to be used on the San Francisco and Puget Sound route. The vessel is to be 237 feet in length, 39 feet in width and 17 feet in depth, with a speed of seventeen knots an hour, and will be equipped in the most modern style, both as to passenger accommodations and for handling freight. A sister-ship is to be built later, but not until this steamer is in service.

The Northwestern Steamship Company, owning the steamer Tacoma, seized by the Japanese during the Russo-Japanese war, has begun suit in the Superior Court at Seattle, Wash., against the Maritime Insurance Company to collect $13,362.20, the amount of an insurance policy issued on her cargo, which the company refuses to settle on the ground that at the time of the seizure the vessel was violating the order of President Roosevelt by carrying contraband of war.

United States Local Inspectors O. F. Bolles and John K. Bulger, at San Francisco, have suspended the license of Captain Thomas Boyd for twelve months, on the grounds of unskillfulness and negligence. Boyd was master of the steam-schooner Gipsy, which went on the rocks and became a total wreck in the harbor of Monterey on September 7. Captain Boyd's excuse for the mishap was that he mistook a red light ahead for the one on the Pacific Coast Company's dock and changed the course accordingly.

Following is the reinsurance list as posted at San Francisco on Nov. 13: German bark Suzanna, 156 days from Port Talbot for Caleta Buena, 40 per cent. French bark McMahon, 178 days from Swansea for San Francisco, 15 per cent. French bark St. Donatien, 171 days from Bordeaux for Adelaide, 90 per cent. British ship M. E. Watson, 160 days from Cardiff for Antofagasta, 40 per cent. British bark River Indus, 133 days from Port Talbot for Iquique, 30 per cent. British ship Eskasona, 176 days from Antwerp for Oregon, 8 per cent. British ship Travancore, 70 days from Hongkong for Puget Sound, 8 per cent.

DIED.

Joseph Mary, No. 1152, a native of Portugal, aged 48, died in San Francisco, Cal., November 6, 1905.

WORKINGMEN, ATTENTION!

All Union Men are warned to observe the utmost care when buying working shirts and overshirts. It appears that many dealers who advertise Union goods are selling shirts which are not made by "Union Labor," but by the wives and daughters of farmers in the time which they have to spare when not working at fruit picking, cannery work, or the various short season jobs which country people find to occupy them. Naturally this works great harm to the Union working men and women in the cities, who are surely entitled to the support of all Union workmen, for living expense in all cities is higher than in the country. Those who buy these non-union made shirts are depriving a large number of Union Shirt Makers of lucrative employment, which is scarcely consistent with the principles of trade unionism. We therefore say to all Union Workmen, pay no attention to a prominently displayed union card or the dealer's advertising. If you cannot find this label



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F. R. Wall, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. Merchants' Exchange building, California street, near Montgomery; rooms 208-209. Phone Bush 508.

Congress on Insurance.

The Seventh International Congress on Workmen's Insurance was held at Vienna, on September 18-22, and was attended by more than 600 delegates, including official representatives of Austria-Hungary, Belgium, Denmark, France, the German Empire, Holland, Italy, Luxemburg, Russia, Sweden, and Switzerland, in addition to Mr. Schloss, as representative of the Board of Trade; Sir John Cockburn, K. C. M. G., representing the Commonwealth of Australia, and Hon. W. P. Reeves, on behalf of New Zealand.

The subjects brought before the Congress included the following: The development of workmen's insurance since the first Congress met in 1889; certain general questions concerning such insurance (including international arrangements as to the insurance of workmen of one country employed in another); the unification and simplification of workmen's insurance; insurance against old age and invalidity; the compilation of international statistics of accidents; accident insurance, and the prevention of accidents.

The Congress passed a resolution in relation to the question of International Statistics of Accidents to the effect that note was taken of the resolutions with respect to this matter adopted by the International Statistical Institute (which at its meeting in London in August last appointed a committee to deal with this question), and itself named a committee, to which it entrusted the task of continuing the study of this subject, in agreement with the committee appointed by the International Statistical Institute.

The Congress decided that its next meeting shall be held in 1908 at Rome.—British Labor Gazette.

New Zealand Labor.

The Fourteenth Annual Report of the New Zealand Department of Labor (covering the period April 1, 1904, to March 31, 1905) has been issued and contains information respecting (among other things) the operation of the Factories Act and the Shops and Offices Act, the Housing of the Working Classes, and the working of the Industrial Conciliation and Arbitration Act, the Servants' Registry Offices Act, and the Shearers' Accommodation Act.

The report states that the position of the working classes generally, during the period under review, "appears to be highly satisfactory. Although there has been inequality of employment in some trades if compared with the preceding three or four years, on the whole the advance has been great and well sustained. The amounts deposited in the savings banks have in ten years risen from £3,966,849 to £8,432,958.

The report adds, that "the factories of New Zealand maintain the steady ratio of increase, which has been the rule of late years. The value of buildings, plant, machinery, etc., was materially added to, and the numbers of those employed were also steadily augmented," having been 67,713 in 1904-05, as against 63,968, 59,047, and 55,395 in each of the three preceding years respectively. There were few breaches of the Factories Act. In some factories difficulty was experienced in obtaining young workers.

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Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

ALLIED PRINTING TRADES UNION LABEL COUNCIL SAN FRANCISCO

WEDNESDAY, - - - - NOVEMBER 15, 1905.

THE A. F. OF L. CONVENTION.

The twenty-fifth annual convention of the American Federation of Labor was called to order in the Old City Hall at Pittsburg, Pa., on November 13. Representatives of organized labor from every section of the United States and Canada, also fraternal delegates from the trade-unions of Great Britain were present. The significance of holding this year's convention in Pittsburg is due to the fact that the American Federation of Labor was organized in that city a quarter of a century ago. Pittsburg had the honor of housing the men who organized what has since become the greatest federation of workers in the history of mankind. Now, after twenty-five years, the same city has within its confines the representatives of more than two million American workingmen, celebrating the silver jubilee of the American Federation of Labor.

As usual, many questions of vital importance to different trades and callings will be deliberated and acted upon. There will be numerous jurisdiction disputes which require consideration and decisive action. It may be expected that a number of these disputes will be adjusted by the convention, while others will be left practically undisturbed with the hope that time will help to straighten the tangle. Among those who will expect a clear-cut decision are the Seamen's delegates. It has been generally admitted that the case "Seamen versus Longshoremen" has been before the conventions long enough and that the delegates to the convention now in session can not again evade the issue. The facts in the case have been fully presented in these columns and nothing need be added to the Seamen's contentions at this late day. The delegates at the Pittsburg convention are now sitting as jurors and the verdict will be announced during the next few days. Whatever the decision will be, the Seamen have the utmost confidence in the fairmindedness and impartial judgment of the jury. Much of the Seamen's immediate future depends upon the outcome of this controversy; but regardless of the result, the organized Seamen of America will remain, as ever, loyal trade-unionists, always willing and ready to lend a helping hand to those in need and at all times conscious of the duty which they owe to themselves and their fellow workers on land.

"DE WORL' DO MOVE!"

Our maritime contemporary, "Shipping" Illustrated, in a recent issue, takes a pretty stiff whack at the crimping system. This, of itself, is nothing new. Maritime contemporaries in general are given to whacking the crimps, but they do so with the obvious reservation that they don't intend to hurt the crimp, while they may make the other fellow feel good at the thought of his own superiority. All of which, of course, is good business for the maritime contemporary. "Shipping" Illustrated, however, doesn't stop at the crimp, but goes after the "man higher up" in a fashion well calculated to disturb the dignity of certain official circles ashore and afloat. Commenting upon the views expressed by the Reverend Mr. Hunter, Secretary of the American Seamen's Friend Society (which views, by the way, are in themselves rather unique, considering their source), our contemporary proceeds to voice its own views, which, on account of their novelty (again considering the source) we reprint in full, as follows:

As a commentary to the foregoing, it might be suggested that the all-important fact is that sailors are MADE to desert even when they do not intend doing so. A ship arrives at a Pacific Coast port, say, 150 days from the United Kingdom or the Continent. An A. B. at a low average pay of £3 a month, has thus earned £15, out of which, allowing an advance of £3, there remains a balance due him of £12. Every Saturday the man will be given about five shillings, perhaps two dollars, to spend on shore, whilst during the week the hardest and most disgusting tasks are assigned to him. As soon as the man sets his foot on shore and loses sight of the "hell-ship" left behind, he has but one aim in view, namely, leave her. Suppose by doing so he forfeits £10 in wages, the dishonest skipper can very well afford to pay a crimp £4 a head for new men supposing his charter requires immediate dispatch. The new men, will, of course, have to be paid a higher rate of wages; but the owners will be told that all the men "cleared" and great difficulties were had in finding a new crew. As can be seen, both owners and crew are thus robbed, while the crimps and the dishonest skipper are pursuing this up-to-date slave traffic without the least interference from the officers of the law. It is, as the reverend gentleman puts it, "the duty of a British Consul to maintain British interests abroad, and to protect British subjects, obtain for them the rights, and prosecute, or cause to be prosecuted, those who violate the laws of their country;" unfortunately that noble view of their duties is very seldom taken by British or American consuls, who seem to think that their only duty is to collect fees, send reports (in the case of our own consuls, we know what that often means) to their government, and attend banquets and social affairs. Should the British consuls report to the United States authorities all the violations of our laws which come to their notice, many abuses would be speedily checked. Instead, they will send reports, in the style of that quoted above, which will cast a slur upon honorable and honest skippers while effectively shielding the scoundrel. These are the conditions affecting foreign shipping at our ports, but the same could be said of our ships in foreign waters, as American vessels have unfortunately acquired an unsavory reputation at South American and Chinese ports. In conclusion, VOLUNTARY desertions can be checked by intelligent efforts in that direction, but FORCED desertions, which constitute a gross violation of existing laws, embodying blackmailing, bribing and swindling of all parties concerned, should command the immediate attention of shipowners. They alone can put a stop to the practice, as they do not benefit by it, but often lose charters thereby. To expect some consuls to do their duty is, it seems, to expect too much of human nature.

These statements are very true and very gratifying, coming as they do from our maritime contemporary. The statement that FORCED desertions "should command the immediate attention of shipowners" is particularly enjoyable. The JOURNAL trusts that the shipowners, now they know about it, will act upon the suggestion right away. With the American Seamen's Friend Society and the maritime press saying things right out to the crimps and consuls, and plainly suggesting things to the shipowners, we may confidently join the colored brother in announcing that "de worl' do move!"

Always demand the Union Label!

SEAMEN'S JOURNALISM.

For many years the COAST SEAMEN'S JOURNAL was the only paper of its class, a journal of seamen, by seamen, for seamen. It is true the organized seamen of Great Britain established an official organ known as Seafaring, shortly after the first appearance of this paper. Unfortunately our British contemporary has been unable to maintain a consecutive existence. For the present Seafaring has again ceased publication, but it never remains dead for any length of time and is likely to resume its career of usefulness at almost any moment. The next oldest paper published by seamen and for seamen is Der Seemann, (The Seaman), the organ of the German Seamen's Union. The German paper made its initial appearance in Hamburg in 1898, and has never since missed a single issue. Der Seemann is a power for good and has accomplished much for the seafarers of Germany during the eight years of its existence. Had it not been for the able and incontrovertible arguments presented in the German seamen's paper in behalf of a revision of the rather ancient maritime laws of that country, it would have been impossible to arouse the public sentiment which finally forced the Reichstag to amend the old law and make it at least in some respects, a model worthy of imitation by other maritime nations. Der Seemann is issued every other Saturday, and is distributed free of charge to members in good standing in the Union.

The seamen of Holland, whose organization is known as the Algemeine Nederlandsche Zeemansbond, have also launched a paper of their own upon the high sea of journalism. The name of their official organ is De Nederlandsche Zemann (The Netherlands' Seaman), it is published at Amsterdam, and is of course, edited and managed by seamen. Much of the splendid progress made recently by the organized seamen of Holland is no doubt due to the inspiring work of their own paper which prints the truth regardless of consequences.

The youngest child in the happy family of journals owned and controlled by the toilers of the deep is the Swedish publication Sjofolkets Tidning (Seafolks Tidings) In Sweden the seamen are as yet practically unorganized, notwithstanding this fact Sjfolkets Tidning has been able to keep above the troublesome currents of financial distress and has appeared regularly since its inception. The Swedish paper completes the list of seamen's journals, making a total of four publications who are preaching the gospel of trade-unionism among seamen of all classes.

The Danish Seamen's Union supported a journal of its own for a number of years but during the recent disastrous strike at Copenhagen, the Union was forced for financial reasons to temporarily suspend publication of its organ. Recent advices, however, indicate that Denmark will shortly be again represented in the field of seamen's journalism.

It goes without saying that our above mentioned contemporaries and co-workers for the Brotherhood of the Sea have always had the best wishes for success from the organized seamen of America. May they ever prosper and grow and extend their influence over larger and larger territory to the end that the seamen of the world may become better solidified and work shoulder to shoulder for their own cause and for justice and human liberty to all as embodied in International Trade-Unionism.

Whether or not Mr. Partridge, the defeated Fusion nominee for Mayor of San Francisco, was dominated and controlled by the local Citizens' Alliance is a question still debated by the contending factions. Both sides agree, however, that the very presence of the Citizens' Alliance helped to roll up majorities for the candidates of the Labor party. If the defeated Fusionists will now join hands with their victorious opponents and put "Herb" George and his henchmen of the Alliance out of business all will be well and both parties will be the gainers. San Francisco IS and WILL REMAIN a Union City and the sooner the few ill-advised merchants, who are still contributing to grafter George's scheme, withhold their support from that would-be Union Buster the better it will be for all concerned!

Circular No. 30, issued by the Eight-Hour Committee of the International Typographical Union, shows that 254 unions have secured the eight-hour day, while fifty-one locals have secured partial contracts. The circular also states that returns thus far received at headquarters show a practically unanimous adoption of the fifty cent per week assessment proposition. All indications point to an early victory for the printers. The Eight-Hour day has come to stay and it is only a question of time when the workers of all trades will adopt the printers' battle cry: "We propose to sell to the employer eight hours out of twenty-four, and do as we please with the remaining sixteen."

Mongolian Seamen.

An editorial in the San Francisco Chronicle of July 8, stated that the United States is avowedly and by practice a protectionist country and devoted considerable attention to the desirability of building up "over-sea transportation" by the means of subsidies. Regarding the justice or expediency of giving subsidies to steamship lines we can add but little to the discussions that have already taken place, but as a seaman with a seaman's love for his profession we say that something should be done to elevate the American merchant marine to the proud position occupied by it previous to the civil war. But we most emphatically object to the payment of subsidies to those companies who employ Mongolian seamen to the exclusion of the white race. This question has been very ably explained by the Honorable Edward J. Livernash in an appendix to the Congressional Record, second session, 58th Congress, and at the risk of reiteration we will condense from the record for the information of those who have not read the same.

The Pacific Ocean presents a problem having a factor peculiar to itself in that Asiatics are driving from it even those Caucasians who are eager to work in the stokeholes, saloons, cook's galley and on deck.

Sailors of Chinese blood may be had in Hongkong in practically unlimited numbers at $15.00 Mexican per month ($7.50 American) and firemen or stokers at $18.00 per month, Mexican ($9.00 American).

Nearly all observers of conditions in Asia agree that the immediate future holds for the Occident substantial growth of commerce with China, Japan and the Islands off the Asiatic mainland; but whatever the progress of the commerce of America with Asia, it cannot be wise to surrender to Orientals the forecastles of American ships engaged in the trade with the Far East.

Here then is the reason why the American seaman does not look with favor upon the proposal to grant subsidies to American steamers—protection to the builder and shipowner and virtual ostracism for the American seaman. It is only another phase of Commercialism, the desire for the cheap man. The promoters of the scheme point ostentatiously to their desire to increase the number of American ships so that we might have a breeding ground for the men who would naturally be called upon to man our navy in time of war; but there is no sincerity in their claims, they will never consent to accept any measure compelling them to carry white seamen unless the seamen will work for the same wages that is paid to the Mongolian. The merchant wants protection for his goods but he also wants the cheap man to work for him, the Chink and the Jap. Mr. Taft was very recently advocating free trade with the Phillipines, let us have such a law and we will soon see what will happen. Manufacturing plants will be established in the Islands run by the cheapest kind of labor and this country will be flooded with cheap-made goods. Permit that policy to be adopted and there will be no American seamen nor any other kind of American workingman. We may tread softly and speak gently when we discuss the "yellow peril," but nothing will be accomplished until we take into our hands the "Iron mace of the Hammerer" and strike blow after blow until we destroy the wall that capital is building around us; we must make up our mind not that the "Mongolian must go" but that he must not come; that we will consider as our enemy that man, or association of men, who advocate their immigration or employment on American vessels, public or private. We have a law—I may be misinformed, however,—which prohibits the employment of aliens by the United States Government, yet our army and navy employ them by hundreds. We know of a steamer arriving at a Pacific Coast port with a numerous crew of Chinese who were afterward transferred to a government vessel at the Navy yard, and what can we do about it?

Sometime last December the International Seamen's Union of America in convention assembled called the attention of the Secretary of Commerce and Labor to the violation of the law but they were informed that the Attorney-General of the United States had ruled that the Chinese Exclusion law and the contract labor law did not apply to seamen—if not to seamen, why to any other class of workingmen, if the law can be violated with impunity in favor of the Chinese in one field of labor why may it not be violated relative to other laborers when the Executive thinks fit? We do not understand these fine subtleties of the law, but we think we know right from wrong whether it be promulgated by a Moody, a Teddy or a Taft.

We do not expect the labors of a Hercules from our Congressmen and look to see them snowed under and sat upon by the colleagues from the East and South at the next session of Congress; but we do not forget what happened some years ago under like circumstances, we have a very lively recollection that something dropped and it not only may but will happen again if the necessity arises.

It is up to the toilers to say whether Mongolian cheap labor shall continue by land and sea, if it shall be protection to our manufacturers and their goods and free trade in the cheap laborer?—protection for the ship builder, subsidies for the shipowner and free trade in Mongolian seamen? What shall we do to be saved? Shall we adopt as our motto an expression of one of our great captains "what has to be done must be done quickly?" So that whether we win or whether we fail it may be said of us as was said of the greatest of American seamen—Paul Jones—"He dearly loved close fighting." THE DOCTOR.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

HEADQUARTERS, SAN FRANCISCO, Nov. 13, 1905.

Regular weekly meeting was called to order at 7:30 p. m., E. A. Erickson presiding. Secretary reported shipping medium. Delegates to the annual convention of the California State Federation of Labor, which will meet in Oakland on January 2, 1906, will be nominated at Headquarters in the first meeting of December; election will be held in the third meeting.

NOTICE.—Candidates for semi-annual election must notify the Balloting Committee, not later than November 26, or their names will not be printed on the ballot.

E. ELLISON, Secretary pro tem.
S. W. cor. East and Mission sts. Tel. Main 5397.

TACOMA AGENCY, Nov. 7, 1905.

No meeting; no quorum. Shipping good; prospects uncertain.

JOHN W. CARLSON, Agent pro tem.
3004 McCarver st. Tel. Main 808.

SEATTLE AGENCY, Nov. 7, 1905.

Shipping fair. Few men ashore.

OSCAR PEARSON, Agent pro tem.
1312 Western ave. P. O. Box 48. Tel. James 3031.

PORT TOWNSEND AGENCY, Nov. 7, 1905.

No meeting; no quorum. Shipping good. Prospects uncertain.

WM. THORBECK, Agent.
114 Quincy st. P. O. Box 48. Tel. 443.

ABERDEEN AGENCY, Nov. 7, 1905.

Shipping medium; prospects uncertain.

WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

PORTLAND (OR.) AGENCY, Nov. 7, 1905.

Shipping good.

D. W. PAUL, Agent.
40 Union ave. Tel. East 4912.

EUREKA AGENCY, Nov. 7, 1905.

No meeting; no quorum. Situation unchanged.

C. SORENSEN, Agent.
222 C street. P. O. Box 327. Tel. Main 566.

SAN PEDRO AGENCY, Nov. 7, 1905.

Shipping and prospects fair.

HARRY OHLSEN, Agent.
P. O. Box 2380. Tel. Main 774.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

HEADQUARTERS, SAN FRANCISCO, Nov. 9, 1905.

Regular weekly meeting was called to order at 7:30 p. m., Dan Fulton in the chair. Secretary reported shipping quiet. Voting for delegates was proceeded with. Officers were nominated for the ensuing term. The office of Agent in San Pedro was declared vacant and Chas. M. Dawson elected for the unexpired term.

EUGENE STEIDLE, Secretary.
54 Mission st.

SEATTLE (WASH.) AGENCY, Nov. 2, 1905.

Shipping quiet. Indorsed donation of $75.00 to Nanaimo miners.

W. SORENSEN, Agent.

SAN PEDRO (CAL.) AGENCY, Nov. 2, 1905.

Shipping good; men scarce.

G. LLOYD, Agent.

LAKE SEAMEN'S UNION.

HEADQUARTERS, CHICAGO, ILL., Nov. 6, 1905.

Shipping good.

WM. PENJE, Secretary.
123 North Desplaines st.

MARINE COOKS AND STEWARDS OF THE GREAT LAKES.

HEADQUARTERS, BUFFALO, N. Y., Nov. 6, 1905.

Situation unchanged.

H. R. WALKER, Secretary.
55 Main st.

ATLANTIC COAST SEAMEN'S UNION.

NEW YORK AGENCY, Nov. 6, 1905.

Shipping medium.

AUGUST GILDEMEISTER, Agent.
51 South st.

ATLANTIC COAST MARINE FIREMEN'S UNION.

HEADQUARTERS, BROOKLYN, N. Y., Nov. 5, 1905.

Shipping slow.

DANIEL SULLIVAN, Secretary.
15 Union st.

On the Great Lakes.

(Contributed by the Lake Seamen's Unions.)

New Lake Steamer.

The American Shipbuilding Co. has closed a contract for another monster freight steamer for 1906 delivery. The order was placed by Henry A. Hawgood and his son, H. B. Hawgood. The general dimensions of the new boat will be the same as the steamer James C. Wallace, which came out this season, and which is a good business boat. The Wallace is the largest vessel that ever delivered a cargo at Cleveland. The new steamer will be 552 feet over all, 532 feet keel, 56 feet beam and 31 feet deep. She will have triple expansion engines and Scotch boilers, and she will be fitted with all modern appliances for handling ship and cargo. Next to the six big steamers of the Pittsburg Steamship Co.'s fleet she will be one of the largest carriers on the lakes.

The Hawgood boat, which will cost $415,000, will be completed and ready for business June 15, 1906. She will be built at South Chicago or Wyandotte.

This order makes twenty-one contracts for steamers that the officials of the American Shipbuilding Co. closed this year. The steamer John Stanton of the Hutchinson fleet, which was the first boat ordered, is in commission, and has made two trips, although the contract did not call for delivery until next spring. The steamer Joseph Butler Jr., launched at Lorain recently will be placed in commission this season.

St. Mary's Canal Traffic.

The tonnage passing through the St. Mary's canals has passed the record of the greatest year in the history of the lakes, and there are still nearly two months before the season closes. The total net freight tonnage to the 1st of November was 37,993,630.

The greatest year in the history of the canals heretofore was in 1902, when the total for the season reached 35,961,146 net tons. If business continues during November and December in the same volume as last year the total for the year will be 43,876,163 net tons.

October this year was a heavier month than October last by half a million tons. The tonnage for the month was 6,046,187. The grain traffic reached 25,728,254 bushels, iron ore 4,063,949 tons, general merchandise 113,421 tons, lumber 141,426 M feet, board measure, east-bound freight 5,162,801 and west-bound 883,386. Vessel passages numbered 2,908.

The twenty-four-inch hydraulic suction dredge Northumberland was launched from the yards of the Polson Iron Works, Toronto, November 2. The Northumberland represents the most modern practice in hydraulic dredges, and is capable of dredging in forty feet of water. Her general dimensions are as follows: length, 147 feet; beam, forty-four feet; depth, nine feet at side; draft, five feet. The suction pipe, discharge pipe, and booms are all of steel. The cutter head is a large steel casting, driven by independent engines at the head of the suction pipe. The dredged material will be conveyed by triple cylindrical pontoons (the two outer cylinders acting as floats) from the discharge in the end of hull to the point of dump.

Deal for Standish Mine.

An important iron mine deal on the Mesaba is now being closed up, according to reports from reliable sources, but full particulars are not available. Independent iron and steel manufacturing interests of Ohio, and Pennsylvania are taking over the lease of the Standish mine, situated near the Morris mine, at Hibbing, for a consideration of between $300,000 and $400,000. The owners of the lease are Senator E. B. Hawkins, O. D. Kinney and A. M. Miller Jr.

It is understood the deal is in effect closed and that nothing further remains to be done beyond the usual formalities.

The Standish mine is estimated to contain not less than 7,000,000 tons of merchantable ore. The mineral has been shown up during the last two years. The fee of the property is owned by the Vermilion Iron Land Co. The overburden is not too heavy to permit stripping, though it is possible the new leaseholders may develop it as an underground mine. It is understood the property is to be opened soon and will enter the shipping list next season.

It is announced that the sale of the Pere Marquette-C. H. & D. system to the Erie railroad will not alter the carferry plans at Detroit. Work on the new slips on both sides of the river is progressing and it is reported that the road will be transporting cars across the river on its own boat about the middle of this month. The new steamer No. 14, built at Wyandotte two years ago and now being operated at Port Huron, will be taken to Detroit. At the Detroit office of General Manager William Cotter it is stated that the service at Port Huron will be maintained with some other boat. The Pere Marquette has had one of the Canadian Pacific steamers under charter at that point for some time.

A. A. Sinclair, Government Inspector at Grand Marias, Mich., has reported to Major Charles L. Potter, the United States Engineer, details of the wreck of the schooners Nirvana and Galatea. He says Captain Trudell and crew of the Life-Saving station did excellent work in saving the crew of the Nirvana, numbering seven men. The schooner is split in two, fore and aft. The Galatea rests on an even keel, but is sunk 500 feet off shore.

James Fitzpatrick, aged sixty-three, a seaman on the barge William A. Young, had his left ankle dislocated and received severe bruises by jumping into th hold of that vessel at Huron, O., recently. Fitzpatrick got foul of a line while the vessel was being heaved to the dock, and to escape being caught in the winch jumped into the hold. He was later conveyed to a hospital in Sandusky.

How many of our members wear the badge of the union where all can see it? Why do not all members wear it? The button is the badge of unionism, and every member should be proud to wear it, willing that all shall know that he is a union man and proud of the fact.

Demand the union label on all products.

Marine Notes.

The schooner Defiance capsized in Sturgeon Bay, but the crew of three men were rescued. The vessel was towed to port.

Ashtabula county commissioners have been permanently enjoined by Judge W. S. Metcalf from removing the bridge which spans the river or building a new one. The government ordered this done and a $200,000 bond issue to do it thereby stopped.

The barge Manitou of Cleveland, bound from Conneaut to Deseronto, laden with coal, foundered off the Bonnett light, Lake Ontario. The lost boat was owned by J. U. Karr of Cleveland and was in tow of the steamer Carter. The crew were all rescued by the Carter and taken to Deseronto.

The customs report of business done at Ashtabula harbor during the month of October, is as follows: Arrivals 217, clearance 207, ore received 804,268 tons, stone received 6,242 tons, lumber received 301,000 feet, coal shipped 182,589 tons. Ashtabula has received to Nov. 1, 5,627,816 tons of ore.

The Rutland Transit Company, operating eight steamers between Ogdensburg and Chicago will spend about $100,000 in improvements at Ogdensburg during the winter. The present warehouses will be enlarged, one additional built, the dockage extended and modern machinery installed for unloading vessels.

Canadian marine underwriters have decided to extend their rates from December 5 to December 15 in order to enable grain at Port Arthur and Fort William to be moved before the close of navigation, and the government will be asked to keep buoys and other aids to navigation in place much longer than in past seasons.

Two steel package freighters are to be added to the Rutland Transit Company's line next season. The American Shipbuilding Company has concluded negotiations for the two new boats for delivery June 15, 1906. The two steamers will be of steel, identical in every detail and will be built along the best lines known to shipbuilding.

The body of Isaac Myers, who was drowned in the Pretoria wreck more than two months ago, was found on the shore of Outer Island, four miles from the place where the schooner foundered. Twelve men were drowned on the Sevona and Pretoria, and all the bodies excepting that of Myers were found some time ago. His relatives reside in Bay City.

The Myers Salvage Co. of Cleveland has been refused an extension of time on its contract to raise the steamer Linden, sunk in St. Clair river last June by collision with the steamer City of Rome. The company will forfeit $500 bond and will lose what has been expended on the job. Lieut. Col. Davis, United States engineer, will at once advertise for bids to remove the wreck from the channel.

Following the stranding of three vessels on the shore north of Milwaukee, Congressman W. H. Stafford recently called on Captain W. V. Judson, United States engineer, relative to the advisability of establishing a signal or light north of North Point. Eight vessels have been in trouble there this year. The engineer favors having a light on the government breakwater rather than at North Point.

During last month a total of 69,364,000 feet of lumber arrived at the Tonawandas by vessel. This is an increase of 10,000,000 feet over the corresponding month of last season. Nearly every month this season has shown an increase over the corresponding period of 1904. Since the opening of navigation 392,806,465 feet of lumber have arrived by vessel, showing an increase over the receipts of last season to Nov. 1, of 55,444,027 feet.

Advices from Port Elgin, Ontario, are to the effect that the body of the unknown man, probably a fireman, which came ashore there, is described as follows: "No papers were found on the body. There is a star in blue on the back of the wrist of the right arm. One leg has been broken at some time. Had on light cotton underwear of blue color, blue overalls and shirt of cotton. Age judged to be between forty-five and fifty."

The shipments of grain from Chicago and South Chicago for the month of October were the smallest since April, when the movement had hardly started, and the month's showing really did not include more than two week's business. The amount forwarded last month was only 6,286,000 bushels, compared with 8,228,000 the previous month; 8,205,000 in October, 1904; 19,543,000 the same month in 1903, and 7,075,000 in 1902.

The shipments of iron ore from the port of Ashland have reached a total of 3,000,000 tons, a record which has never been beaten in Ashland since 1902, when navigation opened nearly a month earlier than this year. Of the amount, nearly 100,000 tons has been shipped to Canadian ports. It is estimated that 4,000,000 tons will be shipped from Ashland next season as the Northwestern interests intend rebuilding No. 1 dock and may build another one.

Shipments of ore from the Minnesota mines in the month of October aggregated 2,817,486 tons against 2,534,292 tons in October last year. Duluth shipped 1,108,598 tons, Two Harbors 1,001,259 and Superior 707,629. Shipments for the season to date amount to 19,519,711 tons, against 11,253,232 tons in the same period last year. The experiment of using maple lined steel ore ears in cold weather is being tried on the Missabe road and it is working successfully, causing much less trouble from freezing.

The small schooner Idler, while being sailed from Chicago to Marinette, Wis., by its owner and sole occupant, Capt. William Peterson, aged seventy-four years, became stuck on a sandbar north of Waukegan, in the darkness and nearly went to pieces. When his small craft threatened to break up in the sea, Capt. Peterson threw off his clothing and swam ashore none the worse for his experience. The Kenosha life saving crew tried to put the boat off the beach, but found it too old to stand the strain.

Negotiations that have been pending for the sale of the steamer Arabia were completed at Detroit recently when the Great Lakes Engineering works, by President A. C. Pessano, disposed of the vessel to C. P. Upton, a wealthy Rochester (N. Y.) lumberman. The Arabia is a package freighter, formerly owned by the Western Transit Co. She was built at Buffalo in 1873 and measures 1,395 tons. She is 222 feet in length, 34 feet beam and 14 feet depth. For the remainder of this season the boat will be operated in the pulpwood trade. During the winter material alterations, which will include steel decks, will be made in the craft at the Great Lakes Engineering works.

TONAWANDA LETTER LIST.

Anderson, H. B.	Herring, S. A.
Andrasen, Nills S.	Hillman, Henry
Atcheson, Fred	Hanson, P.
Brown, Clarence J.	Jacobson, August
Bergorstrom, Oscar	Johnson, Joe
Baase, Paul	Johanssan, Carl
Brown, Fred C.	Karlsen, Karl A.
Bandon, Fred	Knudsen, H.
Brown, Joe	Kozlaske, Michael
Brinniers, Heer K.	Karlsson, G. P.
Carlsen, Carl	Leeland, W .M.
Coburn, J.	Lundgren, Victor
Cobb, James W.	Lafarge, John
Cunningham, John	Labo, Peter
Clare, Frank	Maese, Max
Conger, Joseph	Mathiasen, Oscar
Champine, Tony	Magnassan, C. J.
Cattanach, Ralph	McGrath, R.
Christensen, Chas.	McLawby, Ed.
Curire, John	McDonald, Murdock
Corran, F.	McLeod, Thos.
Charlson, Karl A.	McNamara, Michael
Danielsson, J.	Nicholson, Andrew
Donaldson, Chas. B.	Milsen, Nils.
Daugherty, James	Nilsen, Welenius
Drucks, Louis	Pedersen, A. H.
Engelson, J. M.	Palmatier, George
Fjeldsgaard, Adolf	Pederson, N. A.
Furtaw, Parker	Omonsen, Tollak
Farran, James	Rankin, Jac. W.
Glanz, Edw., Jr.	Sullivan, S. P.
Gillgren, Peter	Sarsen, Dick.
Green, J. S.	Shannon, H. P.
Gay, Harry B.	Stalls, William
Housen, Thergrim	Sheldon, H. S.
Hausen, Martin	Tovatt, Frank
Heeley, Edmond	Van Antyerp, Chas.
Hillman, J. R.	Waters, Frank
Hansan, A.	Young, James
Hansen, Karl Otto	

SOUTH CHICAGO LETTER LIST.

Linquist, Oscar	Haurunen, S.
Ebere, Wm.	Tinnerson, J.
Fielde, M. E.	Sorensen, S.
Alexson, O. S.	Christenson, L.
Smith, G. E.	Duffy, Frank
Callahan, Fred	Porter, H.
Moran, M.	Duffy, O. P.
Kessler, L. B.	Anderson, L.
Hicks, Chas.	Terheren, Ed.
Jensen, J. C.	McCaskey, J.
Jensen, Gust	Fllefson, Sam

DETROIT LETTER LIST.

Whitcomb, Harry M.	Wald, Frank
Hansen, Carl	Ayers, E. E.
Easu, Al.	Anderson, Harold
A dead letter addressed to Wm. G. Weber.	Nadu, N., Jr.
	Nicklson, Donald
	Roland, Frank M.
Larsen, Crean	Almand, Albert
McManus, Wm.	Doyle, Jos.
Gallagher, J. C.-2	Blakly, A.
Westover, Alex.	Johnson, Victor
Olsen, Waldmar-2	Farwell, Roy
Brown, W. H. J.	Lenard, L.
Johnnieson, Hilne	Pehnssen, John
Thomas, James-2	Squrr, W. J.

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On the Atlantic Coast.

(Continued from page 3.)

A correspondent who signs himself "An F. F. V." (First Families of Virginia) writes to the New York Herald as follows:

"All true sailors are taught when they first go to sea never to burn up anything which can be eaten by fishes or birds. Why, then, do the battleships of our navy anchored in Hampton Roads burn up all their slops and swill, containing meat, bread and vegetables, which would furnish food for the fishes in the bay, for which we are thankful enough, and the sea birds, which all sailor men cherish?"

The Herald does not answer the question. The reason why the naval vessels anchored in Hampton Roads do not dump their swill overboard is simply because such an act would be against the regulations of the port. These vessels are all anchored off the bathing beaches just inside of Old Point Comfort, one of the most patronized seaside pleasure resorts on the Atlantic Coast, as well as the residence of a large garrison of soldiers and marines, including the families of many of the officers. These facts are presumably known to "F. F. V.", and though his heart appears to be all right, the observation bump on his head is evidently woefully undeveloped.

The new five-masted schooner Helen J. Seitz was launched at Camden, Me., on October 31st. She has been specially built for the coastwise coal trade, has a carrying capacity of 4,500 tons, and cost $130,000. A number of other vessels of equal size, or larger, are at present under construction in the various ship yards in Maine. Curiously enough the maritime conditions in that erstwhile nursery State of merchant seamen have changed in the last thirty years to such an extent that these new vessels are mainly dependent for their complements of crews on the surplus male population of the Azores and the Cape de Verde Islands. The boy of today who reads Fenimore Cooper's sea novels will receive about as accurate an impression of the supposed characteristics and professional virtues of latter-day New England seamen, as he will of the true nature of the American Indian on a Government reservation by reading the same author's "Leather-stocking" series.

The struggle of the Russian people for a constitutional government has moved several "safe, sane and conservative" newspapers to remark that the great body of the Russian people are not fitted for self-government. It has evidently never occurred to any of these highly superior organs of respectable mediocrity that the only way in which a people can fit themselves for self-government is by practicing it.

At the regular monthly meeting of the New York Chamber of Commerce on the 2d inst., a resolution was passed asking Congress to enact a law to permit Chinese travelers and merchants to enter the United States on the same conditions as citizens of other foreign countries.

'Tis true, and 'tis a pity 'tis true, that the most successful newspapers are those that conform themselves strictly to the well-known psychological law that the public likes to be humbugged.

It's a wise editor who knows his public.

Fag Ends.

Work for the Initiative and Referendum and the Recall!

To dilate on trivial circumstances is the failing of a trivial mind.

He who argues, and digresses much, often of his subject looses touch.

'Tis hardly worth the while to rhyme when prose would save both space and time.

In vain man strives for the millenial goal while greed and selfish passions dim his soul.

The three desiderata in the "goods" line: Good wages, good business and good government.

There's many a man who fain would quit life's race had he but some excuse to "save his face."

It is one of the paradoxes of human society that the law, the creation of the people, is usually the chief means for subjugating and enslaving its own creator.

The world is a sceptic by prejudice ruled, a trader in humbug who likes to be fooled; a breeder of discord and prater of peace, extolling achievements but worshiping ease.

Full many a man is born to live unknown and waste his manhood struggling all alone, foredoomed to failure in that curious strife which ends with death what was begun with life.

When men become sufficiently enlightened to make sentiment and prejudice subservient to reason, they will then be ready to graduate from the kindergarten class of human existence into the next higher class.

The term "an honorable calling" as applied to the callings of soldiers and sailors, has all the mock heroic grandeur and pretty inanity of that other venerable platitude, "the dignity of labor."

There is no longer any pressing need for being born great, or for achieving greatness. In these days of cheap and artistic advertising any man with enough money, "tainted" or otherwise, to pay the bills can have enough greatness thrust upon him to make a Hall of Fame lustre look like a five cent shine by comparison.

The suggestion by General Ainsworth that the public aid the authorities to check desertions from the army by ostracizing the deserters shows a curious misapprehension of the public mind in its relations to this subject. So long as the conditions of army life in the ranks are what they are the public will be much more inclined to ostracize the young man who enlists in the army than the one who has ambition enough to desert from it.

The Anchor Line has placed an order with D. & W. Henderson & Co., of Glasgow, for a new steamer to be 1,000 tons larger than the Caledonia, their largest vessel at present. The new steamer is to be ready for service between New York and Glasgow in February, 1907.

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General News.

Rumors in Cuba tell of approaching revolution, of an annexation conspiracy, of the recall of Mr. Squires, all indicative of the great political turmoil in the island.

In a statement made public by the Canal Commission it is shown that there has been spent by the commission in the last thirty-six months more than $4,000,000, and that little has been accomplished.

A canvass of the Democratic Senators showed that eighteen favored the President's rate regulating policy, to which twenty-three Republicans are understood to be opposed, the count showing bright prospects for the proposed legislation being passed.

Bernard Shaw's comedy, "Mrs. Warren's Profession," was forbidden in New Haven by order of the Mayor after one performance. Many protests against it were made on the ground of gross indecency, and all of the newspapers condemned it.

The annual budget of the Department of Commerce has been completed, giving estimates for appropriations aggregating $11,263,938.15; which is $2,532,051.57 less than the estimates for the present fiscal year, and $222,380 less than the amount appropriated by Congress.

The French Ambassador, M. Jusserand, had an important conference with the President on the subject of Venezuela, and it is understood that the patience of France is exhausted and that she is about to use force against the South American republic.

Hall Caine discussed wealth as a menace to nations and individuals in a talk to the Rockefeller Bible Class in New York. He praised President Roosevelt, called Kaiser William a pagan and said that next to Mr. Roosevelt, King Edward was the most popular man in America.

The proposed meeting of the committee to consider the question of changing the date of the inauguration of the President from the 4th of March has been postponed from November 8 to November 28. Most of the members of the committee who have been heard from favor the last Thursday in April for inauguration day.

Major Count Adolf von Goetzen, Governor of German East Afrcia, reports, by way of Cape Town, that the insurgents have been beaten in five fights near Songea, and that 4000 Wangon tribemen were defeated October 21, near Nyambengo. The German troops had no casualties, but the insurgents suffered heavy losses.

The commission appointed by the President to formulate a measure providing for a uniform administration of the naturalization laws has reported to him its recommendations, together with the draft of a bill to be submitted to Congress. This bill, if passed, will correct, in the opinion of the commission, the abuses of the naturalization privileges.

Fleming D. Cheshire, who was some time ago appointed Consul General to Mukden, but was prevented from taking up his duties at that place, has received his exequatur from the Chinese Government and will go to Mukden. His official recognition by the Chinese Government is regarded as important, as it opens up Manchuria for the first time to American trade.

Having occasion to secure twenty-five additional officers for the Philippine constabulary, the places paying $1100 per annum to begin with, Captain McIntyre, acting chief of the insular bureau, invited 100 State military institutes and agricultural colleges to name candidates for the places from among their graduates. Less than twenty applications were received.

World's Workers.

The Sydney (Australia) Labor Council has decided to urge upon the State Government the necessity of filling the vacancy in the second Arbitration Court, caused by Judge Gibson's time of office expiring.

At the last meeting of the West Australian Coastal Trades and Labor Council it was decided that a petition be prepared, asking for the removal of Justice Parker from the presidency of the Arbitration Court.

The Perth (West Australia) Building Trades Vigilance Committee has succeeded in organizing the local electrical engineers, fitters, and wiremen into a good union, forty of these craftsmen joining as members at the initial meeting.

Sixty disputes (including one lockout) were reported to the Italian Labor Department as having begun in August, compared with 90 in the previous month. The number of workpeople taking part in 50 of these was 11,129 as compared with 18,592 who took part in 79 of the July disputes.

The Gympie (Queensland) Mineowners' Association has promised to give every consideration to the request of the local Ministers' Union for the granting of a half-holiday on Saturdays to mine employes, so that they can indulge in football, cricket, or other forms of recreation on that day instead of on Sundays, as at present.

Preference to unionists is granted in the last four awards given by the New Zealand Arbitration Court. In every case the usual provision for incompetent workmen to work at less than the minimum rates is also included. The awards apply to the carpenters and joiners and operative bakers in the Auckland district, and the Gisborne district carpenters and joiners, painters, and decorators.

In moving the second reading of the Shearers and Sugar Workers' Accommodation Bill in the Queensland Legislative Council recently, Minister Barlow said that in this world there was such a thing as hatred of expense, which led to sweating and misery. When things were reasonable and right, he added, the little extra which would bring about better conditions should be fastened on those who derived the benefit of the fruits of labor.

The High Court of Victoria, Australia, has knocked a hole in another State Labor law. A Melbourne firm was charged under the Factories Act with having let out the work of making aprons to a woman at such low rates that her employes could not earn the average rate of 4d. per hour fixed by the Wages Board. On appeal, the High Court ruled that the Melbourne firm was not responsible for the low rate of wages paid by the sub-contractor.

The changes in hours of British labor reported during September, 1905, affected 4,400 workpeople, of whom 1,100 had their working time increased by 198 hours per week, and 3,300 had their working time decreased by 857 hours per week. During the nine months, January to September, the total number of workpeople reported as affected by changes in hours of labor was 11,504, the net reduction in their working time being 16,150 hours per week.

The net effect of all the changes in British wages, reported in September, was an increase of £69 per week, as compared with a decrease of £966 per week in August, 1905, and a decrease of £245 per week in September, 1904. The number of workpeople affected was 24,328, of whom 13,893 received advances amounting to £593 per week, and 10,435 sustained decreases amounting to £524 per week. The total number affected in August was 247,473, and in September, 1904, 21,032.

San Francisco Letter List.

Letters are advertised for six months and kept at the Sailors' Union Office for twelve months, all told. If not called for at the expiration of one year letters will be returned to the Postoffice.

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Anderson, A. Z.	Klinker, J.
Anderson, P.	Kithilsen, Lauritz
Appelgren, John	Knudsen, H.-419
Andersson, Charles	Loven, Karl
Anderson-512	Martin, John F.
Anderson, A.-1060	McDonald, N.
Anderson, Ed.	Mikkelsen, Alf.
Anderson, Eskil	Murphy, P.-919
Andersen, L.-1245	Mietinnen, Adolf
Begovich, J.	Moe, John
Berthelsen, A.	Nielsen, N. F.-51
Bernhardsen, C.	Nordstrom, O. E.
Block, Herniann	Olsen, Servin
Birkelund, R.	Olsen, Adolf
Chlausen, J.	Olsen, Emiel M.
Dishler, Peter	Peterson, John
Dittmayer, Ch.	Pederson, Hans
Drew, Wm.	Paar Ernst
Dybsland, P. Th.	Pettersen-415
Elfstrom, J.	Reynolds, Roy
Ehlers, Henry	Salvesen, Sam
Eliasen, Elias	Schwenke, Carl
Ferraris, G.	Strand, M. L.
Frederiksen, V.	Sylvain, Cloa
Farstad, K. E.	Swanson, Oscar
Gustafson, Karl	Svenson, John
Hanson, Rob.	Swenson, James
Hansen, Henrik	Thies, Harry
Hansen, Th.	Tillman, A.
Hansen, Wni.	Weissin, Charles
Jacobson, John	Werner, Frederick
Jensen, P.	Zambuera, M.
Jugman, M.	

TACOMA, WASH.

Anderson, Alfred J.	Lindblom, Wolter
Brown, H. S.	Lubke, J. von
Christianson, Anton	Mathisen, Ole A.
	Martinsson, H. E.
Frop, M.	McLarren, James
Groms, Charles	Olson, A.-586
Garside, James	Olsen, B.-597
Glasoe, A.	Pedersen, Dick
Hermann, Alex.	Reese, W.
Hegan, Patric	fael.
Hansen, Carl	Rahamandes, Ra-
Johansen, K.-1396	Rosenvold, Isac
Jurgensen, W. P.	Ross, Ben
Jonsson, Axel	Smith, James
Kivstein, J.-262	Sorensen, Soren
Landquist, Walter W.	Strom, John
	Thomas, Hamon
Larsen, John	Thomsen, Thomas
Lie, Christian	Wittenberg, Max
Lie ,Jens L.	

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Andersen, Chas.	Larsen, Alfred
Arversen, Arturt	Lundholm, Abel
Bostrom, N. A.	Lindholm, Abel
Bowman, Wm.	Olsen, Arthur G.
Brown, J. C.-1027	Olsen, H.
Brown, J. C.-1027	Potujansky, R.
Gottberg, J.-622	Spreeslis, F.
Hornberg, G. P.	Walburg, oJhn
Hansen, Hans T.	

HONOLULU, H. T.

Anderson, Gilbert	Lange, Max
Bastior, W.	Larson, Werner
Baldvin, Melmer	Molden, Jakot
Hasel, Gustaf	Minze, Toney
Hubraber, W.	Olber, Morsehlns
Johnson, H.	O'Harrow, Frank E.
Jorgensen, Rasmuss	Pad, S. V.-478
	Ramsey, Morris
Jorgensen, Rasmus	Sundberg, John
Kearon, William	Wiebroc, Charley

Letters in the Office of the Marine Cooks and Stewards' Association, San Francisco.

Ahlquist, F. W.	McStay, Edward
Alverson, Edward	Miller, A. T.
Anderson, A. F.	Mills, A.
Aspengren, Theodor.	Nelson, Frank
	Olsen, Charles
Beardall, Robert	Palmer, John W.
Branford, Chas.	Pestell, Stanley
Campbell, Nell H.	Pons, Simon S.
Cederholm, Victor	Purday, Harry
Duke, Charles	Rios, Manuel
Gleason, Wm.	Roberts, Stanley
Godley, G.	Sannino, Gluseppe
Hansen, H. P.	Spidowsky, Theodor
Hansing, W.	Turner, W.
Henryks, Bert	Veldon, Thos.
Jensen, J. C.	Wickstrom, John
Jessamine, James	Wilson, Joe
Jorgenson, Chas.	Wilson, J. T.

Letters in the Office of the Fishermen's Union of the Pacific Coast and Alaska, San Francisco.

Fishermen's Lisi	Nelson, John
Bjorstrom, Carl	Knudtsen, Hans O.
Ekstrand, Frank	Sterens, Vint.
Gustafson, A. A.	Peter, Chas. W.
Jensen, Carl-268	Smith, Harry
Johnson, Henry	Vogt, Wilhelm
Jacobsson, C. E.	Wilson, Harry
Mick, Caccicco	

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William McLean, a native of Arbroath, Scotland, is inquired for by his brother. Address, COAST SEAMEN'S JOURNAL.

Christian and Engvold Hoff, natives of Bergen, Norway, who have sailed on the Pacific Coast for a number of years, are inquired for. Address, COAST SEAMEN'S JOURNAL.

Wilhelm Jurgensen, a native of Flensburg, Germany, member of the Sailors' Union of the Pacific, is inquired for by his father. Address, COAST SEAMEN'S JOURNAL.

News from Abroad.

King Victor Emmanuel, of Italy, laid the cornerstone of the new $15,000,000 harbor works at Genoa.

The Spanish cruiser Cardenal Cisneros sank near Muros, after striking a rock. Her crew was saved.

Emperor Francis Josef, it was said in Vienna, had decided to grant universal suffrage to Austria.

A new hotel, to cost $1,500,000, and two theatres are to be built in the heart of London by New York capitalists.

Great Britain has signified her willingness to consider plans for withdrawing troops from the Province of Chili, China.

The universities and high schools throughout Russia have been closed indefinitely by order of the Minister of Education.

Austrian Socialists demanded manhood suffrage and threatened to employ the general strike to duplicate the "glorious victory" in Russia.

Japanese domination in Korea is evident. The white costume has vanished at the Mikado's command. The Japanese garrison is arriving.

Tokio, November 10.—Over 100 fishermen are reported missing off the Prefecture of Kagoshima, where a severe storm recently took place.

Lieutenant General Yin Tchang, for some years Chinese Minister to Germany, is about to return to Pekin and take up the duties of Minister of War.

The Westman Island, south of Iceland, has a population of 500 souls. They live almost entirely on fish. Even the few animals are chiefly fed on fish.

Servia's Government is about building 750 miles of railroad lines; also sewerage works, water works, quays and storage houses in the city of Belgrade.

Datto Ali, the famous bandit chief of the Moros in Mindanao, his son and ten followers were killed by United States soldiers. Many wounded natives were captured.

Fridjof Nansen, the Arctic explorer, has been appointed Norwegian Minister to Great Britain. H. G. Hauge, at present Charge d'Affaires at Washington, has been appointed Minister at that capital.

Confirmation of the story of the murder of American missionaries by Chinese has been received by the Prysbyterian Board of Foreign Missions in New York. China has sent gunboats to the scene of the outrage.

The Vatican has received reports from Manila of Secretary Taft's recent conference with a number of bishops. He informed them that the property rights of the Church would have to be settled by the courts.

St. Petersburg revolutionary leaders are said to have proof of a plot to assassinate Count Witte, and that, in spite of the fact the Premier has failed to satisfy many of the demands of the reformers, the revolutionary organizations have decided to detail men to guard him.

The sailors of the Russian steamer Ismael, bound out from Odessa, November 8, with refugees mutinied at sea and threatened the passengers with death unless they gave them money and jewelry, and that those unable to do so were thrown overboard.

Three thousand sailors and troops mutinied in Cronstadt on November 9, and the revolt was only crushed after 7000 Cossacks had beaten the mutineers in a bloody street fight in which machine guns were turned on the rebels. Over 200 were killed and wounded.

Both Count Witte and the Czar have made another surrender. General Trepoff has been removed from the power of the position which he occupied, that of Governor-General of St. Petersburg and Assistant Minister of the Interior, and the Premier has agreed to immediate universal suffrage.

Labor News.

The strike of painters at Philadelphia, Pa., has been called off, all demands of the union being abandoned.

The Glass Blowers' Union some time ago adopted the income tax for dues, and each man pays 2 per cent. of his earnings until a defence fund of $200,000 is raised.

Bradstreet fixes the loss in wages during the Chicago teamsters' strike at $1,000,000, and the loss to employers in increased expenses and diverted trade at $12,000,000.

A new wage scale making an advance of $2.50 a week (about 9 1-2 per cent.) for skilled labor, has been agreed upon by the Wage Committee and Executive Board of the Amalgamated Window Glass Workers of America.

Several firms in the Northwestern Brewers' Association, a Pacific Coast concern, have conceded the terms of the Brewery Workmen's Union, thus indicating an early settlement of the conflict which has existed for some months.

There is a threatened tie-up in the building trades industries at Santa Rosa, Cal., growing out of the effort of the Carpenters' Union to enforce the "Closed-Shop" in the local lumber yards.

The latest attempt of the Tobacco Trust to deceive union men into buying child-labor products has been to put out a brand called "Union Leader," which many union men are now buying, believing that they are using union tobacco.

Members of unions affiliated with the American Federation of Labor pay yearly into their respective treasuries of about $200,000,000, of which immense sum $2,000,000 is expended on account of strikes and $22,000,000 for sick, death and out-of-work benefits, insurances, etc.

During September harvest laborers in western Canada received $2.50 per day and board. It was estimated that the demand for men of this class caused a general advance in wages affecting at least 50,000, to the extent of 25 cents per day.

Mitchell Day was observed throughout the anthracite region by the closing of collieries. Thirty thousand miners paraded at Scranton, and Shamokin had a big parade and meeting. John Mitchell made an address in the evening at a banquet in Scranton.

A new union, known as the International Association of Fur Workers, has been organized, and representatives of the American Federation of Labor are now in Montreal and Quebec getting the workers into the organization before the opening of the winter season.

Kewance, Illinois, claims to be the banner union city in America. Every store in the city is a union store, the policemen carry union cards, and so do the street cleaners. The mayor is a union man and the sexton of the cemetery also carries a union card.

Paper sacks are made by Russian Jews in New York, who live like rats in one or two rooms. They have to make 150,000 a week in order to earn $6. The sacks are made at home, and girls and boys, four and five years old, are pressed into the work.

Thirty fishing tugs and their crews, numbering about 200 men, went on strike at Dunkirk, N. Y., October 29, because four fish companies buying Lake Erie fish reduced their purchasing price from $60 to $50 a ton. Besides the fishermen the strike will effect about 300 persons employed at the docks.

Wages of laborers engaged on railway construction in western Canada showed an increase, large numbers of men being affected thereby. Eighty Italian laborers employed on the Guelph-Goderich branch of the Canadian Pacific Railway in Ontario had their wages decreased 25 cents per day.

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New York City's first municipal ferry service, between the city and Staten Island, was opened on October 26.

It is reported from Brussels that a powerful Belgian Shipping Company is in course of formation at Antwerp.

A direct line of steamers between Portugal and Guatemala is to be established.

Captain W. S. Cowles, brother-in-law of the President, has been ordered to relinquish command of the battleship Missouri.

The battleship Rhode Island, on her standardization trial, steamed a mile at the rate of 19.35 knots an hour, establishing a new record.

The directors of the Bremen Vulcan Ship and Engine-building Company propose to raise the capital from six million to seven and a-half million marks.

The Canadian Government has received an offer from a British firm of steamship owners to run a service of steamers between Canada and New Zealand.

The Bureau of Navigation reports that 94 sail and steam vessels of 20,249 gross tons were built in the United States and officially numbered during the month of October, 1905.

The Lighthouse Board's officers on the Magnolia when she collided with the Esparta, with President Roosevelt aboard, place all blame on the Esparta. The collision is to be investigated.

The Swedish steamer Johan, of 1724 tons, and the Russian bark Antares, of 340 tons, both foundered recently in the North Sea after a collision. Twenty-six men of the two crews were drowned.

At a recent meeting of the Russian Ministers, under the presidency of the Czar, it was decided to proceed with the creation of a merchant navy on an extensive scale.

The Russian Steamship Company "Nord" has resumed its voyages between the Baltic and the Black Sea. The boats will be despatched at intervals of one month.

The convention between Korea and Japan, admitting Japanese ships to the Korean coasting trade, is concluded for a period of fifteen years, and after that period new arrangements will be made.

The Eastern Steamship Company, of Portland (Maine), pays a dividend of 4 per cent. for the past working year, against 3 per cent. for the previous year. The Company works a number of medium-sized steamers.

The next general meeting of the Baltic and White Sea Conference is fixed for the 16th and 17th of November, but the corresponding members will first meet on the 14th to discuss the statutes, etc.

The Japanese Toyo Kisen Kaisha (Oriental Steamship Company) has ordered two 12,000-ton steamers to be built at the Mitsu Bishi yard, Nagasaki, for the Hong Kong-San Francisco service.

The Government of Paraguay has imposed special dues upon shipping for the purpose of defraying the expenses of harbor improvements. They are to remain in force until the loan taken up for these improvements is extinguished.

The Turkish Government has paid to the French Constantinople Quay Company the sum of £50,000 as an indemnity for the long delay in putting the Company in possession of the ground, which has now been legally transferred.

The British steamer Ethelwold arrived at Philadelphia, Pa., on October 26, bearing the body of a stowaway who had died of starvation. The man, whose identity the officers of the ship could not ascertain, stowed away on the Ethelwold at Port Antonio.

With the Wits.

He's just a week-old boy, and he
Is his grandfather's joy;
He's like his granddad, too, you see,
Who's just a weak old boy.

The thoughtless man who takes a drop
Too much of things to drink,
Would wisely think, some day, to stop
If he'd but stop to think.

Vain Talk.—Borroughs—"I was talking to your friend Kloseman for about half an hour this morning, and—"

Newitt—"The idea! That's funny. Couldn't you find out in less than half an hour that it's useless to try to borrow anything from him?"

A Plain Question.—Mr. Lobbey—"Senator, we feel that this bill should pass. We hope you will lend it your support."

Senator Crook—"Lend it? How much interest do you expect to pay on a loan of that sort?"

A Good Beginning.—May Gidday—"I'm going to write a love story."

Nell Giggles—"The idea! What's it going to be about?"

May Gidday—"Oh, I don't know yet, but I've selected a lovely name for the heroine."

Him or Anybody Else.—Nell—"Yes, Miss Passay is engaged to Mr. Hoamley. It was quite sudden. She told me she never expected to marry him, but—"

Belle—"She might have left off the word 'him' and still be telling the truth."

Hard to Divide.—Benders—"I wonder how it feels to have so much money you don't know what to do with it?"

Spenders—"I was that way once."

Benders—"Get out!"

Spenders—"Fact! I only had so much and my creditors demanded as much again."

What He Was Interested In.—"How's the crops out this way?" asked the tourist.

"Only tol'able, suh, only tol'able," replied Colonel Kaintuck.

"Why, I heard great things of the wheat and oats—"

"Oh, I'm talkin' of the rye, suh."



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Made-to-order suits and overcoats $10.00 to $45.00.

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This Certifies that the Cigars contained in this box have been made by a First-Class Workman, a MEMBER OF THE CIGAR MAKERS' INTERNATIONAL UNION of America, an organization devoted to the advancement of the MORAL MATERIAL and INTELLECTUAL WELFARE OF THE CRAFT. Therefore we recommend these Cigars to all smokers throughout the world
All infringements upon this Label will be punished according to law
P. W. Perkins, President, C M I U of America
LOCAL STAMP

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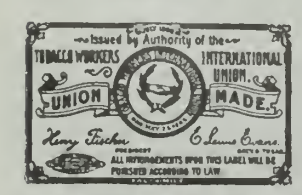
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COAST SEAMEN'S JOURNAL

FOR THE SEAFARING PEOPLE OF THE WORLD.

OFFICIAL PAPER OF THE INTERNATIONAL SEAMEN'S UNION OF AMERICA.

A Journal of Seamen, by Seamen, for Seamen. *Our Aim: The Brotherhood of the Sea.* *Our Motto: Justice by Organization.*

VOL. XIX. No. 9. SAN FRANCISCO, WEDNESDAY, NOVEMBER 22, 1905. WHOLE No. 945.

A. F. OF L. IN ANNUAL SESSION.

Synopsis of Officers' Reports.

A Reflex of the Labor Movement.

THE twenty-fifth annual convention of the American Federation of Labor met in the Old City Hall at Pittsburg, Pa., on November 13. During the first day's session President Gompers submitted his report, which reads, in part, as follows:

In this great historic city, where in 1881 was laid the groundwork of our great Federation, fellow delegates and friends, representatives of the organized workers of America, I bid you welcome. Turning back our mental gaze to these years of work, and pain, and travail, the hardships endured, the sacrifices made, and the burdens borne, the advantage secured, the proud position attained, despite the lukewarmness of friends and the antagonism of foes, must cause us the deepest gratification and the keenest pride.

It is not my purpose here to become reminiscent of historic events in the labor movement of that day. The fact of our meeting in great industrial Pittsburg impelled me to recall what I have, for we are now in the home of our friends and our fellow trade unionists. Their hearts now beat in unison, their hopes and aspirations are one, with the great movement of the workers of our entire continent, upon the broad platform and under that benign banner of the American Federation of Labor, our Federation whose watchword is "Onward and Upward," whose hope and work are for humanity, whose incentive is labor omnia vincit. As times goes on, more and more is expected from the deliberations and results of our work; heavier and greater become the responsibilities which rest upon us; more and more do the toiling masses look to you, yearning and praying that their hopes for relief, for right, and for justice may be fully realized. The labor movement represents in concrete form the discontent of the masses of labor with the unjust burdens they are compelled to bear; and though we must all be more concerned in those who participate with us in the duties and responsibilities of our movement, as well as the advantages accruing from our associated effort, yet we dare not and do not fail to appreciate our duty to our fellow-workers, even though they manifest indifference to their own welfare and the welfare of their fellows. To the American Federation of Labor is conceded the hegemony of the American labor movement. We must prove true to our trust, true to the confidence, the hope, and the goodwill reposed in us.

From October 1, 1904, to September 30, 1905, we issued from the American Federation of Labor the following charters:

International Unions	3
State Federations	1
Central Labor Unions	67
Local Trade and Federal Labor Unions	216
Total	287

Two of these international unions were organized by us during the past year from formerly affiliated chartered local unions. Several other international unions became amalgamated with their kindred trades. At the end of this fiscal year, September 30, 1905, there were affiliated to the American Federation of Labor:

International Unions	*118
State Federations	33
Central Labor Unions	599
Local Trade and Federal Labor Unions	1046
Total	1796

*The 118 international unions consist of, approximately, 27,000 local unions of their respective trades and callings.

My last report stated that "we shall no doubt be confronted with the keenest opposition in the near future." This prediction has been fully verified. Despite the more general understanding that the trade union organization of the working people is essentially necessary to them and is of general advantage to all our people in the great work for the betterment of their material, moral and social condition, yet we can not but deplore the fact that ignorant, vicious and bitter antagonism has been leveled against our humanizing movement by a number of so-called employers' associations and citizens' alliances. These men, for their own immediate and temporary greed of gain, associate themselves in organization for the purpose of depriving workmen of that right and benefit.

STATE AND CENTRAL BODIES.

In their respective localities our local central labor unions, assemblies and federations are accomplishing a vast amount of good in the interests of labor and the people generally. These local central bodies are, to their respective local jurisdictions, what our American Federation of Labor is to all America, a parliament of the wage-earners, where the needs of the hour and the work and hopes of the morrow are recounted and formulated; where the best methods are devised for making the burdens of the toilers lighter, their homes and lives better, and for the uplift of the commonwealth. And this is equally true of our State Federations. Recognizing this fact, our constitution makes it the duty of the officers of all international unions to instruct their delegates to become attached to chartered central labor bodies and state federations where such exist. While this is very generally enforced, yet there are numerous causes for complaint by both local and State bodies. In such instances, compliance with the policy and the law should be more than a mere perfunctory performance. International union officers should insist upon compliance, thus giving the opportunity to their respective local unions to receive from and contribute toward the mutual advantages that must necessarily accrue.

At the same time it may not be amiss to call attention that here and there a central body, by the pursuit of a course wholly repugnant and foreign to the interests, the policy, and the purposes of the trade union movement, may shape its course to its own decimation.

In connection with this subject, it is recommended that our local central labor bodies should adopt a constitutional provision specifically setting forth the time when adjournment of the meeting must take place, and also that no special meeting of the body shall be held within twenty-four hours from the time of any regular meeting. Such a provision would relieve them of the complaint sometimes indulged in, whether justifiedly or not, that meetings are sometimes prolonged far beyond a seemly hour, when a large number of members or delegates are forced by circumstances to leave the meeting room, and at which time, it is alleged, some of the most important legislation is transacted.

A provision of the character suggested in the laws of our central bodies would go far to remove such cause of complaint, if it exists, and in any event would prove generally and wholly helpful and advantageous.

DIRECTLY AFFILIATED LOCAL UNIONS.

The local trade unions and federal labor unions directly affiliated have been given every attention and assistance. As is known, they come directly under the administration of our office, and, so far as their trade disputes are concerned, they require the immediate attention of your president. It is true that we have not expended a large sum from our defense fund for strikes and lockouts, but this is no indication of the number of disputes and contentions which have arisen, and which were approved and endorsed, thus entitling the members to benefits from the defense fund, but which have been averted and adjusted without the necessity of strikes and yet the rights and interests of the men fully safeguarded.

It is a fact worthy of statement and repetition that the establishment of the defense fund and its availability to be concentrated at any given point to sustain our men in the defense and promotion of their rights and interests, has had a wholesome influence to secure them, without the necessity of resort to a strike.

LABOR IN CANADA AND PORTO RICO.

Mr. Gompers referred at length to the condition of the workers in Canada and Porto Rico. The labor movement in Canada is constantly growing and becoming of a more satisfactory character.

Some improvement has come to a number of workmen in Porto Rico, but in main the workers of that Island are in an impoverished condition. President Gompers recommends a continuance and, if possible, an increase of the organizing work already undertaken.

MOVEMENT EXTENDED.

On the continent of America our labor movement is expanding and extending to all its beneficent influences. We have not only our international trade unions, with their nearly twenty-seven thousand local trade unions, but we also have our state, dominion, insular and territorial federations, our 601 central labor unions, trades assemblies and local federations. Our limits are no longer from Maine to California, from the Lakes to the Gulf, but we include the whole of the United States, Canada, Hawaii, Cuba, Porto Rico, Mexico, the Philippines and British Columbia. It is superfluous here to refer to the vast advantages secured by our international unions for the members of their respective crafts and callings—they have been more than thrice told. They will bear telling again and again, and it is strongly urged that our international unions, as a further illustration of the greater possibilities for good in the future by trade union unity under the banner of international trade unionism, should gather the material and data so that they may put their achievements before the world and demonstrate to the indifferent and to the scoffers and the unthinking, as well as to the friends, the vast good already accomplished.

INDUSTRIAL STAGNATION AVERTED.

When we met in Boston two years ago the old-school political economists and thinkers foresaw a cloud threatening the industrial horizon. Basing their premise upon existing conditions and the pursuit of policies of the past, they foretold that an industrial reaction, stagnation or crisis was then impending. They assumed that employers would be "compelled" to reduce wages, and advised labor to accept the situation and thus, as they urged, "help to tide over the unhappy period."

They who reasoned thus reckoned without their hosts. They did not consider the advance position which labor would take, but ignored it as an equation in the determination of their wage-cutting policy. They could not see that it would act as a check to prevent the diminution of labor consuming power.

Recently one of the great magnates of high finance in our country predicted that in a few years from now

we shall witness a financial and industrial panic unparalleled in the history of the United States. This forecast was unquestionably predicated upon the power which finance formerly wielded in industrial affairs, and based upon the policy of the former omnipotent power of financiers, and greedy, short-sighted, antagonistic employers, and entirely ignored the working men, the wealth producers, in their organized capacity, as a new and potent factor.

If the hosts of organized labor persistently pursue the policy of resistance to wage cutting; if we shall continue to press onward our movement to become continually larger sharers in the product of our labor; if we but prove true to ourselves and to each other, we shall continually gain the confidence, the respect and co-operation of the fairer-minded and more intelligent employers, confound the old conceptions of political economy, establish a new philosophy of life, labor, industry and humanity, put to rout the seers of calamity and prove their predictions to be false prophesies.

LABOR, INDUSTRY, FINANCE.

Already it is discerned that finance has been largely dethroned from its all-controlling power over labor and industry. Up to a decade ago, if exposures had been made as have been made in the recent past, of peculation as well as speculation and of the corrupting influences of "high finance," a financial panic, involving an industrial crisis and stagnation, with all its attendent evils, would undoubtedly have been inevitable.

The time is happily passing when purely speculative finance can hold the dominating power to endow or undo industry. With more compact organization of labor, with more enlightened employers, finance is taking and will take its proper place and perform its proper functions, that of serving the purpose of real industry and trade, of being a real measure of value, a medium of exchange. Thus the relative position of importance is being transposed, and industry and commerce are coming to control and regulate finance.

It is labor and industry which create values, money included. In finance, as in all things, the created thing should never be greater than its creator. The Frankenstein, the power of finance which the people in the past created, has been given its proper limitations and power, and with intelligence it will no longer threaten death or destruction to those who gave it the breath of life.

TRADE-UNION INSURANCE.

Again I feel it encumbent upon me to impress upon the minds of trade unionists the necessity of making the unions of greater benefit and advantage to workmen, not only in the direct effort to maintain and advance their material condition in the matter of wages, hours and conditions of employment, but also by providing a system of benefits for the membership and protecting them in all their vicissitudes of life, and to provide these, the necessity of establishing the payment of higher dues in the unions.

There is no good reason why our unions should not, apart from their protective, trade and labor features, become the guarantee to our members for the payment of benefits by reason of illness, unemployment, loss of tools, superannuation, traveling, death, etc., etc. Surely, recent investigations have demonstrated beyond question how largely the wage-earners of our country are mulcted by excessive premiums paid to so-called insurance companies and societies. Our unions, by their very economy of administration, by their experience, as well as by their mutual interests, do, and can, give greater returns for dues paid than any other institution on earth. As against the objection of some who assert that these features are not the functions of unions, is the answer that the functions of the trade union movement in the interests of the working people are without limit.

As against the aspersions of opponents, we fearlessly assert, and can easily demonstrate, that, man for man, or association for association, the officers and the great rank and file in our movement, are as honorable, high-minded, faithful and honest as any of our critics or opponents, either in their individual or associated life.

As against any notion that the accumulation of large funds for the payment of benefits as well as for protective features would prove temptations to dishonesty, the unions which have already established these features manifestly disprove.

It may appear paradoxical, but it is nevertheless true, that there has been less dishonesty or maladministration in unions having accumulated large funds than in those in which large funds have been conspicuous by their absence.

Nor need we fear court decisions or suits at law muleting our organizations and endangering the security of our funds, despite the flagrant decisions rendered within the recent past. Substantial funds once accumulated for provident as well as protective features, will compel better and higher regard for their sanctity by both the public and the bench. And if perchance through perverse interpretation of existing law the funds of a union may be attacked, as was evidenced in the famous Taft-Vale decision of the British courts, it would undoubtedly result in our country as in Great Britain in so changing the laws as to curtail the power of the judges to wantonly attach the funds of organized labor.

The advocacy of the accumulation of funds, the establishment of benefit features, and the necessity of higher dues in order to insure the payment of such benefits, will, of course, lay us open again to the taunt of trade union opponents that we establish "dues-paying" institutions; but the failure of any of our unions to render every financial assistance requisite, and for which the members in their organization have neither paid nor contributed, is taken advantage of by these self-same opponents, exaggerated, flung in our faces as a taunt of trade-union ineffectiveness.

INTERNATIONAL BROTHERHOOD.

Nor can we be indifferent to the movement and the struggles of the peoples of all countries for justice and for right. Throughout the world the leavening process for the disenthrallment of man goes on. In countries where the natural rights of man are respected, we find the great trade union movement gradually yet surely making for the economic, political and social uplift. In all the world there is an awakening among men to assert and achieve the divine right to life, liberty and the pursuit of happiness. As coming events cast their shadows before, so is that movement the forerunner of the doom of tyranny and autocracy in all forms.

The centuries of tyranny and debasement endured in czar-ridden Russia are making way for a better time. It is indeed a commentary which all trade union opponents may take to themselves that when all else failed to accomplish any tangible result for the people's rights, the much-abused, little-understood strike —the strike of the Russian workmen—achieved in short order, not only large material improvements in their conditon, but political reform and regeneration.

Due to the bona fide labor movement of the world, we are living in the time when there is disappearing, and soon will be eliminated, the last vestige of that type—"the man with the hoe"—and taking his place is the intelligent worker, standing erect, looking his fellow-man in the face, demanding for himself, and according to all, the full rights of disenthralled manhood.

JURISDICTION DISPUTES.

The question of jurisdiction can not be said to have been largely or effectively improved. True, many questions of this character have been adjusted, either by conference or by a more conciliatory policy being pursued by representatives of organizations in interest, and others again by arbitration and decisions rendered. It has been clearly shown that where moderation and a conciliatory policy have obtained, it has not been difficult to eliminate the cause of contention and the organizations thereby to co-operate to their mutual advantage. In the main, however, contentions have not abated, nor have decisions been respected or complied with. In view of the fact that the Executive Council will report to you in detail on this subject, and as I have extensively dealt with this question in my reports to former conventions, it is unnecessary in this report to dwell upon it at length.

It may not be amiss to call attention to a feature in jurisdiction controversies which is so closely akin to other phases of human life that it is an ill wind that blows no good. None will dispute the fact that with you I deeply deplore the jurisdiction controversies, and particularly when they assume an acute and often bitter antagonistic attitude; but that they have developed a high order of intelligence in discussion among our unionists, keen perception in industrial jurisprudence, is a fact which all observers must admit. That these acquirements and attainments will be of vast advantage in the adminstration and judgment of industrial affairs, no thinker dare gainsay.

One further comment and suggestion must necessarly be stated, that hurtful in any way in which jurisdiction disputes may prove to the workmen of contending organizations, we should and must do everything within our power to prevent fair-minded employers, desirous of living in agreement with organized labor, from being made the subject and scapegoat of the hostility of either the one or the other of the contending organizations.

It is true that here and there employers have endeavored to play one organization against another, and by pretended friendship refuse to deal with either. By this piece of cupidity they become a detriment not only to organized labor, but to their competitors in trade. But, in any event, the fair-minded employer who desires to live in accord with organized labor should not be compelled to suffer the consequences of injury due to jurisdiction disputes between organizations, and so far as the other type of employer is concerned, the opportunity should not be afforded him to take advantage of such a dispute by which he can shirk and place the blame upon any of our unions. It is trade union law and policy that fair employers desirous of living upon terms of amity with organized labor should not be made to suffer from inter-trade union disputes.

EIGHT-HOUR WORKDAY.

There is no field of action upon which if we concentrate our greatest activity, there will result so great advantages to all, with the least possible injury to any, as the movement, to reduce the hours of daily labor, the establishment of a normal workday of eight hours.

From the inception of our Federation, we have voiced the demand for a shorter workday. In 1884 we called upon and urged all labor to endeavor to establish the eight-hour workday, if possible, by agreement with the employers. We have been helpful to many crafts in establishing the eight-hour day; the hours of toil for all have been reduced.

With the wonderful improvement in machinery and the application of steam and electric power, our workers are producing wealth surpassing even the imagination, much less the expectation, of a decade or two ago.

Living in a land fertile and bountiful as ours, with its ingenious and industrious people, there can not be any good reason assigned why in our day the toilers should be expected or required to give to labor more than eight hours in a day.

I recommend that the general introduction of the eight-hour workday be made the chief subject for general discussion in our unions, central bodies, national and international conventions; that employers be approached with a view of their agreement thereto, and should that fail, that preparation in the meantime and thereafter be made to enforce the eight-hour day by the demand of the workers. It is our bounden duty by every means within our power to be helpful to our fellow-workers in its enforcement.

THE UNION LABEL.

The issuance of a label by our unions is at once a declaration of our earnest desire to serve all our people best, and a guarantee that the article it adorns is the product of labor under the most sanitary and comparatively fairer conditions than otherwise obtained. It is an appeal to the sympathy and the co-operation of our fellows to be helpful in the work for material, moral and social improvement of all our people. In no more tangible way can a sympathetic public render effective service to their brothers and sisters of toil than by demanding the union label. There is no duty which our fellow-workers, and particularly our fellow unionists, should more cordially and consistently adhere to than the demand for the union label and the union card. Because of the good it does and can do, because of its effectiveness as a potent factor in our life's work as individuals and in our organized capacity, we should, in our national conventions, international unions, state, central and local bodies, propagate the work of creating a healthier and more general demand and insistence for the insignia of honest, sanitary and fair conditions of labor, the union label.

TRADE UNION SCHOOLS.

Education is regarded by all as the essential to progress and sucess, and this fact is equally applicable to the trade union movement. Much as has been said and done regarding the trade unions and the trade union movement, it is, nevertheless, true that here is not as wide or general a knowledge and understanding of the history, the struggles, the methods and the work of our movement as should be.

I would recommend that our central bodies establish in their respective localities trade union schools where at least the elementary principles of the trade union movement may be taught; where a correct understanding of trade union history, struggles and achievements may be demonstrated and impressed upon students; where the conditions of the workers of the past may be made known, and what marvelous changes and improvements have been gradually yet effectively wrought in the life of labor, and where may be instilled the knowledge that only by associated efforts, the honorable performance of duty, and by constant application and persistency can labor work out its salvation day by day in the natural development and evolution toward a better life; that progress is made, not by leaps and jumps, but by the natuaral, the national process of associated effort.

Coupled with such schools and as a part of their instruction, the young boys and girls of our fellow-workmen would have the opportunity of coming to an understanding of the ennobling work and aspirations to which their elders are devoting their energies. With the establishment of trade union schools, leaflets, cards, tracts, elementary in their character, and books for advanced classes, could be prepared and issued from the office of the American Federation of Labor and furnished at cost.

CHINESE EXCLUSION FROM ALL AMERICA.

Perhaps one of the most momentous questions which will confront the American people, and of which this convention must take cognizance and deal with earnestly, intelligently and emphatically, is the campaign inaugurated in several quarters for what is called a modification of the law excluding Chinese from entry into the United States or its possessions. Within the past year manifest efforts have been made in this direction, particularly inaugurated and stimulated by antagonistic employers and some of their associations.

Information of an authentic character and from various sources has been communicated to our offices showing that a carefully devised policy has been agreed upon and is being carried out. Labor antagonists realize the fact that American public opinion and sentiment are fuly expressed in the existing Chinese exclusion law. They also realize that if the application of the law was sought to be modified so far as it applies to our mainland, it would arouse the opposition of the American people, and the effort is therefore subtly screened by arrangement with the sugar planters of Hawaii, placing them in the position of agitating for a modification of the law so as to permit the immigration of Chinese to that island.

It is seldom that a bold front attack is made in any effort of human activity, and our opponents, through the pretense of the necessity for Chinese laborers to work upon the sugar plantations of Hawaii, entertain the belief that once the law is successfully attacked by so-called modification its entire structure may be eliminated.

An agitation involving the expenditure of vast sums of money has been set on foot by the sugar planters of Hawaii, to which our antagonists on the mainland have largely contributed, all for the purpose of impressing the people of the United States, and particularly the members of Congerss, with the supposed necessity for a change in the law so as to allow the immigration of Chinese to the Sandwich Islands. Not a fraction of money has been contributed or expended by the Government of Hawaii toward the immense amounts that have been and are involved in the appointment of commissions, delgations, in printing reports and other matter involved in the propagation of thought favorable to Chinese immigration. In their desperation, the sugar planters have endeavored even to suborn some representatives of labor.

There can be no question but that Japanese immigration into Hawaii has had a most baneful influence and result; but it is a queer notion that will seek relief from the evils resulting from Japanese immigration and work by turning to the Chinese, and it shows a perverted conception of real economy, justice and Americanism.

The information also reaches us that, in carrying out our opponents' policy, the sugar planters have sent

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On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions.)

"Times" on Exclusion.

The New York Times, one of the organs of the anti-union forces in the United States, thunders its editorial anathemas against everything that organized labor stands for with the regularity of a gramophone with a clockwork attachment. Of course, the programme is varied both in form and substance—particularly in form—so as to conceal the fact that there is a programme; but every once in so often the esteemed "Thunderer" is certain to let out a roar about our unjust treatment of Chinamen, and winding it all up with blaming the miserable trade-unions for the whole trouble. Some of its latest views on the Chinese Exclusion question, as it appears to Secretary Taft and others of his persuasion, are as follows:

Since only coolies are to be shut out, it stands to reason that merchants, tourists, and students should be admitted, and it equally stands to reason that we should accept as conclusive the certificates of our own officials in China as to the status of the men seeking admission. Those officials are in a much better position to know the facts than the immigration officials in this country possibly can be. Our Government cannot question the certificates thus given except on the ground that its own appointed agents in China have been neglectful or corrupt, and it is estopped from any such plea. The treatment of applicants for admission that in the past has been tolerated is, according to the evidence in the hands of our Government, disgraceful, and it cannot too soon be improved. Largely this lies within the power of the Executive, but not wholly, since the exclusion laws are unnecessarily harsh and even brutal. The President will do what he can, and it is to be hoped that Congress will modify the law. It will do so, unless it be governed too much by the sand-lot temper of the trade-unions.

The fling about "the sandlot temper of the trade-unions" is quite in keeping with the sand-lot manners of the New York Times, in whose editorial vocabulary labor leaders figure as "dead beats," and the members of Congress from the Pacific Coast who oppose any more "modifications" of the Chinese Exclusion act are listed as "demagogues," and their constituents as "hoodlums". As for its assumptions that we must accept as conclusive the certificates issued to Chinese travelers by our officials in that country, because we have appointed those officials and are therefore estopped from thinking them neglectful or corrupt, it can only be said that while there is a good theoretical warrant for it, it has but a meagre basis in fact. But, leaving the question of neglectfulness and corruptness out of the discussion, it must be evident that in a country with such peculiar institutions and customs as those which obtain in China, where Caucasian residents all dwell in "colonies", it is a physical impossibility for our consular officials to get at all the facts concerning intending travelers. It would be an impossible task even in any one of the most highly civilized countries in Europe. In China it is well known that our consuls must perforce rely upon the local native officials for such information as our laws require them to gather about Chinese citizens desiring to visit the United States. Even if we are estopped from pleading that our own officials in China are neglectful and corrupt, there is no such obligation incurred in the case of the Chinese officials. We are morally sure that our own public officials are probably not above suspicion in all cases, but in comparison with Chinese officials their official morality shines with the polished whiteness of a hound's tooth. All this talk about making the certificates of our officials in China "conclusive" is therefore absurd, for as a matter of fact our consuls know no more about the antecedents of the Chinamen to whom they issue certificates then they have been told by the native official who accompanied the applicant. And it is the knowledge of these facts which compels our home officials to be constantly on guard against Chinese immigrant frauds.

National Corruption.

Governor Hoch of Kansas, at a recent dinner to Senator Warner of Missouri, is reported in the press to have spoken as follows:

I want to say to you, not as an alarmist, but as a slight contributor to the American awakening, that unless we find some effectual remedy for the control of the great trusts and corporations in the interests of all the people, a tidal wave of Socialism will sweep over the country one of these days, that will do incalculable damage.

The New York World says of this:

Governor Hoch is not exaggerating the facts. They are so plain that no human being of ordinary intelligence should mistake their meaning. A great wave of discontent is sweeping over the country, which is manifesting itself in the form of Socialistic remedies for political and economic evils. The great corporations are largely responsible for the radicalism that is rampant everywhere.

Yes, and "the great corporations" know as well as any one that the social revolution is brewing apace thanks to their contempt for the laws and the people's rights. And, knowing this, they are preparing to meet the issue by having the standing army increased to 250,000 men, and by flooding the country with Mongolians. "The great corporations" know that no matter how many Caucasian immigrants may arrive here it will not materially affect the homogenity of the race, but if the people should some day insist on having a real government of the people, for the people, and by the people, there is probably no more effective way to defeat their will than by the bayonets of a large standing army and the race hatred of several millions of unassimilable Mongolians. What the personnel of our standing army will be like may be inferred from the fact that the will of the people in the recent election in New York City was defeated by 5000 thugs armed with bludgeons, blackjacks and brass-knuckles, employed by Tammany Hall and paid with money supplied by "the great corporations". Army life in the ranks has now become so disreputable in the estimation of the average citizen that no self-respecting man cares to enlist, but it is a foregone conclusion that when "the great corporations" need the army to cowe the people they will get all the thugs and cutthroats they want to enlist up to the full limit established by law. This is a subject that is of the greatest concern to workingmen, as well as the desperate attempts by "the great corporations" to make this a mongrel, checkerboard nation.

After the recent activity of Philadelphia in the political boss-smashing line, the joke smiths and funny papers will have to cast around for something else to symbolize in the mind all that is typical of the cant word "slow." And to think of it! Why, it used to be the fashion to say of a fellow whose dilatorness seemed to call for some special rebuke that "he was too slow to drive the hearse at a Quaker funeral."

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Another Age Limit.

The New York Board of Commissioners of Harbor Pilots recently promulgated a regulation providing that hereafter all pilots shall be arbitrarily retired when they reach the age of sixty-five years. The pilots are greatly aroused over this move, and propose to fight it through their national association. They claim that if this regulation is enforced, a dozen or more of their most experienced members will be thrown out of employment and left dependent upon the charity of the younger pilots, in spite of the fact that so far as physical examinations can determine, the pilots who will be retired are in full possession of their powers and faculties. A year ago an age limit of seventy years was set, but only two pilots were affected by that ruling, and so no protest was made by the others. If the limit is now reduced to sixty-five, twelve or thirteen pilots will have to be retired at once, with many more to follow within a few years. Retired members of the Pilots' Association are now receiving pensions amounting to $75 a month, but as only three members are on the pension list the burden is not felt to any considerable extent by the active members of the Association. With a dozen more added to the pension list, however, the earnings of the active members would be materially reduced, the more so as there are only ninety men engaged in pilotage in New York Harbor. Most of them are comparatively young men, but fully a quarter are more than fifty years old. For the last ten years they have been shareholders in a co-operative concern which owns two steamers and three sailing pilot boats, and their earnings average about $200 a month, less what has to be paid to the pension fund.

The Commissioners base their action on what has been done by railroads, ferries and other transportation companies in determining a certain age limit beyond which it is not deemed safe to intrust men with the care of lives and property. Owing to the objections raised by the pilots, however, the Board has decided to take no definite action in the matter until a conference has been held with a committee of the pilots which has been appointed for that purpose. The general impression is that the age limit will be lowered below seventy—probably to sixty-seven and a half. The incident is one of those unpleasant reminders of how little our civilization does to make comfortable the old age of those who have worn themselves out in following an honorable calling.

During the last two months there have been several individual strikes in various parts of Greater New York by the organized teamsters against the "Open Shop". In every instance the teamsters were victorious, although at one time a general strike was all but precipitated by the stupid obstinacy of an old-fashioned firm which insisted on the ridiculous "right" to run its own business to suit itself, regardless of the welfare of its employes. It is now said that in all the length and width of Greater New York there is not a single "Open Shop" within the teamster's purview.

(Continued on Page 10.)

Home News.

The United States Circuit Court of Appeals refused to grant a new trial to Mrs. Cassie L. Chadwick.

Owners of soft coal mines will hold a national federation, which, it is thought, will result in the formation of a national federation of mine operators.

It is announced that a copyright convention between Japan and the United States has been satisfactorily concluded, and is on the eve of being signed.

General G. H. Burton, Inspector-General of the United States Army, in his annual report recommends enlistment on three months' trial as a means to counteract desertion.

The Asphalt Trust has issued a statement defending its course in Venezuela in connection with the suit of the Venezuelan Government for $11,000,000 for aid alleged to have been given the Matos rebellion.

The question of immunity for witnesses in the Chicago beef cases is causing much perturbation among the Government lawyers. The precedent of the Santa Fe rebate cases, in which immunity was granted the witnesses, offers a serious problem.

Action is to be commenced soon by the Attorney-General of the United States against certain railroads and Milwaukee brewers to test the railroad rebate law, which, it is said, the railroads and shippers have been skilfully evading.

The Attorney-General of New York State has appointed special attorneys to prosecute election inspectors who are charged with illegal acts at the recent election, an investigation having revealed cases of gross ignorance on the part of officers.

Columbia University last year received $1,960,000 in money gifts. There were 4981 students enrolled. President Butler's report tells of Columbia's new study programme, under which a student may be graduated after three years' study, or may take more than four years to cover the same ground.

Diplomatic representatives of the South American republics to this country will decide on December 7 which country will be designated as the meeting place of the next Pan-American Congress, which is to assemble in 1907, according to the decision taken in the last congress in Mexico City in 1902.

Capitalists connected with one of the largest pulp paper companies in America have secured a location at Sunset Falls, Snohomish County, Wash., for a paper mill and will install a plant costing $1,000,000 and employing 400 men. Sunset Falls is an immense waterfall one mile from Index, capable of being developed to produce 20,000 horse-power.

At the second day's session of the Southern Conference on Quarantine and Immigration, the report of the Quarantino Committee recommending federal control of foreign and maritime quarantine was adopted. The report recommends the control of interstate quarantine by the individual States in co-operation with the Federal Government.

Sir Wilfrid Laurier has given consent to the sending of a batch of mail to the crews of imprisoned United States whalers in Beauport Sea, in the Far North. The whalers belong to San Francisco and were in the North with a dozen vessels when they were frozen in and will have to pass the winter among the ice.

Official statements show that the Post-office Department deficit for the last fiscal year amounts to the large sum of $15,037,000. This tallies practically with the Treasury deficit for the first quarter of the present year, and the sharply suggested deduction is that if the mail service should be placed on a paying basis the Government's finances would present a fairer face.

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Pacific Coast Marine.

The whaling bark Charles W. Morgau, formerly making San Francisco her home port, is said to have gone to the South Atlantic the present season, on the way to New Bedford, Mass., which will hereafter be her home port.

An unusual phenomenon was seen on November 18 in Nanaimo, B. C., harbor, when shoals representing tons of herring crowded ashore seeking shelter from a school of whales blowing like porpoises behind them. In a few minutes the entire harbor swarmed with herring, and tons were dying on the beach.

A London telegram reported that the big steamer Dakota, of the Hill line, was twice afire at Kobe. The first fire was extinguished, but later another fire broke out, and 5000 bales of matting were more or less damaged. This freight was being discharged as rapidly as possible.

The Army transport Thomas sailed from Manila for San Francisco on November 15 carrying the following troops and passengers: Seventh Infantry, 600 men; Company E, signal corps, thirty-four men; fifty-seven casuals, thirty-one sick patients, five insane and thirty-three prisouers.

Disaster has overtaken the German bark Paul Isenberg, bound from London for Honolulu. A telegram received reports that the vessel had put into Stanley, Falkland Islands, on October 30, with the loss of sails, with the decks leaking, her upper works damaged and stern stove, presumably by rough weather, in the South Atlantic.

With a light catch of only 1000 pounds of bone and 250 barrels of oil, the whaling bark Andrew Hicks, Captain Scullen, arrived at San Francisco on November 15 from the Okhotsk Sea. She was in desperate straits during the past few weeks on account of bad weather, but, after the fashion of the old whaling barks, came through safe and sound.

What wind and wave failed to accomplish in the destruction of the steamer St. Paul, which stranded on Point Gorda rocks early in October, was encompassed on November 10 by fire, and what remains is but a charred and blackened hulk. When the steamer Pasadena passed the St. Paul she was a seething mass of flames. It is said that the fire has entirely destroyed the St. Paul.

Claims aggregating $45,000 for salvage in the case of the French collier Ernest Reyer, which was pulled off the reef near Diamond Head, Honolulu, on October 27, have been filed with Hind, Rolph & Co., charterers of the wrecked vessel. The amounts demanded for the work of their boats by the three companies are as follows: The Fearless, $20,000; Inter-Island Co., $20,000, and Captain Miller of the steamer Lebau, $5000.

An aftermath of the wreck of the Pacific Coast steamship Gipsy, which was lost near Pacific Grove recently, cropped up at Salinas, Cal., when the Delaval Dairy Company of San Francisco filed an action against M. B. Steadman of Monterey in the Superior Court for $1368 for goods shipped on the Gipsy and lost. The question arises who must stand the loss—the consignor, consignee or steamship company?

Collector of Customs Newberry at Victoria, B. C., has canceled the Mexican register of the notorious sealer Acapulco, formerly the Carmencita, at the request of the Mexican Consul at San Francisco. It was shown that the register was secured by fraud at San Francisco, upon the representation that the vessel was owned by Jose Sanchez, a Mexican, living at Victoria, and built for him by Robert Millins of Victoria. Investigation has shown there are no such individuals.

The steamer Ceutenuial is reported as having arrived at Vladivostok. She sailed from San Francisco several months ago by way of Unalaska, and was for weeks believed to have been lost or captured, and after a long period of anxiety was reported to have been taken by the Japanese. Only a few weeks ago, after the close of the war, the Centennial was released, and she proceeded to her destination, presumably with her cargo of salt and merchandise intact.

The United States refrigerator ship Supply, Lieutenant-Commander J. J. Knapp commanding, left Mare Island on her 14,000-mile trip to the Atlantic seaboard on November 16. The ship has such a large coal capacity that she will make only two stops, one at Callao and the other Montevideo. The Supply, which will be the tender to Admiral Evans' battleship squadron in the winter maneuvers, will take East a number of old cannon which are trophies of our war with Spain, considerable modern ordnance and 18,000 pounds of fresh meat.

The Navy Department has authorized some $300 for extra repairs to the cruiser Marblehead to repair the damage which she received when the Celtic crashed into her recently. Repairs on the monitor Wyoming at the yard will be started immediately. The Navy Department has already authorized a sum reaching in the neighborhood of $110,000 to be spent on her. The turret which has caused so much trouble on board that ship will be repaired. It will take $60,000 to do that job alone. Much needed repairs will also be done on the ship at the yard, $50,000 being appropriated for that purpose.

While the Nome season for 1906 will not open before six months, transportation men are already making their plans for another year. L. H. Gray of Seattle, Wash., has announced that he expected to operate two large steam-schooners in the Behring Sea trade next year. The vessels will be selected from the fleet now running between Puget Sound and California ports. The vessels will carry lumber and merchandise. The Northwestern Steamship Company has purchased the steamship Pennsylvania for the Nome trade, and other companies are figuring on procuring new vessels.

Captain A. Thompson, formerly of the steamship F. A. Kilburn, which was stranded at Coos Bay September 6, has protested to Supervising Inspector Bermingham against the sentence imposed upon him by Local Inspectors Bolles and Bulger, who suspended his master's license for six months. The basis of Thompson's protest is the fact that Captain Zaddart, whose ship, the Santa Barbara, went ashore at Gualala recently, had his license suspended for only three months. He points out also that the loss incurred through the stranding of the F. A. Kilburn was not nearly so great as that incurred when the Santa Barbara went ashore.

A contract has been awarded for the building of another ferry-boat for the Key Route line, making the second within the past month. Both boats are to be duplicates of the San Francisco, the fastest on the bay, and both are to be built by James Dickie. The engines are to be built and installed by the Union Iron Works and the boats are to be hurried to completion. When these boats are ready for service the Key Route will be able to give a 15-minute service. It is rumored that the Yerba Buena and San Jose will, upon completion of the new and faster boats, be placed upon the route connecting San Francisco with the Santa Rosa and Petaluma electric railroad.

Following is the reiusurance list as posted at San Francisco on November 20: German bark Suzanna, 163 days from Port Talbot for Caleta Buena, 70 per cent. French bark McMahon, 185 days from Swansea for San Francisco, 15 per cent. French bark St. Donatieu, 178 days from Bordeaux for Adelaide, 90 per cent. British ship M. E. Watson, 167 days from Cardiff for Antofagasta, 70 per cent. British bark River Indus, 140 days from Port Talbot for Iquique, 30 per cent. British ship Eskasona, 183 days from Antwerp for Oregon, 8 per cent. British ship Travancore, 77 days from Hongkoug for Puget Sound, 10 per cent. Italian bark Giusseppi d'Abundo, 163 days from Newcastle, Australia, for Valparaiso, 15 per cent.

It is reported that the tugboat Champiou has left Newcastle, Australia, for Suva, in the Fiji group, to tow the French bark Beaumanoir to Sydney, a distance of 1720 miles—one of the longest on record. The Beaumanoir was taken into Suva on October 9 by the steamer Moura, which came upon her 250 miles off that port. The bark had previously encountered a hurricane on September 16, 400 miles north of New Zealand, and went on her beam ends, losing almost all her upper works and being compelled to resort to a jury rig. But this was not sufficient to keep her on her course, and she was drifting to the eastward when the Moura fortunately came into view and took her in tow.

The British steamer Dumbarton, under charter to the Barneson-Hibbard Company of San Francisco, is ashore in the gulf of Tartary, on the Asiatic Coast, twenty-six miles north of Castries Bay. A telegram received reported that the vessel was leaking, with her forehold full of water. Assistance was needed, but there was no indication in the dispatches that help was available. The authorities ashore, it was stated, will give every assistance possible, but they cannot arrange as to salvage. The same telegram states that the Amur river is closed to navigation. The steamer Dumbarton left San Francisco on September 25 for Nicolaefsk, on the Siberian Coast, not far from the northern end of Saghalien Island, carrying a valuable cargo.

DIED.

D. Kerkhoff, No. 681, native of Holland, aged 46 years, died at Honolulu, H. T.. October 27, 1905.

DEAFNESS CANNOT BE CURED

by local applications, as they canuot reach the diseased portion of the ear. There is only way to cure deafness, and that is by constitutional remedies. Deafness is caused by an inflamed coudition of the mucous lining of the Eustachian Tube. When this tube is inflamed you have a rumbling sound or imperfect hearing, and when it is entirely closed, Deafness is the result, and unless the inflammation can be taken out and this tube restored to its normal condition, hearing will be destroyed forever; nine cases out of ten are caused by Catarrh, which is nothing but an inflamed condition of the mucous surfaces.

We will give One Hundred Dollars for auy case of Deafness (caused by catarrh) that cannot be cured by Hall's Catarrh Cure. Send for circulars, free.

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F. R. Wall, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. Merchants' Exchange building, California street, near Montgomery; rooms 208-209. Phone Bush 508.

A. F. of L. in Annual Session.

(Continued from Page 2.)

an agent to visit various countries for the ostensible purpose of securing immigrants to work on the Hawaiian plantations. The word "ostensible" is used advisedly, for the instructions are given that few, if any, laborers are to be so secured, so that the claim may be made that no workmen can be obtained from either the United States or Europe, thereby making it appear that the only recourse is to the Chinese. A part of the plan of action is to maintain at the capitol in Washington a lobby coming from Hawaii for that purpose.

That there is no dearth of workmen in Hawaii is plainly evident from the figures contained in the census reports and from enumerations of the population made. The difficulty which presents itself is the fact that the sugar planters, when deprived by law from securing Chinese laborers, turned their attention to the Japanese and imported them by shiploads. These are now found to be undesirable and destructive to the interests of labor, business as well as the social well-being of Hawaii, its natives and residents. No serious, honest effort has thus far been made to Caucasianize, to Americanize, Hawaii.

If Hawaii is to remain American, and there are few who now doubt that this is to be for at least some long period of time, then it must become American indeed, sharing in whatever progress and civilization are enjoyed by our people on the mainland, as well as bearing whatever burdens may thereby be entailed in the process of the attainment of a higher, our common, goal.

To-day the great preponderance of Hawaiian inhabitants is Japanese and Chinese, a small number of Europeans, with a small minority of Americans. With its position in the Pacific Ocean, it is the outpost to our American continent. In its ecouomic and political aspects it must be made the barrier to Mongolian deterioration of the people of the island itself as well as the barrier to protect America's workers. America's people, and America's civilization.

Another feature of the plan of campaign of our opponents is to make it appear that the Chinese are discriminating against the American products by a so-called boycott. That this scheme was disingenuously devised between the agents of labor's opponents here and a former representative of the Chinese Governmnt to this country and who is now in his own, for the effect it might have in influencing the judgment of our people and Congress, is now generally recognized by the well iuformed.

The recent announcement in China that "the boycott will be suspended until after the Americau Congress shall have had an opportunity to make the required changes in and modification to the Chinese exclusion law," clearly proves that the so-called boycott was declared by a few and existed in their miuds alone and had no foundation in fact or enforcement, and was intended to be used as a threateniug bugaboo for the weak-minded who may be led to believe that our trade with China would be injured or destroyed unless the United tSates does the joint bidding of our antagonistic employers, the Chinese Six Companies of the United States, and Wu Ting Fang, the Celestial artful dodger.

We all want the fullest aud freest opportunity of trade with China, but it ought not and must not be either secured or maintained at the cost of the protection and safety of American life and American standard of civilization.

Immigration officers, having learned from experience the various devices resorted to by Chinese unlawfully coming to the United States, have been compelled to suspect many Chinese laborers who pretended to be merchants, students and those traveling for pleasure or information. And their suspicions have generally been verified. It is because of the well-known deception practiced and detected, that it is not difficult to appreciate the fact that a faithful American official, zealous in the performance of his duty, may have erred in suspecting and apprehending some one here and there of the accepted classes. That instanees of this character have been exceptional, is admitted by all; that a flagrant case of this character occurred, is unquestionably true. That it is the duty of our Government to prevent its repetition, is fully admitted. It was because of a caso of this character having occurred that the President issued his order last June through the Secretary of State by which immigration officers are required to accept the vised certificates by their prima facie declaration that the Chinese coming to the United States may be admitted.

At this late day it is scarcely necessary or profitable to present the reasons for Chinese exclusion. Surely, they are not appropriate here; but we can not stand idly by and without protest permit the machinations of some who, lost to all conscious responsibility to their fellows and for an apparent immediate greed of gain, scheme to inaugnrate a vicious policy which would inevitably lead to the deterioration of our race, undermine our civilization and destroy our very lives.

We make no pretense that the exclusion of Chinese can be defended upon a high ideal, ethical ground, but we insist hat it is our essential duty to maintain and preserve our physical condition and standard of life and civilization, and thus to assure us the opportunity for the development of our intellectual and moral character. Self-preservation has always been regarded as the first law of nature. It is a principle and a necessity from which we ought not and must not depart.

Surely, America's workmen have enough to contend with, have sufficient obstacles confronting them in their struggle to maintain themselves in their humanizing movement for a higher and a better life, with-

(Continued on Page 9.)

COAST SEAMEN'S JOURNAL

Published Weekly by
THE SAILORS' UNION OF THE PACIFIC
Established in 1887

W. MACARTHUR....Editor | P. SCHARRENBERG, Manager

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, - - - - NOVEMBER 22, 1905.

OFFICERS MADE TO ORDER.

That old, old question why don't American boys go to sea is about to be supplemented with another query. Some of our great editors have become indignant about the alleged carelessness and ignorance displayed by navigators who are running ships ashore. Hence the wise men have propounded the question: "Where shall American ships find officers?" To the average person it will appear that this new question will solve itself when the original problem is disposed of. But the shrewd men who keep tab on maritime affairs from the top stories of the tall buildings occupied by our great newspapers have an entirely different notion of the subject. One of these thinkers makes the startling assertion that "maritime traffic has gone a good ways beyond the time when the cabin boy could work his way up to be captain." This will no doubt remind many of the JOURNAL's readers about the officer of whom it is said that he crawled into the cabin through the window; in other words the officer who did not serve his time before the mast. No sailor needs opera glasses to tell whether his superiors entered the cabin through the door or the window, i. e., whether they hold their position by virtue of ability and experience or because of "pull" and influence with shipowners. However, the authority which has arrived at the conclusion that the "cabin boy can no longer work his way up to be captain" has given us his idea of making officers and captains. It is in the main an endorsement of the plan outlined in the communication from Captain Taylor, published in a recent issue of the JOURNAL. Captain Taylor proposes the establishment of a schoolship for American boys desiring to become seamen, with the ultimate object of becoming mates and masters. Under existing conditions our correspondent's proposal is worthy of consideration. The better way would be to train boys desirous of becoming seamen on the merchant vessels of the country as in the days gone by when American ships were the most numerous and the stars and stripes waved in every seaport of the globe. But to-day comparatively few of the few American ships afloat carry boys. American ships do not carry a single man or boy in addition to those absolutely needed to manage the vessel. Every man is required to do a man's work and whenever a patriotic owner or master decides to carry an American boy it is usually done to save a man's wages by substituting the boy for a man. As a result each of the crew must perform a share of the man's work who was displaced by the boy while the owner pockets the difference in wages. To this kind of patriotism seamen have always objected and will continue to object regardless of any false cry raised by certain interested parties. The establishment of schoolships, while good enough as a measure to train boys to become efficient seamen and eventually officers and masters, will not solve the old problem—it will not make the American boy seek the sea to earn a livelihood. It is not generally known that San Francisco has already had a trial of a schoolship for merchant seamen. Records show that the Jamestown was abolished in 1879, after a three years trial at a cost of $95,000. The committee which investigated the standing of the Jamestown and recommended its abolishment as a schoolship gave as the chief reason for its decision that "the good accomplished was not commensurate with the cost of its maintenance"; also that the people evidently "lacked inclination to have their boys trained as seamen." The findings of the committee, particularly the part dealing with the disinclination of parents to have their boys trained as seamen, explains the situation in a nutshell. Under present conditions schoolships will make it easier for boys to learn the rudiments of seamenship, etc., but they will not change the "lack of inclination."

The rehabilitation of the personnel of our merchant marine—and incidently of the navy—will commence when the seamen's calling is made sufficiently attractive. When the wages of American seamen are sufficient to support a home and family. When the Chinese are excluded from American ships as well as from shore. When Congress enacts laws providing for a manning scale and a standard of efficiency. When American seamen receive better food, better treatment and better accommodations, at least equally as good as enjoyed by the workers ashore, then American men and boys will be only too anxious to go back to a life on the ocean wave and American boys will again be trained on American ships. When that happy day arrives there will be no need for special ships to train seamen and officers for more than enough of either will be trained in the good old-fashioned way.

Talk about luck! The Oceanic liner Alameda, which was thought to be a total loss when she stranded in the Golden Gate, and which, when floated, was thought to have suffered damages to the extent of $60,000, will be fixed up as good as new for $30,000. Incidents of this kind are well calculated to justify the sailors' superstition that a ship which is well built in the beginning will stand a lot of hard usage in the end.

Help your sisters in the garment-working trades in their struggle against Chinese and sweatshop products by demanding the label of the Garment Workers' Union when purchasing shirts, overalls, ready-made suits, etc.

THE SITUATION AT NOME.

The large transportation companies who rule with an iron hand at Nome, Alaska, have again made every effort, during the season just closed, to reduce wages and disrupt organized labor of Nome and vicinity. While the Union Busters of the far North did not accomplish the desired result, they did succeed in convicting several members of the Federal Labor Union by trumped-up charges of rioting. It is reported, however, that their cases will be appealed to the highest court in the country and it is confidently expected that an exposure of the somewhat remarkable judicial methods in vogue at Nome will result in a change for the better. The great majority of members of the Federal Labor Union of Nome are employed by the lighterage companies, and as none but experienced men with more than ordinary powers of physical endurance are capable of performing the work of discharging vessels at Nome, the men have been able to maintain Union conditions. Many members of the Federal Labor Union are staunch old members of the Sailors' Union of the Pacific, and as such they have in the past fought the battles of the organized seamen of the Pacific Coast. In their struggle against the greedy corporations at Nome, the lightermen have always had the moral support of the Sailors' Union and will, if required in the future, receive every possible assistance not only from the crews of vessels running to Nome, but by all organized labor of the Pacific Coast States.

The time has passed when union men could be intimidated by sending one or more of their number to jail by convictions secured through the hired testimony of perjurers. Organized labor at Nome has come to stay and the annual assaults upon it by the little Czars of the Alaska transportation companies will only help to strengthen the bond of sympathy and the fraternal relations existing between the toilers of Alaska and all America.

It is reported that the multi-millionaires who have grown wealthy through the protection given to such infant industries as the Beef-Trust and the Steel-Trust, are lining up for one more desperate attempt to have Congress enact a ship subsidy bill. The subsidy steal would have been enacted years ago had not the big and the little millionaires quarreled about the division of the spoils. If these gentlemen have at last reached an agreement, it is very likely that Congress will open the vaults of the treasury and invite our so-called "shipping interests" to help themselves.

"Free Trade Plus Chinese Labor," is the way one Manila paper heads an editorial in which it tells the Taft party what's wanted.—Honolulu (H. T.) Evening Bulletin.

The Taft party has doubtless received a great deal of information in the Philippines on the lines suggested by the foregoing. But the information that will count for most in the end will emanate from the United States, and that will be information of a tenor decidedly different from the pro-Chinese views expressed by the exploiters in "our island possessions."

Hereafter all cabin passengers are to be examined at quarantine as rigidly as their less fortunate brethren who are compelled to travel steerage. Evidently the authorities have just discovered that disease germs are not averse to traveling first-class.

While Norway is preparing to place a King upon his throne, it is very evident that a growing democratic sentiment exists in that country. The motion made in the Storthing recently to submit a referendum to the people to decide whether the government of Norway shall be monarchical or democratic, was rejected by a vote of 89 to 30. The fact that thirty members of the Storthing were in favor of submitting the question to a vote is certainly significant, nevertheless, Norway will continue probably for years to come to adhere to its traditional form of government, considering the large popular vote cast in favor of accepting Prince Charles of Denmark as King of Norway.

The Launch Boatmen's Union of San Francisco, an organization composed of men who operate launches on the bay of San Francisco, has returned its charter to the headquarters of the longname (I. L., M. & T. A.) Union. The members of the Launch Boatmen's Union were not aware of the fact that their per capita tax was being paid in support of an organization which is masquerading under false colors. No doubt there are others who will follow suit when they become aware of the true state of affairs.

A call has been issued for the sixth annual convention of the California State Federation of Labor, to be held at Oakland, on January 1, 1906. The convention promises to be an event in the history of organized labor of California. Questions of importance to the movement in the State will be dealt with. All affiliated unions should be represented.

The coming convention of the International Seamen's Union of America, at Cleveland, O., will be the largest gathering of seamen's representatives in the history of the organization. Cleveland is preparing to give a royal reception to the fresh and salt-water mariners who will arrive in that city on December 4.

The extract from the report of President Gompers, published in this issue, is worthy of a careful perusal. Owing to the great length of the entire report only the salient features are reprinted; particular attention is called to that part of the report dealing with the question of jurisdiction disputes.

More Harmony Needed.

While questions of wages and hours of labor appear to be easy of settlement there are still to be approached grave and delicate problems growing out of an ever increasing demand for the adoption of the manning scale, for the benefit of the seamen and the safety of the traveling public and the vessel. The shipowner looks for the passage of an act for the advancement of the Mercantile Marine either by a direct subsidy, or by discriminating duties. The Naval authorities look to both the seaman and the merchant to furnish the "food for powder" to be sacrificed at the altar of Moloch.

These questions require the most careful, cool, wise and conscientious consideration. The seamen and shipowners must work "hand in hand," the "lamb" must feel safe to "lay down with the lion," we must cherish the "goose that the lays the golden egg," the "crimp" and the "bucko" must be relegated to the "fiddler's green," all issues likely to create discord must be eliminated, and the ways and means discussed in a business-like manner.

The weakness of the United States is in the constantly diminishing number of its seamen. A German writer recently remarked that "the growth of the U. S. Navy will soon be checked by the inability to man its vessels." Great improvements are required in the maritime laws of the United States, both for ship and man, and there would be a better prospect of success if we could show a bold and united front in presenting our demands. The seaman asks for nothing impossible or impracticable; he is far more conservative in his demands than any other organized body of men in the world; he willingly compromises, rather than enter into a state of war; he desires to see things so equalized that the merchant can run his vessels in competition with those who man their vessels at starvation wages; recognizing, in fact, that any improvement in the condition of the seaman ultimately works for the benefit of the ship, and consequently for the benefit of the whole country.

A shipowner, as a rule, runs his vessel purely for his own profit, without any regard whatever for the comfort of the men employed, yet the shipping interests look to the United States Government for protection—the Government looks for the American seamen to man its warships—are we not justified by the rule of proportion in our demands upon the shipowner for a fair share of the profits derived from our labor?

Combinations have been made in the past, increasing rates on freight and passenger traffic, and propositions have been made to reduce wages and increase hours of labor without extra remuneration. Therefore we are organized and combined as a matter of self-protection, or we will say self-preservation, to maintain a rate of wages that will enable us to live as "white men," to marry, to make a home, to raise children, clothe and feed them decently, and send them to school until old enough and strong enough to support themselves.

The answer to some of our demands has been the employment of an alien and inassimilible race to the exclusion of white men; the discrimination of shipmasters against union men. This unhappy state of affairs tend to destroy the best elements in the seaman's character; envy and hatred are taking the place of the liberal and generous spirit that once animated the breast of the seaman, and we have nothing but condemnation for the system that is responsible for this result. The time is coming when the shipowner must look upon his officers and seamen as partners to a certain extent, and care for their interests, as well as his own. The day of the "hell ship" is passed, never, we hope, to return. We know masters who would be very willing to make their vessel a little hell, themselves acting in the capacity of Belzebub, but their horns have been cut and their hoofs trimmed.

The ill feeling engendered by the fights of former years has passed, or is passing away; there is a mellowing of feeling among us which will continue to grow if fostered in the least degree and vessels can then be run on the laws of the kingdom of heaven, which is "Do unto others as you would they should do unto you," and that will put us all in the path of Peace.

THE DOCTOR.

San Francisco.

Demand the union label on all products.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

HEADQUARTERS, SAN FRANCISCO, Nov. 20, 1905.
Regular weekly meeting was called to order at 7:30 p. m., H. G. Lundberg presiding. Secretary reported shipping medium. Donated twenty-five dollars to the San Francisco Labor Council; same to be used for the Union Label Calendar, which the Council will shortly present to the public of San Francisco and vicinity.
E. ELLISON, Secretary pro tem.
S. W. cor. East and Mission sts. Tel. Main 5397.

TACOMA AGENCY, Nov. 15, 1905.
No meeting; no quorum. Shipping good; men scarce.
JOHN W. CARLSON, Agent pro tem.
3004 McCarver st. Tel. Main 808.

SEATTLE AGENCY, Nov. 15, 1905.
Shipping slack.
OSCAR PEARSON, Agent pro tem.
1312 Western ave. P. O. Box 65. Tel. James 3031.

PORT TOWNSEND AGENCY, Nov. 15, 1905.
No meeting; no quorum. Shipping good. Prospects uncertain.
WM. THORBECK, Agent.
114 Quincy st. P. O. Box 48. Tel. 443.

ABERDEEN AGENCY, Nov. 15, 1905.
Shipping medium; prospects fair.
WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

PORTLAND (OR.) AGENCY, Nov. 15, 1905.
Shipping good.
D. W. PAUL, Agent.
40 Union ave. Tel. East 4912.

EUREKA AGENCY, Nov. 15, 1905.
No meeting; no quorum. Situation unchanged.
C. SORENSEN, Agent.
222 C street. P. O. Box 327. Tel. Main 566.

SAN PEDRO AGENCY, Nov. 15, 1905.
Shipping medium.
HARRY OHLSEN, Agent.
P. O. Box 2380. Tel. Main 774.

HONOLULU (H. T.) AGENCY, Nov. 6, 1905.
Shipping dull; prospects poor.
C. COLDIN, Agent.
Cor. Queen and Nuunan sts. P. O. Box 96.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

HEADQUARTERS, SAN FRANCISCO, Nov. 16, 1905.
The regular weekly meeting was called to order at 7:30 p. m., Eugene Burke in the chair. Secretary reported shipping quiet. H. Frazer and Dan Fulton were elected delegates to the I. S. U. of A. convention. N. Gulbronson, shipwrecked in the schooner J. M. Coleman, was allowed the full benefit.
EUGENE STEIDLE, Secretary.
54 Mission st.

SEATTLE (WASH.) AGENCY, Nov. 9, 1905.
Shipping dull.
W. SORENSEN, Agent.

SAN PEDRO (CAL.) AGENCY, Nov. 9, 1905.
Shipping fair. The action taken by the San Pedro Agency to withdraw from the S. P. Labor Council was not indorsed.
G. LLOYD, Agent.

LAKE SEAMEN'S UNION.

HEADQUARTERS, CHICAGO, ILL., Nov. 13, 1905.
Shipping slow.
WM. PENJE, Secretary.
123 North Desplaines st.

MARINE COOKS AND STEWARDS OF THE GREAT LAKES.

HEADQUARTERS, BUFFALO, N. Y., Nov. 17, 1905.
Situation unchanged.
H. R. WALKER, Secretary.
55 Main st.

ATLANTIC COAST MARINE FIREMEN'S UNION.

HEADQUARTERS, BROOKLYN, N. Y., Nov. 10, 1905.
Shipping good.
DANIEL SULLIVAN, Secretary.
15 Union st.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC.

HEADQUARTERS, NEW YORK, N. Y., Nov. 8, 1905.
Shipping fair.
H. P. GRIFFIN, Secretary.
166 Christopher st.

On the Great Lakes.

(Contributed by the Lake Seamen's Unions.)

Tug Men as Life Savers.

Men who follow the water for a living, on the Great Lakes especially, owe a big debt of gratitude to the heroes on the tugs. Scarcely a storm ever blows on the Lakes that the master and crew of one or more of the many tugs do not prove themselves heroes ready to risk death in a horrible form to save the lives of endangered seamen, and this without hope of reward. I do not know of a single instance where such men received a reward, and in passing, I want to know where are men more worthy of the Carnegie medal than Capt. Ed. Wylie, Capt. Cotter, Capt. Haggerty, Capt. Lawson, and both the McRea brothers, and I am only sorry that I have not a full list of the names of their crews, heroes to the last one of them. Capt. Wylie took the crew off the schooner Parker, off Ashtabula Harbor, under somewhat the same circumstances that Capt. Haggerty saved the crew of the Yukon. He also went out in a life-boat with a volunteer crew of tug-men and took the crew off the schooner Nevada in the same place, and on another occasion he saved the life of a man named Huff, by jumping overboard and pulling him out.

On July 4, 1894, Capt. Wylie saved two men from drowning. The third man was drowned, but Capt. Wylie recovered his body. On another occasion a woman named Mrs. Love Presley attempted suicide by drowning in Ashtabula Creek. Capt. Wylie jumped in and saved her. On May 16, 1905, at Erie, Capt. Wylie saved four men named Fratas, Foster, Coonyer and Lynch from drowning, their boat having capsized. In connection with this last rescue, one of the rescued wrote Capt. Wylie as follows: "I thought the first Christmas tree I ever saw was the most beautiful thing in the world, but it did not compare with the beauty I could see in the tug America coming to save me from drowning." In 1904 Capt. Wylie saved the crew of the Pretoria off Ashtabula, and this does not near complete his list of rescues.

Capt. Jas. T. Wylie, a brother of Ed. Wylie, saved eight lives in the season of 1892. He was washed overboard and drowned, November 24, 1894.

Capt. Haggerty, of the tug Thomas Nelson, in the recent storm, with the aid of a crew of brave men, saved every life on the barge Yukon, off Ashtabula Harbor.

Capt. McRae, of the Kunkle Bros., and his crew saved the lives of five of the crew of the Sarah E. Sheldon, with his little tug pounding on the bottom every time she pitched. The tug was so badly injured that she had to go into drydock.

Capt. Wm. Cotter, with the crew of the Frank W., made the run from Cleveland to Lorain to take off part of the Sheldon's crew, and this run was made in the worst of one of the fiercest gales that ever blew on Lake Erie.

Capt. Lawson, of the tug Conneaut, and his gallant crew rescued a man from drowning at Buffalo; and the point I wish to make, in conclusion, is that not a single man of any of the crews hesitated a second to risk his life to the possible chance of saving a human being in distress. If those men had their due, each and every man on those tugs should wear the Carnegie hero medal; but I can assure them of one thing—the eternal gratitude of all seamen, in all capacities. W. H. J.

Record in Shipbuilding.

The American Shipbuilding Co. has made a great record in turning out new ships, and big vessels that were ordered for 1906 delivery have been completed months ahead of time. The steamer John Stanton which according to the contract was to come out at the opening of navigation next spring has been out several weeks and is now on the way down with her third cargo of ore from the head of Lake Superior.

The steamer Joseph Butler, Jr., which was also ordered for 1906 delivery and which was launched at the Lorain yard of the American Shipbuilding Co. Saturday, will come out this season and will probably be able to deliver two cargoes. President Wallace of the shipbuilding company says she will be completed and ready for business November 25. The Stanton and the Butler were ordered by Capt. Charles L. Hutchinson of this city. Regarding the construction of the steamer Stanton the Marine Review says: The keel was laid on July 13 and the steamer began her maiden trip on October 10, the time elapsed being three days less than three months. Subtracting Sundays, Labor Day, six half holidays and two days of bad weather during which no work was done, the ship was constructed complete, machinery installed and steam up in seventy working days. No overtime whatever was allowed. A slight delay was caused by a strike among the heater boys in the riveting department. The work was done at the Lorain yard of the company and was under the general supervision of Supt. Frank La Marche. The chronology of such a performance becomes extremely interesting. As stated, the keel was laid on July 13; the stem was set on August 1; all arches were in place August 8; the stern post August 9; the fan tail in place on August 10 and the hull was launched on September 16. The vessel was inspected and approved by the government on October 5 and the steamer left the shipyard under her own steam on October 10. Twenty working days were consumed in the installation of machinery and fitting out.

Three men are under arrest at Bayfield, Wis., charged with robbing the corpse of Capt. E. S. McDonald of the wrecked steamer Sevona. It is known that Capt. McDonald had about $1,500 on his person, but when the body was found on the beach it was stripped bare of valuables. Several persons were afterward caught passing wet and mutilated paper money. It is now suspected that the woman who claimed Seaman Jack McLacklin's body was not related to him, as the man's mother has written for information. McLacklin had $150 in his pockets when his body was found.

Henry H. and Arthur H. Hawgood have filed articles of incorporation for the Commonwealth Steamship Company, fixing the capital stock at $200,000. The recently ordered 10,000-ton steamer represents the assets of the company.

Cutter for Lake Superior.

A movement for the enlargement of the revenue-cutter service is under way, and Congress will hear of it at the coming session. It is hoped to secure a new revenue-cutter for duty on Lake Superior. It is said that Secretary of the Treasury Shaw and Captain Ross, chief executive officer, have held a conference on the matter. Captain Ross says that at least one more cutter should be authorized by Congress for the Lakes.

"The Tuscarora, stationed at Milwaukee," he said, "should be restricted to duty on Lake Michigan. That vessel, as a rule, is kept busy around Milwaukee and Chicago, but under present conditions she must hold herself in reserve for duty on Lake Superior. We need a cutter on the upper Lake and if Congress gives us another, it will be assigned to Superior."

The Pittsburg Steamship Co. is anxious to recover the body of Capt. George Foster of whaleback barge No. 117, and requests vessel masters to keep a lookout for it off Thunder Bay Island. The drowned man is described as being five feet eight inches in height, weight about 185 pounds, with dark eyes and heavy beard when not shaved. Capt. Foster has distinguishable marks on his chest, probably caused by explosion of powder; also a few spots of powder in his left cheek and a lump on the back of his left hand.

General Manager Smith, of the Richelieu and Ontario Navigation Company, announces that the company will at once build a steamer for the rapid section of the St. Lawrence and also a sister steamer to the Montreal for the Montreal-Quebec route. The company also contemplates the building of a new steamer for the Montreal-Hamilton route.

Deputy United States Marshal O'Donnell of Detroit sold the hulk of the schooner Vega and her cargo for $125 at Ludington to satisfy the claims of the four members of the crew, who began libel proceedings to recover wages.

The Davidson barge Chieftan came into Conneaut recently with only two life-preserves forward. These were two that had been picked up off the old Progress. It is reported that the Mantanzas and Pretoria had none.

The body of Charles Leflanne, steward of the lost steamer Kaliyuga, who with his bride of two months was lost with the ship, was washed ashore at South Hampton, Ont. Mrs. Leflanne's remains have not yet been found.

According to the latest reports, the Suez Canal is now twice as deep and wide as it was twenty years ago. The work of deepening the canal will continue until a depth of 30 feet throughout is attained. From Suez to El Ferdan, 38 miles, the bottom width is 126 feet instead of 118 feet, its former width. The bends of the canal have also been corrected, so that the width of the water surface of the northern half is 295 to 350 feet, and of the southern half 230 to 300 feet.

A. F. of L. in Annual Session.

(Continued from Page 5.)

out being required to meet the enervating, killing, underselling and underliving competition of that nerveless, wantless people, the Chinese.

INJUNCTIONS, THEIR USE AND ABUSE.

Despite a number of hearings that were had upon our anti-injunction bill, H. R. 89, introduced in the House by Congressman Grosvener, the Judiciary Committee failed to make a report thereon. In view of the continued use or abuse of the issuance of the writ of injunction in labor disputes, there can be no question but that it is our bounden duty to impress upon Congress the necessity of enacting a bill which shall relieve our fellow-workers from the injustice which so many are compelled to endure. * * *

Viewed from any point, the issuance of injunctions, as we have witnessed them in our country, can not be defended in either law or morals. There is no desire on the part of labor for extra consideration or leniency at the hands of the courts. We neither request nor desire immunity for any wrongful or unlawful act when committed by a workman. We have the right, however, to demand to be regarded and treated with absolute equality before the law. We must and shall be content with nothing less.

Our worst and most bitter antagonists can not dissent from our protest against so vicious a distinction made in injunction cases in the courts by which, upon a one-sided allegation, punishment is meted out to a workman, which is never even made applicable when actions of a simlar character are done by another.

This question of the court's abuse of the injunction process is in a most unsatisfactory condition, and will not be settled until settled right. It is the duty and the mission of the organized workers of America to enlighten the public mind, and to press home upon our law-making power the necessity for fairness, for justice and for the right.

LEGAL RIGHTS OF LABOR.

Often requests are made to us for financial assistance to retain attorneys in defense of the rights of our fellow-unionists, and still more often are appeals made for us to take charge of the legal defense to prosecute in the civil courts the rights of our fellow-workers. The cases in point are mainly where trade unionists, in the exercise of their lawful rights, have been engaged in disputes with employers, and have been enjoined by injunction processes.

In a few instances, to the extent of our financial ability, we have made contributions. In most cases, however, it has been impossible to comply. The funds contributed by our affiliated unions are so meager and infinitesimal that we find ready use for them in the work of organizing, agitating for the creation of a healthier public sentiment among all our fellow citizens in favor of the labor moveemnt, and rendering by all means at our command the best possible assistance to our fellow-workers, and this, too, upon the economic, legislative, administrative and social field, wherever opportunity presents itself can be created.

However, the principle involved, that is, legal defense and prosecution, civil and criminal, in order to maintain and press home the legal rights of labor before the courts, is a most important one, one which the American Federation of Labor should unquestionably take in hand and systematically carry out.

No good reason can be given why we should not establish a legal department of the American Federation of Labor at its headquarters and under the general direction of its president, subject to such advice and consent as may be necessary to receive from the Executive Council.

A competent, sympathetic attorney with such assistance as may be necessary, could not only outline a general policy to be pursued in a given set of cases to be followed by out fellow unionists in their various localities, but also if sufficient funds are raised, it would permit us to retain attorneys in the locality, acting under the general policy and advice of the general department attorney, and also, if necessary, such attorney could proceed to the point where the case in question is to be heard and determined, either to lead or assist therein. * * *

This subject is commended to your earnest consideration. If you should deem the project a practical one, I would recommend that it be enacted at this convention, enforceable and established, say, six months after the close of the current year, and thus afford our affiliated organizations the fullest opportunity of conforming thereto.

THE LABOR PRESS.

The labor press gives constant evidence of its improving service to the cause of labor's interests, and a clearer perception of the attitude and position it occupies to the trade union movement. There is perceptible improvement and efficiency as time goes on. There are published now 185 official journals issued monthly or oftener by American international unions, and 170 weekly labor papers, all devoted to the defense and advocacy of labor's interests, nearly all of which are stoutly espousing the trade union movement and the American Federation of Labor. Though better support is now given to the labor press than heretofore, it is still of an unsatisfactory character. The service which the labor press renders our fellow-workers is incalculable in dollars and cents. In saying the right word at the right time to place labor's side before the world upon any given controversy or point at issue, many advantages are gained as well as the best possible showing made for the cause and the movement which, despite their nobility and grandeur yet, have too few friends and advocates. We can not too strongly urge our fellow-workers and friends to give the labor press loyal and tangible support.

AMERICAN FEDERATIONIST.

With the December issue of the American Federationist, the twelfth annual volume of its issuance will have been completed. As its editor, it has always been my endeavor to make its appearance and contents a source of gratification to our entire membership. In no year of its previous existence, I firmly believe, have we had more cause for gratification, because of these, than in the now closing year.

The contributed articles, the correspondence, the organizers' and officers' reports, are continually developing into a higher order and a better character. When it is borne in mind that nearly all the contributed articles, whether of symposiums, correspondence, or otherwise, are given without compensation or honorarium, the beneficial influence the American Federationist wields, and the confidence and respect entertained for it, must at once be realized. * * *

SECRETARY'S REPORT.

Secretary Frank Morrisson submitted a financial report, which is, in part, as follows:

I have the honor to submit report to you of the receipts and expenditures of the past twelve months, beginning October 1, 1904, and ending September 30, 1905.

It is with pardonable pride that I report at the close of this fiscal year, $114,265.46 in the treasury, the high-water mark in the history of the Federation. The total reecipts from all sources are $207,417.62 divided as follows: Per capita tax, $113,978.32; supplies, $10,054.33; American Federationist, $25,726.57; assessment, $40,285.02; defense fund, $16,966.63, and premium on bonds, $406.75. The expenses are $196,-170.10, as follows: From general fund, $130,077.32; American Federationist, $24,929.86; assessment, $37,-680.09; defense fund, $3,197.18; premiums on bonds, $285.65; leaving a balance of receipts over expenses of $11,247.52. The receipts for the American Federationist exceeded expenses to the amount of $790.71. Receipts from defense fund are $16,966.63; expenses, $3,197.18; surplus for defense fund, $13,769.45.

TREASURER'S REPORT.

Treasurer John D. Lennon's report showed the finances of the Fedcration to be as follows:

Total income	$308,435.56
Total expenses	196,170.10
Balance in hands of Treasurer	$112,465.46
Balance in hands of Secretary	2,000.00
Total funds, October 1, 1905	$114,265.46

CHICAGO LETTER LIST.

Andreasen, Niels S.
Anderson, Gunnar
Anderson, Gustaf
Anderson, Edward
Anderson, E. W.
Anderson, G. A.
Anderson, John E.
Anderson, Even
Alixson, Christ
Albrechtsen, A.
Albertson, Geo.
Adamopolus, Geo.
Brenneiser, Otto
Brown, Geo.
Bell, W. A.
Berg, Andrew
Becker, Edwin
Brown, Harry
Berntsen, T. A.
Bowen, John
Bentley, Paul
Boose, Paul Carl
Brown, Geo. W.
Beer, Arthur
Barton, W.
Brein, Einar
Blauvelt, Clark
Beaver, John
Bell, D. D.
Butler, Joe
Brabazon, Myron
Christensen, H. L.
Carlson, John
Clancy, John R.
Cooney, Thos.
Carlsson, Frans
Cruso, Henry
Coulson, H. G.
Christopherson, C.
Dalseg, George
Drucker, Fred
Danielson, Thos.
Dalton, John N.
Edikson, Alex.
Erikson, Gustaf
Eriksen, John
Erlksen, Johan
Ellegard, Mike
Eklund, C.
Edward, John
Erstad, Olaf
Fredrikson, M.
Fitzgerald, Ed.
Gri..n, S.
Goodin, Phil.
Gregory, Chas.
Gartner, Oliver
Gautier, J.
Gulstad, Ole
Galloway, Beren.
Goodhue, Frank
Holt, G. J.
Hendricksen, Oscar
Hendricksen, Herm.
Hansen, Alfred
Hansen, Karl Otto
Hanlon, John
Hurley, Geo.
Herbert, Wm.
Ireland, Ed.
Johannesen, Johanes
Johanson, Albert
Johnsson, E. L.
Johnsson, Ernest
Johansen, J.
Jansson, Karl
Johansen, Andor
Johansen, Johan
Jacobsen, A. B.
Johnson, Frank, M.
Karlsson, Gustaf
Karlsson, Hjalmar
Karlsson, Nestor
Knudsen, O. A.
Knudsen, J. C.
Kristensen, Olaf
Kennedy, James
Love, Charles
Lucas, A. W.
Lundberg, G. A.
Logen, Emil
Liley, Andrew
Lundberg, L. J.
Lindberg, C. W.
Mitchell, Chas.
Munsen, Wm.
Marftiniusen
Melikoff, Gus
McIntyre, Alex
Miller, Otto
Mathisen, O. H. S.
Mortensen, K.
Melms, Paul
McQueen, Hugh
McDonald, Norman
Novak, Emerich
Nickett, Chas.
Nelson, C. W.
Nelson, Rasmus
Olson, Chas. H.
Olsen, H. P.
Olsen Julius
Orth, Henry
O'Connor, Wm.
O'Halloran, Thos.
Paulson, Christian
Parker, John
Paulson, Magnus
Peterson, L. H.
Peterson, Leonard
Rittmeyer, K. L.
Rajala, Frans
Radford, W.
Shanon, M.
Samsensen, Knut
Sorensen, Arthur
Schoyen, Olaf
Servantes, Jos. H.
Sigler, Edw.
Swanson, Carl
Straub, Albert
Sorenson, I. M.
Treyman, Wm.
Thompson, Chris.
Tackman, O.
Urquhart, John
Whitcomb, H. M.
Winberg, Oscar
Westphal, Walter
Westinc, John

INFORMATION WANTED.

John Diskin, L. S. U., No. 10,763, a native of New York, last seen in Chicago, will receive news of importance by communicating with Thos. Diskin, 642 Tenth Avenue, New York City.

During the month of September only one American was naturalized in Great Britain.

Demand the union label on all products.

We Don't Patronize.

FOOD AND KINDRED PRODUCTS.

Bread—McKinney Bread Company, St. Louis, Mo.; National Biscuit Company, Chicago, Ill.
Cigars—Carl Upman of New York City; Kerbs, Wertheim & Schiffer, of New York City; The Henry George and Tom Moore.
Flour—Washburn, Crosby Milling Co., Minneapolis, Minn.; Kelley Milling Co., Kansas City, Mo.
Groceries—James Butler, New York City.
Meats—Kingan Packing Company, of Indianapolis, Ind
Pipes—Wm. Demuth & Co., New York.
Tobacco—American and Continental Tobacco Companies.

CLOTHING.

Buttons—Davenport Pearl Button Company, Davenport, Iowa; Krementz & Co., Newark, N. J.
Clothing—N. Snellenberg & Co., Philadelphia, Pa.; Clothiers' Exchange, Rochester, N. Y.; Strawbridge & Clothier, Philadelphia, Pa.; Blauner Bros., New York.
Corsets—Chicago Corset Company.
Gloves—J. H. Cownie Glove Co., Des Moines, Iowa; California Glove Co., Napa, Cal.
Hats—J. B. Stetson Company, Philadelphia, Pa.; E. M. Knox Company, Brooklyn, N. Y.
Shirts and Collars—United Shirt and Collar Company, Troy, N. Y.; Van Zandt, Jacobs & Co., Troy, N. Y.; Cluett, Peabody & Co., Troy, N. Y.; James R. Kaiser, New York City.
Shoes—Harney Bros., Lynn, Mass.; J. E. Tilt Shoe Co., Chicago, Ill.
Suspenders—Russell Mfg. Co., Middletown, Conn.
Textiles—Merrimac Manufacturing Company (printed goods), Lowell, Mass.
Underwear—Oneita Knitting Mills, Utica, N. Y.
Woolens—Hartford Carpet Co., Thompsonville, Conn.; J. Capps & Son, Jacksonville, Ill.

PRINTING AND PUBLICATIONS.

Bookbinders—Geo. M. Hill Co., Chicago, Ill.; Boorum & Pease Co., Brooklyn, N. Y.
Newspapers—Philadelphia Democrat, Philadelphia, Pa.; Hudson, Kimberly & Co., printers, of Kansas City, Mo.; W. B. Conkey Co., publishers, Hammond, Ind.; Gazette, Terre Haute, Ind.; Times, Los Angeles, Cal.

POTTERY, GLASS, STONE, AND CEMENT.

Pottery and Brick—J. B. Owens Pottery Co. of Zanesville, Ohio; Northwestern Terra Cotta Co., of Chicago, Ill.; C. W. Stine Pottery Co., White Cottage, Ohio; Harbison-Walker Refractory Co., Pittsburg, Pa.; Utica Hydraulic Cement and Utica Cement Mfg. Co., Utica, Ill.

MACHINERY AND BUILDING.

Carriage and Wagon Builders—S. R. Bailey & Co., Amesbury, Mass.; Hassett & Hodge, Amesbury, Mass.; Carr, Prescott & Co., Amesbury, Mass.
General Hardware—Landers, Frary & Clark, Ætna Company, New Britain, Conn.; Iver Johnson Arms Company, Fitchburg, Mass.; Kelsey Furnace Company, Syracuse, N. Y.; Brown & Sharpe Tool Company, Providence, R. I.; John Russell Cutlery Company, Turner's Falls, Mass.; Atlas Tack Company, Fairhaven, Mass.; Henry Disston & Co., Philadelphia, Pa.; American Hardware Co. (Russell & Erwin Co. and P. & F. Corbin Co.), New Britain, Conn.; Merritt & Company, Philadelphia, Pa.
Iron and Steel—Illinois Iron and Bolt Company, of Carpentersville, Ill.; Carborundum Company, Niagara Falls, N. Y.; Casey & Hedges, Chattanooga, Tenn.; Gurney Foundry Company, Toronto, Ont.; Sattley Manufacturing Company, Springfield, Ohio; Page Needle Company, Franklin, N. H.; American Circular Loom Company, New Orange, N. J.; Payne Engine Company, Elmira, N. Y.; Lincoln Iron Works (F. R. Patch Manufacturing Company), Rutland, Vt.; Art Metal Construction Company, Jamestown, N. Y.; Erie City Iron Works, Erie, Pa.; David Maydole Hammer Co., Norwich, N. Y.; Singer Sewing Machine Company, Elizabeth, N. J.; National Elevator and Machine Company, Honesdale, Pa.; Pittsburg Expanded Metal Co., Pittsburg, Pa.
Iron, Architectural—Geo. L. Meskir, Evansville, Ind.
Stoves—Germer Stove Company, Erie, Pa.; "Radiant Home" Stoves, Ranges and Hot Air Blast, Erie, Pa.; Wrought Iron Range Co., St. Louis, Mo.

WOOD AND FURNITURE.

Bags—Gulf Bag Company, New Orleans, La., branch Bemis Bros., St. Louis, Mo.
Baskets—Williams Manufacturing Company, Northampton, Mass.
Brooms and Dusters—The Lee Broom and Duster Company, of Davenport, Iowa; M. Goeller's Sons, Circleville, Ohio; Merkle-Wiley Broom Co., Paris, Illinois.
Carriages—Crane, Breed & Co., Cincinnati, Ohio.
Cooperage—Northwestern Cooperage and Lumber Company (otherwise known as the Buckeye Stave Company), of Ohio, Michigan, and Wisconsin; Elgin Butter Tub Company, Elgin, Ill.; Williams Cooperage Company and Palmer Manufacturing Company, of Poplar Bluff, Mo.
China—Wick China Company, Kittanning, Pa.
Furniture—American Billiard Table Company, Cincinnati, Ohio; Brumby Chair Company, Marietta, Ga.; O. Wisner Piano Company, Brooklyn, N. Y.; Krell Piano Company, Cincinnati, Ohio; N. Drucker & Co., Cincinnati, Ohio, trunks; St. Johns Table Company, St. Johns, Mich.; Grand Rapids Furniture Manufacturing Association, Grand Rapids, Mich.; Derby Desk Co., Boston, Mass.
Gold Leaf—W. H. Kemp Company, New York, N. Y.; Andrew Reeves, Chicago, Ill.; George Reeves, Cape May, N. J.; Hastings Company, Philadelphia, Pa.; Henry Ayers, Philadelphia, Pa.
Lumber—Trinity County Lumber Company, Groveton, Texas; Reinle Bros. & Solomon, Baltimore, Md.; Himmelberger Harrison Lumber Company, Morehouse, Mo.; Union Lumber Company, Fort Bragg, Cal.
Leather—Kullman, Salz & Co., Benicia, Cal.; A. B. Patrick & Co., San Francisco, Cal.; Columbus Buggy and Harness Company, Columbus, Ohio; Lerch Bros., Baltimore, Md.
Rubber—Kokomo Rubber Company, Kokomo, Ind.; B. F. Goodrich Rubber Company, Akron, Ohio; Diamond Rubber Company, Akron, Ohio.
Paper Boxes—E. N. Rowell & Co., Batavia, N. Y.; J. N. Roberts & Co., Metropolis, Ill.
Paper—Remington-Martin Paper Co., Norfolk, N. Y.; Potter Wall Paper Co., Hoboken, N. J.
Typewriters—Underwood Typewriter Company, Hartford, Conn.
Watches—Keystone Watch Case Company, of Philadelphia, Pa.; Crescent Courvoiseer Wilcox Company; Jos. Fahy, Brooklyn Watch Case Company, Sag Harbor.

MISCELLANEOUS.

Advertising Novelties—Novelty Advertising Company, Coshocton, Ohio.
Burlap—H. B. Wiggins' Sons' Company, Bloomfield, N. J.
Bill Posters—Bryan & Co., Cleveland, Ohio.
Railways—Atchison, Topeka and Santa Fe Railroad; Missouri, Kansas and Texas Railway Company.
Telegraphy—Western Union Telegraph Company, and its Messenger Service.
D. M. Parry, Indianapolis, Ind.
Wellman, Osborne & Co., Lynn, Mass.; Thomas Taylor & Son, Hudson, Mass.
C. W. Post, Manufacturer of Grape Nuts and Postum Cereal, Battle Creek, Mich.
Lehmaier-Swartz & Co., New York City.

On the Atlantic Coast.

(Continued from page 3.)

Secretary of the Navy Bonaparte's action in discharging an employe of the Norfolk Navy Yard who had agreed to board a machinist's mate but afterwards refused to carry out his agreement because the machinist's mate came to the house in the uniform of the service, may be ethically defensible; but as a means of securing the end in view, civilian respect for the uniform of the Navy as representative of the majesty of the Government, it was about as impolitic a move as could well have been devised. Leaving out the consideration that every citizen has the undoubted moral right to exclude from his home for any reason sufficient unto himself all and every person, there yet remains the evident proposition that respect for anything, person or institution, can not be instilled by official fiat or threat. Men can not be made good, or virtuous, or respectful by statute or official bulldozing, in any sense commensurate with the mental attitudes represented by these terms. If the uniform of a Government employe is to inspire the civilian mind with respect, the inspiration must proceed from conditions inherent in the Government service of a kind which would inspire respect whereever found. After all, it is not the uniform, but the things which the uniform stands for that men respect, and so long as these things are unqualifiedly below par in the market of social worth —as the rating of naval service in the lower grades undoubtedly is at present—brass buttons and chevrons will continue to be regarded as badges of servitude rather than as the insignia of an honorable calling.

Chairman Shonts, of the Canal Commission, is another opponent of the application of the eight-hour law to labor on the Isthmus. It is funny the way all these gentlemen want to "see the dirt fly" from sunrise to sunset. If the rest of the world's great nations—as evidenced by their unwillingness to undertake the job—are in no hurry about the Panama Canal, why should we without a foreign-going merchant marine be in such a sweat to see it dug that we must sweat the laborers that work on it? Let the completion of the Panama Canal synchronize with the upbuilding of a great foreign-going merchant marine, so that when it is ready for inter-oceanic navigation we may have some ships to send through it, instead of being mere toll-takers from other nations. This course is herewith submitted for the favorable consideration of Congress as a "safe, sane and conservative" substitute for the present unseemly haste in digging a canal for the navigation of which we have neither ships nor seamen.

The longer one studies our political and social fabrics the more evident it becomes that graft and corruption are due to ignorance of those moral laws to which both nations and individuals must conform or suffer the wages of sin, death. In the final analysis, therefore, our educational system is responsible for our deviations from the moral law, by either neglecting to inculcate it in the minds of the young in any manner whatsoever, or else presenting its educational status in such a manner as to impress young people with the idea that it is of secondary importance compared with the importance of learning how to "get on" in the world, that is, of learning how to "make money." Hence the quasi-respectability of "honest graft" and other approved methods of making money.

British Contraband Carriers

The following decision of a British High Court shows that seamen are not compelled to remain on British vessels carrying contraband of war unless they have contracted to do so when signing articles:

A seaman signed articles in April, 1904, to serve on board a steamship, at £3 15s. a month, for a voyage not exceeding two years' duration, to any ports within the limit of 75° N. and 60° S. latitude, commencing at Barry, proceeding thence to Hongkong, thence to ports in any rotation, and to end at such port in the United Kingdom or the Continent of Europe (within Home-trade limits) as should be required by the master. At the time of signing the articles a state of war existed between Russia and Japan, and coal had been declared contraband by both powers, as all the crew were aware. The ship left Barry with a cargo of coal for Hongkong or Shanghai as might be ordered at Singapore. On arrival at Singapore on June 27th, 1904, the master received orders to take the cargo to Nagasaki instead of Hongkong, Nagasaki being within the limits of trading mentioned in the articles. The next day the crew heard for the first time that they were to go to Japan, and they refused to go because of the danger. The master accordingly arranged with the crew to remain at Singapore, and that he would call for them on his way back from Nagasaki. The ship then proceeded with another crew, and reached Nagasaki in safety; but on her way back to Singapore she went ashore on the coast of China on August 1. She was, however, after some time got off, and eventually reached Hongkong.

Meanwhile, on September 4, the seaman and the rest of the crew were sent home to London as distressed seamen, at the cost of the owner of the vessel. They arrived in London on October 23, and the next day applied for their wages, but were refused. As a test case one of the seamen accordingly took out a summons to recover his wages, and the Magistrate made an order in has favor for £17 18s. 2d., the amount due up to the day of arrival in London.

The owners of the vessel appealed, but the High Court confirmed the order of the Magistrate, holding that the seamen had not contracted to serve on a ship which might carry contraband of war to a Japanese port, and that with regard to the arrangement made at Singapore there was evidence that it was intended that the contract should continue so far as wages were concerned.—Lloyd v. Sheen, King's Division, July 1, 1905.

Three young men in Salzburg, Austria, out of employment, pooled what money they had, bought a revolver, had a dinner at a restaurant, drank to one another's "future" and then went to a cemetery and committed suicide, one after the other, with the revolver.

The ancient church of St. Laurent at Rouen has become literally commercialized It is some years since it was deemed safe to use it as a church, and all its chapels and its porches have been rented out as little stores, while its exterior wall spaces have been let to advertisers.

In the calendar year 1904 the emigration from Italy to oceanic countries aggregated 233,102 persons. Of these, 150,119, or about 67 per cent, came to the United States; 54,964 went to Argentina and Paraguay; 10,957 to Brazil; 904 to Central America and 797 to Africa.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

Affiliated with the
AMERICAN FEDERATION OF LABOR.

WM. H. FRAZIER, Secretary-Treasurer.
1½A Lewis St., Boston, Mass.
AFFILIATED UNIONS.

ATLANTIC COAST SEAMEN'S UNION.
Headquarters:
BOSTON, MASS., 1½A Lewis St.
Branches:
BANGOR, ME., 211 Broad St.
PORTLAND, ME., 377A Fore St.
NEW BEDFORD, MASS., 7 South Water St.
PROVIDENCE, R. I., 464 South Main St.
NEW YORK, N. Y., 51-52 South St.
NEW YORK, N. Y., 68 West St.
PHILADELPHIA, PA., 129 Walnut St.
BALTIMORE, MD., 604 East Pratt St.
NORFOLK, VA., 228 Water St.
MOBILE, ALA., 104 Commerce St.
NEW ORLEANS, LA., 937 Tchoupitoulas St.
BRUNSWICK, GA.

ATLANTIC COAST MARINE FIREMEN'S UNION.
Headquarters:
BROOKLYN, N. Y., 15 Union St.
Branches:
BOSTON, MASS., 284 Commercial St.
JERSEY CITY, N. J., 85 Hudson St.
PHILADELPHIA, PA., 129 Walnut St.
BALTIMORE, MD., 1736 Thames St.
NORFOLK, VA., 89 Church St.
NEWPORT NEWS, VA., 2314 Washington Ave.
MOBILE, ALA., 104 South Commerce St.
NEW ORLEANS, LA., 937 Tchoupitoulas St.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.
Branches:
NEW YORK, N. Y., 166 Christopher Stt.

FISHERMEN'S UNION OF THE ATLANTIC.
Headquarters:
BOSTON, MASS., Commercial Wharf.
Branch:
GLOUCESTER, MASS., 141½ Main St.

INLAND SEAMEN'S UNION.
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OGDENSBURG, N. Y., 94 Hamilton St.
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CLEVELAND, O., Atwater Bldg., Room 1.
CHICAGO, ILL., 42 Wells St. Tel. Main 3637.
MILWAUKEE, WIS., 317 Florida St.
Sub-Agency:
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SAN PEDRO, CAL., P. O. Box 2155.

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THE COAST SEAMEN'S JOURNAL

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALIA
29 Erskine Street, Sydney, N. S. W.

List of Union Offices
ALLIED PRINTING TRADES COUNCIL
Of San Francisco, Cal.

Abbott, F. H., 314-316 Battery.
Altvater Printing Co., 2593-2595 Mission.
Althof & Bahls, 524 Sacramento.
Art Printery, The, 41-43 Eighth.
Barnhart & Swasey, 107 New Montgomery.
Barry, James H,. The Star Press, 429 Montgomery.
Belcher & Phillips, 508 Clay.
Ben Franklin Press, 123 Seventh.
Bensen & Liss, 776 Bryant.
Berry Bros., 320 Sansome.
Bickell, L. A., 19 First.
Black Cat Press, 402 McAllister.
Boulin-Leichner Co., 519 Filbert.
Brown, Andrew, Printing Co., First and Mission.
Brunt, W. N. Co., 102-104 Second.
Budde, H. F., Cal. Press, 407½ Turk.
Caldwell, J. E., 526 Montgomery.
Clayburgh, Leilich & Schneider, City Hall Square.
Church Press, 23 Davis.
Collins, C. J., 16 Hayes.
Cook, The Morton L., 144 Second.
Crocker, H. S. Co., 217 Bush.
Cubery & Co., 587 Mission.
Danish Printing Co., 410 Kearny.
Daily Racing News, 21-23 First.
Day & McClinton, 538 Sacramento.
Drake & Baker, 850 Market.
Drum Bros., 638 Mission.
Eagle Printing Co., The, 344 Kearny,
Eastman, Frank & Co., 509 Clay.
Eastman & Mitchell, 28 First.
Fording & Halle, 22 Clay.
Francis-Valentine Co., 5 Anna Lane, off Eddy.
Gabriel Printing Co., 320 Sansome.
Galloway Publishing Co., 146 Second.
Gilmartin Publishing Co., The, 19 First.
Guedet Printing Co., 935 Market.
Golden State Printing Co., 73 Third.
Golden West Press, 146 Second.
Hancock Bros., 809 Mission.
Harvey, John D., 509 Clay.
Haydn Printing Co., 417 Montgomery.
Hicks-Judd Co., 21-23 First.
Hiester, Wm. A., 529 California.
Hughes, E. C. & Co., 511 Sansome.
Illinois-Pacific Glass Works, 10-16 Main.
Jalumstein Printing Co., 310 Hayes.
Knarston Printing Co., 529 Washington.
Lafontain, J. R., 535 California.
Latham & Emanuel, 511 Sacramento.
Leader, The, 532 Commercial.
Levingston, L., 540 Clay.
Levison Printing Co., 514 Sacramento.
Luce & Iler Co., 406 Sansome.
Lynch, James T., 514 Kearny.
Lyon, W. T. & Co., 161 First.
Majestic Press, The, 314 Eighth.
McCracken Printing Co., 509 Kearny.
Medina & Co., 221 Sacramento.
Meyerfeld, Alfred M., 414 Pine.
Monahan, John & Co., 412 Commercial.
Moore-Hinds Co., 28 First.
Morris & Bain, 108 Market.
Murdock, C. A. & Co., 532 Clay.
Mysell-Rollins Co., 22 Clay.
Nevin, C. W. & Co., 532 Commercial.
Occidental Mystic Press, 6 Cottage Row.
Pacific Goldsmith Publishing Co., 146 Second.
Partridge, John, 306 California.
Pernau Bros., 543 Clay.
Phelan, F. M., 111 Cook.
Phillips & Van Orden, 508 Clay.
Police Bulletin of San Francisco, Hall of Justice.
Polyglott Press, 628 Montgomery.
Recorder Publishing Co., 516 Commercial.
Roesch, Louis Co., 321-25 Sansome.
Rooney, J. V. Co., 1308 Mission.
Samuel, Wm., 411½ California.
San Francisco Newspaper Union, 405-407 Sansome.
Schreiber, P. H., 809 Mission.
Shanly, J. M., 414 Clay.
Smyth, Owen H., 511 Sacramento.
Spaulding, Geo. & Co., 414 Clay.
Springer & Co., 240 Ellis.
Stanley-Taylor Co., 656 Missio n.
Standard Printing Co., 51 8Clay.
Sterett Co., W. I., 933 Market.
Sterling Press, 229 Stevenson.
Stuetzel & Co., 144 Second.
Sunset Press., 1327 Market.
Sutter Press, The, 240 Stockton.
Tomoye Press, 144 Union Square av.
Town Talk Printing Co., 146 Second.
Turner, H. S., 3232 Mission.
Valleau & Peterson, 410 Sansome.
Wale Printing Co., 621 Clay.
Werner, Geo. A., 1067 Howard.
Western Fine Arts Co., 529 Clay.
Williams, Joseph, 142 Sevents.
Wilson, Geo. F., 405 Front.
Winkler, Chas. W., 146 Second.
Winterburn, Jos., 417 Clay.
Woodward, W. A. & Co., 12 Sutter.

BOOKBINDERS.

Althof & Bahls, 524 Sacramento.
Brown & Power Co., 508 Clay.
Buswell & Co., 536 Clay.
California Bookbinding and Printing Co., 28 First.
Crocker, H. S. Co., 217 Bush.
McGreeney, Wm. H., 23 Stevenson.
Hicks-Judd Co., 21-23 First.
Kitchen, Jr., Co., 510-514 Commercial.
Levison Printing Co., 514 Sacramento.
McIntyre, J. B., 424 Sansome.
Malloye, F., 422 Sacramento.
Mysell-Rollins Co., 22 Clay.
Phillips Bros., 505 Clay.
Rotermundt, Hugo L., 413 Sacraemnto.
Webster, Fred. L., 19 First.
Whelan, Richard I. & Co., 42 Steuart.
San Francisco Mailing Co., 609 Mission, 5th Floor.

PHOTO-ENGRAVERS AND ETCHERS.

Barnhart & Swasey, 107 New Montgomery.
Bolton & Strong, 621 Clay.
California Engraving Co., 506 Market.
San Francisco Etching Co., 109 New Montgomery.
McCabe & Sons, 611 Merchant.
Sierra Engraving Co., 324 Grant av.
Sunset Engraving Co., 108 Union Square av.
Union Engraving Co., 144 Union Square av.
Yosemite Engraving Co., 24 Montgom'y.

ELECTROTYPERS AND STEREOTYPERS.

American Press Association, 19 First.
Hoffschneider Bros., 412 Commercial.
Martin & Co., 508 Clay.



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INFORMATION WANTED.

Christian and Engvold Hoff, natives of Bergen, Norway, who have sailed on the Pacific Coast for a number of years, are inquired for. Address, COAST SEAMEN'S JOURNAL.

INFORMATION WANTED.

James Thorburn, age about 22, was recently staying at the Scandinavian Sailors' Home, San Francisco, is inquired for. Address, COAST SEAMEN'S JOURNAL.

General News.

In a collision off Pomham Light, R. I., two barges were sunk and a steamship was slightly damaged. Three men and a woman narrowly escaped drowning.

The already-reported withdrawal of the Hamburg-American Line from the West Indian Shipping Conference has resulted in a sharp war of freights on the route between New York and Jamaica.

The Bergen, Norway, shipowning firm of Jacob Christensen has ordered two steamers of 6600 tons each to be built in England—one at Sunderland and the other at West Hartlepool.

The schooner Harry W. Lewis, from Mobile for Sagua, which went ashore in East Bay, La., about October 11, floated on November 10, after lightering, and was towed to Port Eads.

More than five thousand persons daily visited the Drake, flagship of Prince Louis of Battenberg, in New York harbor, and half as many more were waiting to go on board when the hour for visiting ended.

A rumor comes from Hamburg to the effect that the Nippon Yusen Kaisha intends to establish a direct line of steamers to German ports, in connection with its already existing fortnightly service to Antwerp.

The British steamer Bavaria, bound from Barry for Bordeaux, has been lost off Belle Isle, France. Part of her crew has been landed at Noirmontier, France. The captain and fourteen men are missing.

It is reported that the ship John Ena, bound from Philadelphia for Manila with coal, had put into Cape Town with her cargo heated. A temperature of 116 degres was found in the hold. It will be several days before the ship resumes her voyage.

The Hamburg-American Line steamship Assyria, formerly engaged in service between Hamburg and Philadelphia, has been sold to the Russian volunteer fleet, and renamed the Sveaborg. The Assyria registers 4175 tons net and was built in

One hundred and twenty-eight persons lost their lives in the wreck of the London and Southwestern Railway Company's steamer Hilda off the northern coast of France on November 18, according to an official estimate given out by the officials of the company.

The most terrible fire that has occurred in Great Britain for many years broke out in Glasgow, on November 19, in a cheap lodging-house for men on Watson street, and resulted in the loss of thirty-nine lives and the severe injury of many others.

It was announced at Lloyd's that the British bark Dunbritton, from Hamburg, November 9, for Honolulu, was passed in latitude 57 north and longitude 11 east, partly disabled. She had lost her mainmast, part of her foresail and her lower foretopsail yards. The ship was light.

The wireless telegraph operator at San Juan, P. R., read signals which were being sent from the vicinity of New York. The distance, as computed at the Navy Department, is approximately 1400 miles. It may be possible to establish wireless communication between San Juan and the Washington Navy Yard.

The Norwegian Government has presented the result of the plebescite to the Strothing. The official figures show that 257,710 votes were cast in favor of Prince Charles of Denmark as King of Norway and 68,852 against him. A telegram was received from Prince Charles acepting the offer of the throne. According to the Aftonposten the Prince will take the title of Carl V, and the royal flag will be a golden lion on a purple field.

World's Workers.

Twenty-eight disputes affecting 7,619 workpeople (6,626 directly and 993 indirectly) were reported to the Belgium Labor Department as having been begun in the period June-August.

According to the number of disputes and the number of workpeople directly affected, the year 1904, in Holland was freer from industrial disturbance than either of the two preceding years.

A movement is on foot in Melbourne typographical circles to endeavor to obtain a grant of land from the Government whereon to build homes for aged and infirm printers, members of the Melbourne Typographical Society.

Thirty-nine disputes (1 described as a lock-out) were reported to the Austrian Labor Department, in addition to those which may have occurred in mining, the returns for which are quarterly. The number of workpeople taking part in 37 of these was 3,722.

The growth of Trade Unions in France during recent years has been very noticeable. Since 1898 the number of Unions has doubled, and the membership has increased by 78 per cent. Among the 781,344 members of Trade Unions in 1905 were included 69,405 women, or 8.9 per cent. of the total, as compared with 59,708, or 8.3 per cent. in 1904.

During the nine completed months of 1905, 335,507 seamen were shipped in Great Britain of whom 48,026 (or 14.3 per cent.) were foreigners. Compared with the corresponding period of 1904, this shows an increase of 4,166: the principal increases were at Liverpool and Glasgow, and the greatest decreases at Southhampton and the Tyne Ports.

Returns received from certain selected British ports (at which 80 per cent. of the total tonnage in the Foreign Trade is entered and cleared) showed that, during September 38,859 seamen were shipped on foreign-going vessels, an increase of 34 on the number shipped in September, 1904. Increases were most marked at Sunderland and London; the principal decreases were at Liverpool and the Tyne Ports.

A strike occurred recently in Amsterdam, Holland, among pile-drivers, who demanded that the number of men in each gang should be increased from 5 to 6. Bricklayers and hodmen refused to work on foundations constructed by a few workmen who continued work after the strike had been declared, this resulting in an extensive strike, followed by a lock-out of 2,500 bricklayers and hodmen which affected all branches of the building trades. No agreement had been arrived at up to the 13th of October.

Beginning with 1901 there has been, each year, an increase in the number of industrial disputes which have occurred in the German Empire, and also in the number of workpeople affected by them. In 1904, as shown by the Report recently issued by the Imperial Statistical Office, there was not only again an increase in these particulars, but the numbers, both of disputes and of workpeople affected, were greater than in any of the years for which official statistics have been published.

Sixteen instances of recourse to the Conciliation and Arbitration Law were reported to the French Labor Department during August, the initiative being taken by the workpeople in 3 and by the Justice of the Peace in 13 cases. In 12 cases committees of conciliation were formed, and were directly or indirectly instrumental in settling 9 disputes, including 2 which were settled by arbitration. As to the 4 cases in which conciliation committees could not be formed, this was due to the proffered mediation being declined by the employers in 3 cases, and by the workpeople in 1 case.

San Francisco Letter List.

Letters are advertised for six months and kept at the Sailors' Union Office for twelve months, all told. If not called for at the expiration of one year letters will be returned to the Postoffice.

Aallersen, A. F.
Aamodt, I. P.
Aasprong, G.
Aass, T. A.
Adamson, John
Adolf, C.
Agerup, Rich.
Alonso, J. S.
Allmers, F.
Amundsen, Dan
Amundson, Alb.
Andersen-1009
Andersen, Eskil
Andersen-1113
Andersen-1191
Andersen-912
Andersen, Edvin
Andersen-711
Andersen, E. G.
Anderson-604
Baardsen, Edvard
Baartveit, M.
Baker, John
Balke, eHnry
Barber, A.
Bardsen, I.
Barleben, E.
Baten, Anton
Bayerle, Rupert
Beckwith, Walter
Behrens, O.
Bennett, N. M.
Benson, Ben
Berge, Johannes
Bergh, A.-1378
Berggren, W.
Bernert, F.
Bernert, Fred
Berthelsen, Alf
Bickrem, Olaus
Birksen, O.
Birss, Ben
Biornvik, Karl
Blackley, Albert
Cainan, G. J.
Carlson, E.
Carlson-760
Carlsson-449
Chevis, Frank
Christensen, O. M.
Christensen, A.
Dahlgren, Oscar
Danielsen, Dan
Danskanen, H.
De Groot, J.
De Hahn, Wm.
Dens, Jellardus
Egenes, Nils
Fide-419
Ekendahl, Carl
Eklund, Ellis
Engell, Emil
Eriksen-539
Fagelund, Gus.
Fahlesen, Emil
Foley, James
Forsen, Oscar
Forstrom-505
Forssell, Frans
Gabrielsen, Knud
Gad-478
Galles, Groner
Gasman, G. A.
Gent-561
Gerdes, J.
Gjerdal, Elling
Grahn, C.
Graman, H. K.
Greenland, H. A.
Hubraber, W.
Haglund, E. M.
Hakansson, Fred
Halvorsen, H.
Halvorsen, J.
Halvorsen, W.
Hansen, N. M.
Hanson-494
Hansen, Kristian
Hansen, Max
Hansen, Alf.
Hansen, Hans R.
Hansen, Fred S.
Hansen, H. C.
Hansen-Edwart
Hansen-1464
Hansen, Hans-1250
Hansen, Ake J.
Ingebretsen, C. J.
Jansen, Henry
Jansson-1579
Jansson, Fredrik
Jargensen, J.
Jepsen, Antonl
Jensen, Oscar
Jensen-1326
Jensen, Oluf.
Jensen, C.
Jfranson, A.
Johanesen, M.
Johanesen-1428
Johanesen, John
Johanesen, Borge
Johansen, J. M.
Johansen-1343
Johansen, J. T.
Johansen-725
Kalua, James
Karlson-859
Karlssan-539
Karlstrom, J. R.
Karoll, J.
Kasa, Petter
Kask, John
Kennedy, N.
Keopertstrom, W.
Kera, A.
Kerche, August
Kirstein, John
Kittilsen, Lauritz
Klosson, Chas.
Lagard, Ed.
Lamson, Thos.
Landgren, Carl
Lane, L.
Lansman, John
Larsen-613
Larsen, Martin
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Larsen, Peter
Larsen, Ferd.
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Larson, Lars M.
Larson, E. A.
Larsson, Idorth
Laws, Harry
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Anderson, Adolf
Anderson, Thomas
Anderson, Ed. A.
Anderson, Andrew
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Anderson, Anders
Anderson-1229
Andersson, Oskar
Andersson, John
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Andersson-1099
Andrews, B.
Antindsen-1237
Arnsen, Henry
Arntsen, Erik
Attilia, J.
Austin, Martin
Block, C.
Block, Herman
Bock, C.
Bohrman, Wm.
Borgesen, W.
Borjeson, B. E.
Borkman, Gust.
Borkman, F.
Braden, Julius
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Brant, J.
Branten, Joseph
Bridgman, B.
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Broback, K.
Brock, Herman
Bruce, J.
Brund, G.
Bryndal, Henry
Buck, Harry
Bugge, F.
Burdick, Chas.
Buset, I.

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Christianson, C.
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Curtis, R. H.

Desborough, W. A.
Dierks, Johannes
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Durand, Yves
Duus, A.

Erickson, E.
Erickson, T.
Eriksson, C. E.
Erikson, Sven
Eugene, John

Forsstrom, T. C.
Forsstrom, Sivart C.
Fox, John
Frasen, James

Grondahl, J.
Grunbock, J.
Grundberg, Ivar
Gulliksen, Gus
Gundersen, Jack
Gundersen, L.
Gunsten, G.
Gustafson, F.
Gustafson-600

Hansen, O. R.
Hanson, A. C.
Haraldsen, K.
Haugan, H.
Hedberg, Alfred
Heelberg, Alf.
Helander, Chas.
Helgersen-1272
Heloste, C. E.
Helland, K. M.
Hep, August
Hermansson, K.
Hinner, Paul
Holgerson, F.
Holmstrom, G.
Horn-70
Hughes, G.

Johanson-1664
Johanson, Frank H.
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Johanson, J. W. S.
Johanessen, Anton
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Jorgensen, P.
Julsen, Jargen
Jurgensen, W.

Kolbe, Albin
Kolderup-423
Kolstad, J. A.
Korthe, W.
Knudson, Chris
Knudson, H.
Krafft, Robert
Kressmann, M.
Krim, August
Kristensen, M.
Kroger, L. H.
Kronvall, O.
Kuhlin, Johan

Leander, P.
Ledgett, Jas. A.
Leysen-1091
Leineweber, J.
Likeits, Ch.
Lind, Christian
Lindholm, E.
Lindstrom, Olof
Lindstrom, J. H.
Lorensen, Jorgen
Lowrie, R. A.
Lubke, J. V.
Ludwick, Bert
Luid, Christian
Lukin, Th.
Lund, Martin
Lutter, E.
Maas, Rudolph
Madsen, P. J.
Madsen-1035
Mahsing, J.
Maikinon, G. S.
Mardison, A.
Marksman, H.
Martinsen, Ing.
Mathews, J.
Mathiesen, T. L.
Matusewitseh, J.
Mattijat, Wm.
Maule, G.
Nelsen, M
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Neilson-525
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Nielsen, Aksel
Nielsen, Niels
Nielsen, Alf.
Nielsen, A. H.
Nielsen-820
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Nilsen, Sigurd
Oberbeck, E.
Oberhauser, John
O'Conon, W.
Olansen, L.
Olesen, Marinus
Olney
Olsen, Jorgen
Oistad, Hans
Olsen, L. K.
Olsen, Anton
Olsen, Hans
Olsen, Anders
Olsen, Ols. Chr.
Palmer, J. H.
Paludan, Chas.
Pearsall, Jerry
Pearson, C. A.
Pedersen, K. M.
Pedersen, Peder E.
Pedersen, Sigurd
Pedersen, Ed.
Pedersen, Olaus
Pehlgrimm
Petersan, Carl-555
Peterson, K. L.
Petersen, Gus E.
Peterson, Charles
Ramsey, Mouris
Ramsey, Harry
Rantala, Sam
Rask, John
Reay, Stephen A.
Renter, C.
Richard, Jas.
Richmond, L.
Ricker, J.
Samberg, John
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Schidt, Emil
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Schroeder, Fred
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Schwencke, C.
Selzer, Mar
Self, Arthur
Senden, Victor
Sevaras, Frank
Shuls, Chris
Siem, Cornelius
Silvers, R. R.
Simonsen, Fred
Skogman, W.
Skogsfjord, O.
Skudvik, J. J.
Smedburg, David
Taberman, Erik
Talbot, A. C.
Tallant, Christy
Tannesen, T.
Tannesen, Hans
Tasen-512
Tavares, J. I.
Tenzer, Franz
Thestrup, L. P.
Thomas, Jas. W.
Thorssell, C.
Ubernrimen, F.
Udbye, Harold S.
Vandstone, J. H.
Verbruge, D.
Warta, Arthur
Watson, J. F.
Weber, Emil
Wefstrand, C. F.
Wendt, Herman
Wenneck, A. S.
Westergren, A.
Westin, John
Weyburg, J.
Weyer, Paul
Young, Alf.
Zacharisen, J.

Mayor-1371
Melander, Carl
Mersman, A.
Mersman-1314
Meyer, Paul
Michael, Walter
Michelson, Andrew
Miller, Lony
Miller, Ben
Molman, J.
Monrroy, P.
Morrisse, D.
Morrison, H.
Nilsen, Josef
Nilson-654
Nilsson-737
Nissen, Jens
Nisson, James
Noack, H.
Nordberg, Oscar
Nordin, Erik
Nordstrom, O. E.
Nyland, August
Nystrom, C.

Olsen, Soren
Olsen, O. H.
Olsen-791
Olsen, Leonard
Olsen-727
Olsen-772
Olsen-630
Olson, Gust.
Olsen, Erik
Olsson, Waldemar
Olsson-562
Oversen, Andreas

Peterson, Martin
Petrow, F.
Pettersen, Chas. E.
Pettersen-1019
Pettersen, Soren
Petterson-725
Petterson, Axel
Pickelmann, L.
Pinlya, M.
Pols, H. J.
Prestbyen, Nils
Priede, W.
Pucie, Venuslav

Robinson, John E.
Robish, The.
Rockwell, Theo.
Rosan, Oscar
Roscheck, Paul
Rosenquist, Alf.
Ross, Joseph A.
Rustad, S.

Smevik, J. J.
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Smith, John
Smith, C. H.
Smith, M.
Smith, F.
Soderquist, Neils
Sollie, Ingv.
Sonberg, Axel
Stahn, Otto
Starkey, W.
Staschan, John
Staseram, J.
Stenroth
Steurvos, A. W.
Stiansen, I.
Stromberg, Werner
Svendsen, Otto
Svendsen-1050
Svendsen, O. S.
Svenson, Fred M.
Swanson, O.
Swartholm, C.
Thronsen, Axel
Thulin, F.
Tiemann, John
Tiesing, Ed. A.
Tierney, John
Todt, John
Tollefsen, John
Torkel-503
Trepin, C.
Trockel, Fritz
Tyrholm, Johan
Uken, H.
Unruh, Paul
Vierick, Robert
Vilde, Herman
Wiberg, John
Widin, Andrew
Wikman, John
Williams, R. C.
Wilson, C.
Winter, John
Wolf, John J.
Wolte, Paul
Wunge, Anton

SEATTLE, WASH.

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Anderson, N. A.
Anderson, Gust.
Anderson, A. W.
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Anderson, Anton
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Brandt, W.
Brunstrom, U. A.
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Christofersen, Geo.
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Coglan, Joe
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Casson, H.
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Donovan, J.
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Danielson, Gustaf
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Guldberg, Randolf
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Hansen-1366
Hardy, W.
Helin, L. K.
Hermansen, A.
Hogberg, Wm.
Hansen, H. A.-1211
Hanen, M.
Hage, A.
Harlof, H.
Hager, E. J.
Hansen, N.
Hirschman, J.
Helman, C.
Heidenburg, C. G.
Hahn, J.
Hollappa, Oscar
Horseley, Robin
Iverssen, Ole J.
Jacobs, Geo.
Jacobsen, A. L.
Jacobsen, Oscar
Jacobson, J. P.
Jensen, C. H.-565
Jensen, J. G.
Johanson-1489
Johnson, C. J.
Johnson, K. O.
Johanson, B.-1222
Johanson, P.
Johanson-1338
Ichansen, K.
Johansen, Paul
Johansson, Evert
Johannesen, Johannes
Johnsen, J. W.
Johnsen, A.
Johnsen, John
Johnson, August
Johnson, C.-1489
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Kelly, P.
Kalning, J.
Kirsteln, J.
Kornis
Knudsen, F.
Lafstrom, A.
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Leahy, W.
Lelsen, W.
Leonard, John
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Lankow, E.
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Lahtonen, F.
Larsen, Axel
Larsen, E. G.
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Larsen, M.
Laatz, L.
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Lie, J. L.
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Lind, Oscar
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Mattson, F.
Mann, E.
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Millard, W. G.
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Miller, Harry
Moore, William
Moore, J. C.
Millard, W.
Miller, J.
Meyer, Geo.
Morgan, O. O.
Morrisse, D.
Murphy, D.
Morgan, Oskar
Morrison, D.

Murphy, D.
Nellson, H. M.-754
Nelson, Jacob
Nelson, Nels
Nickel, E.
Niemerph, Aug.
Nilsen, Ole
Nilsen, John
Nilsen, Axel
Nissen, James
Nylander, J. A.
Nodelund, Geo. E.
Nurse, U.
Nerlin, K. B.
Nolan, P.
Olafsen, M.
O'Laughlin, M.
Olsen, M.-507
Olsen, B.
Olsen, L.
Olsen, Andrew
Olsen, Anton
Olsen, John C.
Olsen, Harry
Olsen, Olaf H.
Olson, C.
Olson, Oben
Olson, Regnvald
Olsson, Oscar
Onu, J.
Orling, Gus
Osses, A.
Paar, E.
Paaverson, O.
Palsen, C.
Pedersen, Hans
Petterson, Chas.
Pederson, Lars
Petersen, E. P.
Pilen, A.
Petterson, P. A.
Petterson, Loren
Paulson, P.
Peterson, John
Paulson, Ellas
Piracle, W.
Peehre, F.
Piedvache, Emil
Pobus, L.
Ramm, A.
Rasmussen, J.
Remer, J.
Robertson, M.
R. H.-597
Rosen, E. H.
Roy, P. N.
Rude, A. M.
Samuelson, E.
Schabethal, F.
Scarabocla, M.
Sedar, W.
Smith, Andrew
Emith, Paul
Solis, Ingvald
Solrud, J.
Swanson, H.
Swanson, G.
Swanson, A.-1181
Swanson, G. F.-1454
Samslo, S.
Schutus, E.
Storsten, H.
Sorensen, S.
Schneider, H.
Sorensen, C. J. F
Schee, M. J.
Simonsen, F.
Seppel, P.
Salonon, Alex
Selin, G.
Soderstrom, A. A.
Serin, D.
Schultz, E.
Sullivan, Ed.
Steckman, G. W.
Steffenson, S.
Stenberg, Y.
Storheim, E. N.
Svendsen, Olaf
Svensen, J.
Swansen, F. I.
Taxio, H. H.
Thomas, J. W.
Thingwall, E.
Thorn, A.
Thornton, Thomas
Timm, K.
Tornstrom, C. A.
Turner, Fred
Tuttle, C. D.
Van Ree, W.
Vold, O. P.
Vypinkel, L.
Weger, P.
Well, Charles
West, James
Westcott, W.
Wick, Ole
Wight, U.
Wenecke, A.
Williams, A.
Wickman, M. H.
Winther, R.
Wolf, F.
Willlams, H.
Wlnzens, G.
Wahlferd, J.

TACOMA, WASH.

Anderson, Alfred J.
Brown, H. S.
Christianson, Anton
Frop, M.
Groms, Charles
Garside, James
Glasoe, A.
Hermann, Alex.
Hegan, Patrle
Hansen, Carl
Johansen, K.-1396
Jurgensen, W. P.
Jonsson, Axel
Kivstein, J.-262
Landquist, Walter W.
Larsen, John
Lie, Christlan
Lie, Jens L.
Lindblom, Wolter
Lubke, J. von
Mathisen, Ole A.
Martinsson, H. E.
McLarren, James
Olson, A.-586
Olsen, B.-597
Pedersen, Diek
Reese, W. fael.
Rahamandes, Ra-
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Ross, Ben
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Strom, John
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Appelgren, John	Knudsen, H.-419
Andersson, Charles	Loven, Karl
Anderson-512	Martin, John F.
Anderson, A.-1060	McDonald, N.
Anderson, Ed.	Mikkelsen, Alf.
Anderson, Eskil	Murphy, P.-919
Andersen, L.-1245	Mietinnen, Adolf
Begovich, J.	Moe, John
Berthelsen, A.	Nielsen, N. F.-51
Bernhardsen, C.	Nordstrom, O. E.
Block, Hermann	Olsen, Servin
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Chlausen, J.	Olsen, Emiel M.
Dishler, Peter	Peterson, John
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Drew, Wm.	Paar Ernst
Dybsland, P. Th.	Pettersen-415
Elfstrom, J.	Reynolds, Roy
Ehlers, Henry	Salvesen, Sam
Eliasen, Elias	Schwenke, Carl
Ferraris, G.	Strand, M. L.
Frederiksen, V.	Sylvain, Cloa
Farstad, K. E.	Swanson, Oscar
Gustafson, Karl	Svenson, John
Hanson, Rob.	Swenson, James
Hansen, Henrik	Thies, Harry
Hansen, Th.	Tillman, A.
Hansen, Wm.	Weissin, Charles
Jacobson, John	Werner, Frederick
Jensen, P.	Zambuera, M.
Jugman, M.	

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Amundsen, Peter	Kuned, W.
Anderson, W. G.	Larsen, Louis
Berthelsen, Alfred	Lie, Jas. M.
Bolander, J. E.	Lund, Shar.
Bolander, J. E.	McGregor, John A.
Bregler, Friedrich	Michelson, H. M.
Christensen, Alb.	Moe, John
Gregory, Jos.	Moerman, Gaston
Hazel, W.	Pedersen, Hans
Heinr.-786	Pettersen, H. H.
Henrikson, G.	Robinson, John
Hermanson, Albert	Herbert
Ivers, John	Sjostrom, S. E.
Jacobsen, Klaus	Seibert, Henry
Janson, Oscar	Svensson, Arthur
Jacobsson, John	Swensson, L.
Johansen, Chris-1592	Soderman, Elis
	Unger, Paul
Johanesen, Hans H.	Valet, Erling
	Vanstone, Jack
Johansen. Viv-1238	Wahlstedt, R.-778
Klover, H.-463	Westin, John

EUREKA, CAL.

Andersen, Chas.	Larsen, Alfred
Arversen, Arturt	Lundholm, Abel
Bostrom, N. A.	Lindholm, Abel
Bowman, Wm.	Olsen, Arthur G.
Brown, J. C.-1027	Olsen, H.
Brown, J. C.-1027	Potujansky, R.
Gottberg, J.-622	Spreeslis, F.
Hornberg, G. P.	Walburg, oJhn
Hansen, Hans T.	

HONOLULU, H. T.

Anderson, Gilbert	Lange, Max
Bastior, W.	Larson, Werner
Baldvin, Melmer	Molden, Jakot
Hasel, Gustaf	Minze, Toney
Hubraber, W.	Olber, Morsehins
Johnson, H.	O'Harrow, Frank E.
Jorgensen, Rasmuss	Pad, S. V.-478
	Ramsey, Morris
Jorgensen. Rasmus	Sundberg, John
Kearon, William	Wiebroc, Charley

Letters in the Office of the Marine Cooks and Stewards' Association, San Francisco.

Ahlquist, F. W.	McStay, Edward
Alverson, Edward	Miller, A. T.
Anderson, A. F.	Mills, A.
Aspengren, Theodor.	Nelson, Frank
	Olsen, Charles
Beardall, Robert	Palmer, John W.
Branford, Chas.	Pestell, Stanley
Campbell, Neil H.	Pons, Simon S.
Cederholm, Victor	Purday, Harry
Duke, Charles	Rios, Manuel
Gleason, Wm.	Roberts, Stanley
Godley, G.	Sannino, Giuseppe
Hansen, H. P.	Spidowsky, Theodor
Hansing, W.	Turner, W.
Henryks, Bert	Veldon, Thos.
Jensen, J. C.	Wickstrom, John
Jessamine, James	Wilson, Joe
Jorgenson, Chas.	Wilson, J. T.

INFORMATION WANTED.

Arthur Warta is inquired for by his mother. Any one knowing his whereabouts will please communicate with this Office.

Ferdinand Kalbetzer is inquired for by his mother. Any one knowing his whereabouts will please communicate with the JOURNAL office.

James L. Russell, a native of Geneva, N. Y.; last heard of about eighteen months ago, when going to Alaska, is inquired for. Address, COAST SEAMEN'S JOURNAL.

Any one knowing the whereabouts of Fred Hellman and Gus Eckmau will kindly communicate with the Journal Office, as it concerns the financial interests of both named parties.

Neils Soderquist and John Baker, who left the schooner Cecilia Sudden in Honolulu, are inquired for by Sudden and Christesen Lumber & Shipping Co., in regard to the collision of the steamer San Gabriel. Anyone knowing their whereabouts will please communicate with the JOURNAL office.

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INFORMATION WANTED.

John Wilson, who was last heard of from 36 Clay street, San Francisco, has inherited his now deceased father's estate. Any one knowing his whereabouts will kindly communicate with the JOURNAL office.

The below-mentioned persons, formerly members of the crew of the Naval Collier "Justin," are requested to communicate with F. R. Wall, 208 Merchants' Exchange Building, California street, near Montgomery: H. G. Robinson, C. Berntsen, Albert Gerran, E. Granite, Ludwig Olausen, J. H. Reese, Charles Reuter, J. W. Williams and E. Zimmerman.

News from Abroad.

The Seven Star Inn at Manchester, England, boasts of having been licensed for 550 years.

Queen Alexandra is leading the movement in London to raise a relief fund for the unemployed.

The Czar's manifesto, restoring its ancient liberty to Finland, was received with great rejoicing in Helsingfors.

Robert Whitehead, inventor of the torpedo which bears his name, died on November 15, at Shrivenham, Berkshire, England.

The Norwegian Parliament on November 16 by 100 to 11 votes, appropriated $100,000 annually for the new king's civil list.

The struggle for freedom in Poland grows, and demands are being made for the convocation of a National Diet in Warsaw.

Communities of Jews throughout the world are contributing to a relief fund for Jewish victims of the Russian massacres. America has promised a million. London will give $500,000.

Lloyd C. Griscom, American Minister to Japan, had a farewell audience with the Mikado, who asked him to thank the President for care of Japanese interests in Russia throughout the late war.

Owing to the adoption by Salvador of the Chilean dollar, mutilated with a mark of its own, Chile has made a strong protest, and threatens to send warships to the Central American republic.

Greece and Roumania are on the verge of a break, owing to a question as to the nationality of the Koetso-Wallachs, a people living near the Greek border in Macedonia.

Announcement is made that the Moors resent any kind of interference on the part of Europe, and that the Sultan's delegates to the coming conference will demand an assertion of the country's independence.

General Morteza, Persian Minister, declared that deplorable conditions existed in that country as result of cholera, crop failure and the war and disturbances in southeastern Russia, preventing succor from that source.

The Yellow River bridge of the Peking-Hankow Railway was formally opened on November 13. Many foreigners, including the Belgian Minister, attended the ceremony. The line was first opened for traffic on January 2, 1897.

Advices from Hongkong say that the anti-American feeling is growing in intensity. Consul Lay has received an anonymous letter threatening him with death and a woman has been insulted on the street.

The number of unemployed in Japan following the return of the troops from the field, estimated at 700,000, is causing uneasiness, in view of the industrial depression now prevailing and the unlikelihood of a revival in business in the near future.

Premier Balfour, in a speech at a banquet following the induction into office of the new Lord Mayor of London, prophesied the peace of the world. In the parade which preceded the banquet there was a float, representing "Peace," covered with American flags.

The Kaiser has decided that the Crown Prince and Princes of the royal house are entitled to receive only the ordinary salute with the hand from the troops at Potsdam, and that in the future the officers and soldiers need not, as heretofore, halt and stand at attention until a prince has passed.

The latest reports from Vladivostok indicate that the mutiny has been crushed and order partially restored. Both the sailors and the fortress artillerymen participated in the outbreak. The commandant lost his head. The situation got beyond his control, and energetic measures were not taken until a large part of the city had been destroyed.

Labor News.

The strike of the Cigarmakers at San Francisco to secure an increase in their schedule of prices has ended, the union having succeeded in securing the consent of all manufacturers to pay the new rates. There were about 150 Cigarmakers on strike in the various factories and these men returned to work promptly when their employers signed the union schedule.

The call of three anthracite districts for a joint convention of delegates to the United Mine Workers at Shamokin, December 14, has been issued. The convention will take action on conditions of employment to become effective after March 31, 1906, when the present agreement with the operators expires. Local unions have been cautioned to use extreme care in selecting delegates, because of the importance of the convention.

The sympathetic strike is attacked in a suit for damages for $50,000, filed in the Circuit Court at Chicago, Ill., against the International Association of Bridge and Structural Iron Workers and Frank M. Ryan, general president. The Oscar Daniels Iron Works Company is the plaintiff. Attorney H. C. Rumery, representing the complainant, declares that if the Courts decide that the union is liable for the damages incurred by the company, it will put an end to sympathetic strikes.

A settlement of the controversy between the Northwestern Brewers' Association and the Brewery Workmen's Unions has been effected. The agreement made provides for the union shop system and the union schedule of wages and hours, as well as other union rules governing employment. Its provisions extend to all workmen employed in the breweries of the Association. The settlement was effected on November 7, and the agreement with the unions signed by the brewers on November 10 and 11.

A "standing army" of unemployed men recruited through bureaus in all of the large cities under the direction of employers' associations and held in readiness to be transported in two or three days' time to the scene of any labor disturbanee, is a strategical project for the breaking of big strikes which assumed definite shape in Chicago. The plan, which originated with the local Employers' Association, will be presented for ratification to the convention of the Citizens' Industrial Association in St. Louis.

The California State Federation of Labor will hold its sixth annual convention in Germania Hall, Oakland, commencing Monday evening, January 1, 1906. The executive council of the State Federation has issued the call for the convention, pursuant to the constitution of the organization. Each affiliated organization in California is entitled to representation according to his numerical strength, at the rate of one delegate for each 100 members, or major fraction thereof, though no single union is entitled to more than six delegates. Central labor bodies are entitled to two delegates each.

A scheme has been brought to the attention of the immigration authorities to induce immigration from foreign countries to the United States. Thus far the plan is known to be in operation only in Italy, but it probably will be extended to other European countries. Two companies, known respectively as "Unione Meridanale" and "La Ligure Americana," have been organized to issue to prospective immigrants policies of insurance that they will be landed on arrival in Ameriea. The premium for each policy is two dollars, the companies guaranteeing to refund the immigrant's transportation charge in the event of deportation.

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GOOD WORK FAIR PRICES

INFORMATION WANTED.

The following seamen are inquired for by the Consul of Sweden and Norway at San Francisco: Alfred Svenson, from Gothenburg; Axel Edw. Rutgerson, from Gothenburg; Oscar Dahlgren, from New York; Helmer Hansen, from Norland; Ole Halvor Sorensen, from Christiania; Hugo Svenson, from Wisby; Axel Vitbro, from Trondhjem .

Domestic and Naval.

United States cruiser Minneapolis has been ordered to Cronstadt to protect Americans.

It is reported from London that Sir Thomas Lipton expects to again challenge for the America's Cup in 1907.

The former Russian cruiser Variag, which was sunk by the Japanese and afterward raised, has been supplied with new engines and will proceed to Yokosuka to receive her armament. Trials of the vessel at low speed have been highly satisfactory.

The general board of the navy has recommended to Secretary Bonaparte the construction of three battleships and sixteen torpedoboats. The battleships recommended would carry at least ten 12-inch rifles and would be without an intermediate battery.

One of the two Ward Line steamships now building at Cramps' for service between New York, Cuba and Mexico, will be launched in about five weeks' time. She is 470 feet long. The Cramps have the contract for four steamships for the Ward Line.

A new Swedish Shipping Company, with its seat at Malmo, has been formed with a capital of 400,000 kroner, which may be increased to 1,200,000 kroner. Its title is "Sverig-Tyskland," and its object is the conveyance of passengers and goods between Skaane and the Continent.

The directors of the Navigazione Generale Italiana have decided upon raising the capital of the Company from thirty-three to fifty-four million lire. Fifty-five thousand of the new shares are to be offered to the old shareholders. Nine new steamers are to be built.

The New York representative of the Hamburg-American Line has stated that his Company looks upon the voyages of the Royal Mail Line as prejudicial to its interests and an encroachment on its sphere of action: the Hamburg Company has, for that reason, announced its withdrawal from the West Indian Shipping Conference.

It is reported that several Philadelphia tugs will go to New York this winter, believing that conditions are better there than at this port. Considerable dredging work is being done at New York and the work of filling in and reclaiming land in New Jersey affords greater opportunity for towing craft to engage in than is possible at Philadelphia.

The City Council of Ghent has invited tenders for the execution of important harbor works, among them being the enlargement and deepening of the new maritime basin, which is to be made 2,200 metres long and 180 metres wide, and the water alongside the quays will be 30 ft. deep. All the works are to be completed by the 31st of December, 1907.

During the nine months of this year ending 30th September, the vessels arrived from over sea at Hamburg numbered 23,006, with a total measurement of 15,583,387 register tons net. This is an increase, when compared with the corresponding period of 1904, of 320 vessels and 1,021,175 tons. The increase is exclusively to the credit of steam navigation, the sailing-ship traffic being rather less than last year.

Secretary of the Navy Bonaparte has written letters to two enlisted men on the battleship Ohio commending them for their heroic conduct in rescuing a fellow bluejacket from drowning. While the Ohio was off Taku, China, recently, J. Clegg and A. I. Froman, ordinary seamen, were thrown into the water by the breaking of a staging rope. Clegg's jawbone was broken in the fall. Froman made an attempt to rescue Clegg, but the latter seized him around his neck. Frederick W. Klans, another sailor, jumped overboard to save Clegg, Froman saving the latter and finally himself.

With the Wits.

A Temporary Stay.—Mr. Timmid—"Miss Pechis—er—Mabel—I'm going to kiss you!"

Miss Pechis (haughtily)—"How dare you, sir! Besides, the shades are up."

The Limit.—Tom—"May Pechis is certainly what you might call a 'kissable' girl."

Dick—"Kissable? Why, man alive, she's positively edible."

Quite the Contrary.—Nell—"So she's got a real lover?"

Belle—"Oh, no, indeed."

Nell—"I heard she had."

Belle—"Oh, no; she says he's her ideal."

Quite True.—"Woodby declares his grandfather descended from one of the greatest houses in England."

"Ah, yes; I did hear a story about the old man falling off a roof he was repairing once for Lord Somebody or other."

Still Free.—Miss Gaussip—"I understand that you are as good as married to Miss Roxley."

Mr. Bachelier—"Just as good and even better. I'm not going to be married to anybody."

Her Slave.—"Why do you always have him to escort you to dances? He can't dance?"

"Oh, yes, he can, in the way I like best. He is very good at dancing attendance."

It was Sixteen Once.—"These deceitful women are so ridiculous," said Miss Passay. "As for me, I was never afraid to tell what my age was."

"No woman," replied Miss Wise, "is ever afraid to tell what her age was."

News for Him.—"Well, I was in Europe last summer," began the tragedian, pompously.

"The idea!" interrupted the comedian, "I never knew it was possible to walk to Europe."

That Hurts.—"No wonder a fellow gets discouraged occasionally," said the struggling family man. "It's hard getting up in the world."

"Perhaps," replied the man who had once seen better days, "but the coming down is harder."



Union made Clothing

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Garments can be purchased in either one of our two stores.

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For years and years we have seen early shopping growing more and more general. For years we have been able to have the Hale store ready when you want it ready.

This year marks the climax. San Francisco's Christmas store is ready as never before to help you begin your Christmas shopping now.

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And Holiday interest is high.

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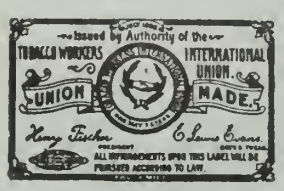
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OFFICIAL PAPER OF THE INTERNATIONAL SEAMEN'S UNION OF AMERICA.

A Journal of Seamen, by Seamen, for Seamen. *Our Aim: The Brotherhood of the Sea.* *Our Motto: Justice by Organization.*

VOL. XIX. No. 10. SAN FRANCISCO, WEDNESDAY, NOVEMBER 29, 1905. WHOLE NO. 946.

PROCEEDINGS OF A. F. OF L.

Executive Council Submits Report.

Many Important Resolutions Adopted.

THE twenty-fifth annual convention of the American Federation of Labor was opened promptly at 10 a. m. on Monday, November 13, by President Samuel Gompers in the Old City Hall, Pittsburg, Pa. Mr. Gompers introduced J. A. Robinson, of the Hotel and Restaurant Employes, who in a brief speech presented a handsome floral emblem to the convention. C. C. Douglas, President of the Iron City Trades Council, the central labor organization of Pittsburg, then addressed the convention, welcoming the delegates in the name of organized labor.

Hon. James B. Drew, representative of Mayor Hays, of Pittsburg, delivered an eloquent address and presented the President Gompers the key of the great gate of the city, decorated with the Pittsburg colors. Mr. Gompers responded, expressing keen appreciation of the kind words of welcome, and especially the splendid tribute paid by Mr. Drew to the efforts of organized labor. At the conclusion of his response to the addresses of welcome, President Gompers called the convention to order for the transaction of business.

The Committee on Credentials reported favorably upon the credentials of 311 delegates, representing eighty-one International and National Unions, twenty-three State Branches, seventy-three Central Bodies, twenty-six Local Trade and Federal Labor Unions, and four Fraternal Delegates. A number of delegates representing organizations, which had not complied with Section 2, Article XI, of the Constitution, were recommended not seated, until their organizations had been placed in good standing. On motion the report of the Committee was adopted.

President Gompers, Secretary Morrison and Treasurer Lennon read their annual reports, extracts of which were published in last week's issue of the JOURNAL.

President Gompers appointed the various Committees, of which the following are the more important:

Committee on Rules and Order of Business—John Golden, Roady Kenehan, W. H. Foster, J. W. Wood, C. J. Harrington, John M. Stoughton, Thomas J. Duffy, H. J. Wendelken, John J. Tierney, Wm. C. Davis, Philip J. Byrne.

Committee on Report of President—Andrew Furuseth, Collis Lovely, Thomas F. Tracy, James A. Creamer, John P. Frey, John S. Henry, James Wilson, George F. Dunn, Frank K. Foster, P. H. Sweet, John A. Powell.

Committee on Resolutions—James Duncan, W. D. Ryan, D. D. Mulcahy, James F. Grimes, Frank L. Rist, D. A. Cary, James Wood, A. B. Loebenberg, Frank J. Donnelly, Wm. E. Kennedy, A. E. Kelliugton.

Committee on Laws—John B. Lennon, James M. Lynch, D. A. Hayes, Max Morris, A. J. Eugel, Wm. B. Wilson, E. W. Miller, Alex R. Mitchell, S. J. Thompson, Wm. Penje, Archy Grant.

Committee on Organization—John Mitchell, J. W. Kline, A. Priestersbach, Samuel Yarnell, John Fitzpatrick, P. C. Winn, J. W. Morton, Eugene Linxweiler, T. J. Sullivan, Thomas Harrison, James F. Connelly.

Committee on Labels—Walter Macarthur, James P. Maher, Max Hayes, J. M. Barnes, George Bury, Louis Kemper, Emmet T. Walls, Wm. Steshle, Rudolph Schirra, Herman Robinson, Henry Bablitz.

Committee on Grievances — James O'Connell, Charles L. Baine, Wm. J. O'Brien, John Moffitt, Homer D. Call, Joseph N. Weber, Edward L. Jordan, Henry Jenkins, David J. Reid, John A. Powell, Albert Hibbert.

SECOND DAY, NOVEMBER 14.

The Executive Council submitted its report, which reads, in part, as follows:

We herewith submit to you the report of the Executive Council upon such of the more important matters as have come before us, and received our attention and action, for which we ask your earnest consideration and action, and we entertain the hope that they, as well as such recommendations as we may make, will meet your approval.

Organization.

True to our policy, we have authorized the expenditure of large sums of money to bring the yet unorganized workers within the beneficent fold of the trade-union movement, and we feel confident within the near future that tangible results will be shown. We are not only interested in and devoting our attention to the organization of the wage-earners in local unions directly affiliated to our Federation, but we are also mindful of the infinitely greater advantage to them which follows their becoming attached to the international unions of their respective crafts and callings. When it is borne in mind that when our Federation was formed in 1881 there were but few national or international unions in existence, that there are now one hundred and eighteen of such organizations affiliated to the A. F. of L., it surely must encourage us all and impel us to still further effort for the extension of our work to all the toilers of our continent.

It is a matter to be regretted that there are still some bona fide international unions which, for some reason or other, still remain unaffiliated. Surely, there can be given no good reason for the isolated policy which they pursue. The largest latitude consistent with the general good is guaranteed to every trade-union. In becoming affiliated to our Federation, no organization surrenders a tangible right or advantage. Its affiliation contributes strength and prestige to those already affiliated, but in such affiliation an organization cannot give, without receiving, greater benefit in return.

We recommend that still further efforts be made to convince all bona fide trade unions, local, national and international, that their own and the general good would be the better protected and promoted by their becoming members of the family of trade unions under the banner of the American Federation of Labor.

Jurisdiction.

In view of the fact that despite decisions rendered, organizations have not generally complied with the terms, the subject matter in its entirety was discussed by us at several sessions. We are strongly of the opinion that unless the representatives of the organizations in interest recognize the desire as well as the necessity for a conciliatory policy, that an effort to employ such a course is not always fraught with good or is calculated to bring success.

Much of the time of the Conventions of the Executive Council and of the officers has been and is now devoted to the effort at adjustment of jurisdiction disputes, which could be devoted to other subjects calculated to be of greater advantage to our fellow-workers and to our movemnt. We, therefore, recommend to this Convention that the American Federation of Labor discountenance the consideration of disputes between organizations unless the organizations at interest have first made an effort to adjust them, and that if arbitration be desirable, both organizations in advance agree in writing to abide by the decision rendered. We firmly believe that under any and all circumstances the Council should endeavor to prevent any action of one which may be calculated to injure another organization, and to act as mediators to restore harmony and co-operation.

Seamen—Lougshoremen.

The controversy between the Seamen's and the Longshoremen's unions has reached an acute stage, particularly on the Pacific Coast.

We have endeavored to stop the strife between these two organizations but with little avail, and can only express our keen regret thereat and hope that a way out may be found by which both may be enabled to co-operate to their mutual advantage.

Legislation.

Though little advance of interest to labor can be reported as the result of the last Congress, other than the provision requiring that no contract shall be entered into by the Postoffice Department for the purchase of material or supplies which are manufactured by convict labor, several measures inimical to the interests of labor were, through our efforts, defeated.

Together with our Legislative Committee, we have rendered every assistance to secure favorable action regarding the Convention's declaration upon the subject of under-manning of vessels, the improper and unsafe towing of rafts, as well as the improper competition of enlisted with civilian musicians. The last Congress, and particularly the last session, was unpropitious so far as legislation in the interest of labor was concerned.

We have given every consideration to the subject-matter of both legislative action of the Congress and administrative acts of the Executive and the heads of several departments.

We recommend that in addition to the effort to secure favorable legislation affecting the wage-earners of our country, as well as to prevent acts hostile to labor's interests, the Executive Council be authorized to not only have a competent and active Legislative Committee, but also that the efforts of your officers be continued to carefully guard the legislative and administrative course, particularly so far as it affects the conditions and interests of the wage-earners, the wealth-producers of America.

Nor can we permit this opportunity to pass by to hold responsible the dominant party in power for its failure to fulfill and carry into effect its promises and pledges for an eight-hour law, for an anti-injunction law, for a law that shall protect honest workmen from the evil effects of convict-labor coming into competition with the labor of free men.

Assessment to Help Printers.

An assessment of one cent a member a week, for a period of four weeks, was levied on the entire membership of the federation for the benefit of the International Typographical Union in its efforts to establish an eight-hour workday in the job and commercial printing establishments of the United States and Canada.

Conclusion.

The remainder of the report deals with many other subjects, such as "Child Labor," "The Initiative and Referendum," "Questioning of Candidates," "Equal Suffrage," "Self-Government in Public Schools," "Union Label and Bulletin" (a new issue of the latter is recommended), "Tuberculosis," "International Agricultural Congress," and gives the firms placed on the "We Don't Patronize" list during the year, as well as those taken therefrom. In its conclusion the Executive Council says:

"With pride and satisfaction we all observe the advanced stage of public opinion; the more friendly

attitude it has assumed toward the work, splendid attainments, and the high aims of the organized American labor movement."

The Auditing Committee reported having found the finances of the A. F. of L. correct in every detail, as reported by the officers.

Delegate Owen Miller, of the American Federation of Musicians, secured unanimous consent to present the following resolutions for immediate action:

"Resolved, That the twenty-fifth annual Convention of the American Federation of Labor extends its heartiest congratulations to the organized workingmen of San Francisco, Cala., in so loyally supportiug Brother Eugene E. Schmitz, a true union man, for Mayor, against the combined oppositon of every foe of organized labor."

The resolution was adopted.

A number of delegates, whose organizations had in the meantime made satisfactory arrangements, were ordered seated.

Mr. John A. Moffitt, of the United Hatters of North America, made a lengthy report for the fraternal delegates to the British Trades Union Congress.

Mr. Frank Feeney of the International Union of Elevator Constructors, submitted his report as fraternal delegate to the Trades and Labor Congress of Canada.

THIRD DAY, NOVEMBER 15.

The following resolutions by Delegate A. Furuseth of the International Seamen's Union, were adopted:

Resolution No. 2.

"Whereas, The towing at sea of log-rafts and long strings of barges, each incapable of being managed at sea by its own crew, is constantly increasing; and

"Whereas, Such towing necessarily endangers human lives and obstructs navigation; therefore, be it

"Resolved, That this Convention reiterates its former urgent request that proper laws be enacted by Congress; and further be it

"Resolved, That this resolution be submitted to the proper committees of Congress."

Resolution No. 6.

"Whereas, Iuvestigations have demonstrated the maiu cause of the great loss of lives in ship wrecks to be a deck crew insufficient in numbers and in individual skill; therefore, be it

"Resolved, That we hold it to be the duty of Congress to so amend existing law that these inexcusable defects may be remedied and the preseut reckless gambling with human lives brought to an end; and further, be it

"Resolved, That this resolution be transmitted to the appropriate committees of Congress."

The following resolution by Delegate C. J. Harrington, of the International Seamen's Union, was also adopted:

Resolution No. 20.

"Whereas, Our maritime law and our treaties with foreign nations still recognize the ownership of one man by another, and euforces such ownership by offeriug rewards for eseaped seamen in the same way as rewards are offered for the reeapture of escaped convicts aud by compelling such seamen to labor against their will on private vessels or suffer punishment for refusal; therefore, be it

"Resolved, That this Conventiou demands from Congress that the law and the treaties be so amended as to give to seamen the same individual freedom accorded to other men."

The convention went ou record for the following resolutions:

Condemning employmeut or use of eonvict labor in the production of any article which brings such convict labor in competition with free labor in the open market.

Urging the organizers of the A. F. of L. and the officers of the affiliated national and international unions to use their best efforts, and render every assistance possible, in organizing the stenographers, typewriters, bookkeepers and office clerks throughout the country.

Demanding the passage of a law which will make it illegal under the statutes of the United States for enlisted men to be used in competition with civilians for any purpose whatever.

Urging the Government to introduce the postal savings banks system so successful abroad.

Favoring the admission of women to full citizenship as a matter of justice to them, and as a necessary step towards insuring and raising the scale of wages for all.

In favor of the United States Government operating a parcels post system in connection with the Post-office Department.

Urging the passage of a bill which will give the employes of the United States Navy Yards, Naval Stations and gun factories recourse to the civil eourts for injury received in the line of duty.

Favoring an iucrease in the United States Navy Yards, arsenals and gun factories, to the end that the Government may be in position to produce all work required by the Government in the said navy yards, arsenals and gun factories.

Mr. Paul Kenneday, of the New York City Committee on the Prevention of Tuberculosis, delivered a long address. There was more than ordinary interest in this talk, because organized labor has seen the great white plague cut its membership down more successfully than have all the employers' associations extant. Figures were produced by Mr. Kenneday showing the greatest death rate from consumption in the country last year was among the marble and stone cutters. The death rate for the year in this craft is said to have been 500 in 1000, or one-half. Cigarmakers were declared to be second in the death rate, plasterers third and printers fourth.

Mr. Kenneday displayed some charts and a number of pamphlets detailing briefly how to avoid and then how to eure consumption. On motion of James Duncan, it was decided to reproduce the charts and pamphlets for general circulation.

The followiug substitute, drafted by Delegate W. Macarthur, of the International Seamen's Union, for Resolution No. 24, was adopted:

"Whereas, There exists a clearly-defined and growing disposition in certain newspaper and official eircles to restriet the rights of employes in the service of the Government and so-called public service corporations, specifically in respect to the right of organization for political and economie purposes; and

"Whereas, The threatened proseription of public and quasi-public employes not only menaces the interests of those immediately affeeted, but also endangers the principle of personal liberty, upon which the institution of popular government must depend for its perpetuation; therefore, be it

"Resolved, By the Amerieau Federation of Labor, that all employes in the service of public and quasi-public institutions retain all the rights of citizenship, amoug which are the right to organize for political or legislative purposes, and to exercise such right by direet representation to the Congress of the United States or other law-making body, or the members thereof, and the right to organize for economie purposes and to exercise such right by resort to all or any means which may properly be adopted by private employes or organizations thereof; further

"Resolved, That all public and quasi-public employes are entitled to and will receive the aid and support of this Federation in the fullest exercise of the rights herein described."

FOURTH DAY, NOVEMBER 16.

William Mosses and David Gilmour, fraternal delegates from the British Trades Union Congress, and William V. Todd, delegate from the Dominion Trades and Labor Congress, delivered lengthy addresses, which were well received.

Thomas I. Kidd, of the Committee on Education, reported a resolution in which the Women's Trade Union League asked assistance of the Federation in getting at facts on women working in the United States. The resolution was adopted. The committee also recommended that the convention hear two of the women interested on this subject. Miss Mary E. McDowell, President of the league, and Miss Gertrude Barnum, Secretary, both of Chicago, were invited to the platform.

Miss McDowell commented on the fact that there are only four women delegates at the convention, whereas, there are 5,000,000 women making a living in the country. The increase in divorce, decrease of marriage and low birth rate, Miss McDowell said, have been attributed to the inerease of working women. The league, she said, wants to get data on the working women.

Mr. Charles Stelzle, a union machinist, who represents a movemeut which aims to have the churches and trade-unions work in unison, addressed the convention at some length.

FIFTH DAY, NOVEMBER 17.

Delegate J. W. Wood, representing the Interuational Union of Stationary Engiueers, declared another organization of engineers, the so-called National Association of Stationary Engineers, was a strictly non-uniou body. He read from the proceedings of the Citizens' Industrial Association, meeting in St. Louis, and said the N. A. S. E. was affiliated with the industrial association. He said the dual engineers' association favored the open shop and opposed strikes, and declared he wished to have the delegates thoroughly understand that there were two organizations of engineers.

A feature of this day's session was the address of Rev. S. Edward Young, pastor of a local church, who invited the delegates to attend service in his church.

Mr. Young declared he had attended some of the sessions of the convention, but as he was working twelve to fourteen hours a day, he had not had the opportunity to give the convention all the attention he wished. At the mention of the long workday the audience smiled, but Dr. Young was equal to the occasion by declaring he thought he ought to strike for a shorter workday in his religious work. "But why should I strike as an individual? My job would be taken immediately by a 'scab.' To make the move effective all us ministers would have to strike together."

The Committee on Labels recommended non-concurrenee in three resolutions favoring a universal label. After considerable debate, the entire subject was referred for further inquiry to the Executive Council.

The following resolutions received the endorsement of the convention:

Requesting the delegates to make special efforts to organize the women wage-workers in their respective localities.

Directing the Executive Council to instruct the organizers to do everything in their power to organize the sugarworkers in the respective localities.

The Committee on Organization reported that the funds of the American Federation of Labor are entirely inadequate to meet the numerous demands for organizers made by the various organizations, and was therefore compelled in nearly every instance to recommend that such resolutions be referred to the Executive Council.

SIXTH DAY, NOVEMBER 18.

The following resolutions were endorsed:

Extending the sympathy of the American Federation of Labor for the struggling people of Russia.

Pledging the Federation's support to the striking Shirt, Waist and Laundry Workers at Troy, N. Y., and appropriating one thousand dollars, or as much of this amount as may be necessary, to assist in prosecuting this strike to a successful issue.

Endorsing the movement to have telegraph companies doing a public business placed in the hands of the National Goverment.

Urging trade-unionists to use all honorable means to oppose election to public office of men unfriendly to organized labor, and assist to the extent of their ability the nomination and election of eandidates who are known to be friendly to labor legislation.

Favoring an amendment to the Boiler Inspection law by adding a proviso that Boiler Inspectors must be skilled, experienced and praetical workmen.

Condemning the practice of railroads of forcing purchasers of excursion and tourist tickets to sign an ironclad agreement not to transfer them, whereby many tickets are not used and millions of unearned profits are obtained.

Recommending that all affiliated State and Central bodies exchange fraternal delegates with the various State and city ministerial associations, wherever praeticable, thus insuring a better understanding on the part of the church and clergy of the aims and objects of the labor union movement of Ameriea.

Urging Congress to establish a Bureau of Photo-Engraving, on liues similar to the other branches of the printing trades.

Indorsing the principle of government insurance of a voluntary nature, and authorizing the Executive Council to favor legislation to that end.

Instructing the Executive Council to correspond with the various affiliated National and International Unions of this country and of Europe as to the advisability of a recognition of membership eards, whereby a trades unionist from any country would be exempt from payment of initiation fees in another conutry; provided he or she had been for three years prior a member in continuous good standing in his or her union; and to report their recommendations to the next convention of the American Federation of Labor.

The following resolution, by Delegate A. Furuseth, of the International Seamen's Union, was also adopted:

Resolution No. 113.

"Whereas, The urgent need of a Government hospital in the Bristol Bay region is greatly felt by everyone engaged in the Alaskan fishing industry, and especially by the members of the International Seamen's Union of America, many of whom have suffered great hardships in the past through lack of proper medical attention at the fishing grounds; and

"Whereas, It is of vital importanee to upward of eight thousand men, who are engaged in the fishing industry in Alaska, that such hospital should be established before the opening of the season of 1906, and that immediate steps be taken to secure the proper presentation of this matter to the Congress of the United States at its coming session; and

"Whereas, The International Seamen's Union of America has already taken steps in drafting and preparing such memorials and petitions as will present the matter forcibly and clearly to the proper Government officials as to the necessity of such hospital; therefore be it

"Resolved, By the American Federation of Labor, that we eo-operate with the International Seamen's Union of America in this matter, and use our best efforts in securing the establishment of such hospitals."

Delegate Victor L. Berger of the International Typographical Union was the author of the following resolution:

"Whereas, The hypocritieal attempt of the Civic Federation plutocrats to convince organized laboring men that 'the interests of capital and labor are identieal' is being helped on by certain labor leaders, and has succeeded in blinding the minds of others; and

"Whereas, The interests of laborers and capitalists constitute the basis of a real class struggle, which needs no stirring up, but does need to be ended; therefore, be it

"Resolved, That we point with sorrow to the close intimacy and harmouious relations established between Samuel Gompers and other labor leaders with the great capitalists and plutocratie politicians; and be it further

"Resolved, That it is the sentiment of this convention that we consider the results of this policy are not for labor's interests, as shown in the failure of the Belmont subway strike in New York and the futility of the eight-hour campaign in Congress."

The Committee on Resolutions reported upon Mr. Berger's resolution as follows: The statements contained in the preambles of this resolution are a misstatement of facts, and the resolutions are, therefore, based on false premises. Your committee reports unfavorably upon them. The committee's report was concurred in.

(To be continued.)

Prof. Brander Matthews of New York City is strongly advoeating the establishment of a museum gallery for the drama to show the gradual development of the theatre in various countries.

A London house owner protested against his house being numbered thirteen in the renumbering of a street, and petitioned the Borough Council that it be made 12 1-2. The Council refused.

A soldier in charge of the eanteen at the barraeks at Chester, England, is under arrest. Fifteen barrels in his charge that should have contained beer were found to be full of water.

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions.)

Farm Colonies.

A contemporary notes that in England one person in every thirty-two is a pauper supported by the State, and ascribes the cause to over-population, advising emigration as a cure for the evil. This solution of a problem which is becoming acute in all civilized lands affords a fair measure of the intelligence of the average newspaper editor when it is borne in mind that nine-tenths of the area of the British Islands is owned by aristocratic landlords whose titles to their possessions have in most instances been obtained through royal grants. Why, forsooth, should British men and women be forced to emigrate while millions of acres of British land are put to no better use than deer parks, hunting moors, terraces, grazing meadows for blooded stock, etc.? So long as there is enough land in a country to maintain its population—and there is many times more than enough in Great Britain—there should be no need for any of its inhabitants to emigrate. Unfortunately, the British are noted for their conservativeness in regard to political and social institutions, and they will probably have to suffer a good deal more from hunger and cold than they are doing now, before they will amend or change their land laws so that the land will be made to support all the inhabitants in comfort, instead of as now, when it supports a few hundred aristocratic leeches in princely splendor and forty million plain people in varying degrees of poverty.

In this connection it is interesting to remember that Rider Haggard, the noted English novelist, made a tour of the United States recently, for the purpose of gathering data and statistics for the British Government on the subject of farm colonies. Since then Mr. Haggard has made an elaborate report to his government on the workings of our farm colonies under the supervision of the Salvation Army, and strongly recommends the establishment of such colonies in Great Britain. Mr. Haggard points out that the routine of factory hands tends to reduce them almost to the level of machines, and that, if through sickness, strikes, or the substitution of labor-saving devices they are thrown out of employment, they are pretty much like pieces of cast-off machinery thrown upon a dump.

The following from a paper on farm colonies, prepared by Commander Angelina C. Booth, of the Salvation Army, is also pertinent to the subject:

> The most dangerous tendency of modern civilization is the disintegration and destruction of the home and family. For an honest, but poor, workingman to rear his family in decency and comfort is increasingly difficult. The forces working against him are well-nigh overwhelming. The farm colony is the natural, the scientific remedy for this terrible evil, and can be made co-extensive with it.

All this agitation in favor of farm colonies will undoubtedly have the effect of focusing the attention of intelligent men everywhere on the evils of private ownership of land. These evils are only tolerated because of the venerableness with which age has invested them. As civilization advances, however, and the status of land as the source of all wealth becomes more generally known and recognized, the land question will everywhere become the leading economic and political issue.

Humbugs in Type.

A recent press dispatch which went the round of the Eastern press reads as follows:

> CALCUTTA, Nov. 11.—The native hands have found the textile mills of Bombay terrible sweatshops. The workers are obliged to labor fifteen hours a day, and these hours not only apply to adults, but to the child laborers, and on account of their cheapness the children form a large portion of the workers. Curiously enough the worst features of this sweating system are due to the introduction of electric light in the mills. Before this introduction the hands stopped work at dusk, which comes early in India. Now, with the electric light, work is started at 5 in the morning and continued until after 8 at night.

The object of our friends among the trust-subsidized press in circulating such news as the above, is, of course, to create by contrast, an impression on our home folks that that as a nation we are comparatively guiltless of such abominations as sweatshops and child labor. And yet, systematic investigations conducted by various organizations and societies interested in the social and industrial betterment of the masses have disclosed that in many parts of our country, particularly in the large cities and in the mills of the Southern States, child labor and sweatshop conditions obtain which in numerous instances, are even worse than those described in the newspaper dispatch quoted above. But, of course, the trust organs are not in business to divulge the sources from whence their owners derive a goodly portion of their profits. Not much, they aren't. The modern press is now performing the functions which the churches used to perform when education was less widespread among men; that is, fooling the people all the time by keeping them ignorant of the truth concerning our industrial slavery and economic injustices. Let any intelligent workingman scan the pages of an average daily newspaper and see how much there is in them about the struggle for existence going on among the nine-tenths of our population who work with their hands. He won't find much of that kind, as we all know; and what little he may find has usually been "doctored" to conform to the "editorial policy" of the paper in which it appears. None the less, these humbugs in type have the effrontery to proclaim that they represent "public opinion," which fact would seem to bear out P. T. Barnum's cynicism that "the public likes to be humbugged." Take them all in all, the newspapers of the age serve as fairly good demonstrations of the fact that our so-called "Christian civilization" is only possible on the basis that one-half of the world must not know how the other half lives.

Tony Peterson, the New York representative of the "American Seamen's Federation," a scab crimping concern on the Atlantic Coast, was haled before the State Comptroller on the 17th inst by the New York agent of the Atlantic Coast Seamen's Union to show cause why he should not be deprived of his license as a State detective. It was alleged that he was an unfit person to carry arms, as he had, at various times, shown unmistakable symptoms of being mentally unbalanced. Several witnesses against him were examined, but as the chief witnesses were at sea, the hearing was adjourned until December 8.

Failure is a crime that few forgive.

Union Items.

Organizer Heffernan, of the Atlantic Coast Marine Firemen's Union, was arrested recently in Newport News, Va., for "illegal shipping" of a crew for a coastwise vessel, but is out on bail ($400) pending the court's decision in the case. The arrest was made at the instance of the local U. S. Shipping Commissioner on the allegation that comrade Heffernan had violated the provisions of R. S. 4504, the text of which reads as follows:

> R. S. 4504—Any person other than a commissioner under this Title (R. S., 4501-4613), who shall perform or attempt to perform, either directly or indirectly, the duties which are by this Title set forth as pertaining to a shipping commissioner, shall be liable to a penalty of not more than five hundred dollars.

The coastwise trade was exempted, however, from the provisions of the Title embracing R. S. 4504, by an act of Congress passed in 1874. This exemption of the coastwise trade from the provisions of R. S. 4504 was re-affirmed by the Maguire Act of 1895, which act is now in force. It speaks poorly, therefore, for the legal acumen of the court officials who granted the warrant for comrade Heffernan's arrest, not to mention the evident official incapacity of the shipping commissioner who caused his arrest. It is not contended that Heffernan charged any shipping fee, and such being the case, he was clearly within his constitutional rights to act as shipping agent for the master of a coastwise vessel. Wm. H. Frazier, Secretary-Treasurer of the International Seamen's Union, has engaged counsel to defend comrade Heffernan. The outcome of the case will undoubtedly be an acquittal.

The ninth annual convention of the National Founders' Association was opened in the Hotel Astor, New York, at 10 A. M. on November 15, by President Antonio C. Pessano of Detroit. The opening was attended by about 450 delegates from all the large cities throughout the United States and Canada, and the total capital represented was computed to amount to $400,000,000. The chief subject discussed was the efforts of the American Federation of Labor, and others, to organize all trades, especially the unskilled trades in the foundries. It was decided to do everything possible to counteract their efforts, and the "Open Shop" policy of the Association was re-affirmed amid much enthusiam. Strong resolutions were adopted condemning the Iron Molders' Union of North America for trying to force the "Closed Shop" on the Association. Co-operation with the National Metal Trades' Association was suggested, and the sentiment of the convention was in favor of such a move.

At the suggestion of Dr. Lee K. Frankel, of New York, the New York State Conference of Charities and Corrections, has appointed a committee to report upon the possibility of developing a systematic and comprehensive plan of industrial insurance among workingmen in the United States, which can be applied to the reliefs of the dependents of the State. It is proposed to invite the co-operation of all organizations interested in the subject.

(Continued on Page 10.)

Home News.

The State Department is to take over the control of the Insular Bureau, according to a rumor current in Washington.

As a result of the recent scandals and consequent investigation at the Schuylkill Arsenal, army officers will replace civilians as inspectors.

Charles S. Stillings, recently appointed public printer, will take charge of the Government Printing Office at Washington on December 15.

Washington officials say that the reported Anglo-Japanese project to construct a Nicaragua canal is prohibited by the Clayton-Bulwer treaty.

John Sharp Williams, House leader, said that, as far as the Democrats were concerned, there would be no opposition to the President's rate policy.

House Democrats are reaching Washington in an angry mood on account of Speaker Cannon's intention to cut down minority committee representation.

Fifteen persons were killed outright, burned to death or suffocated, and thirty or more were seriously injured in a railroad wreck near Lincoln, Mass., on November 26.

The Executive Committee of the National Grange, Patrons of Husbandry, meeting at Atlantic City, made a report condemning all forms of graft and advocating railway rate regulation.

A thief who entered a storage warehouse in New York concealed in an express package was caught as he was about to leave in the same package, along with $700 worth of plunder.

The Montana Supreme Court on November 17 held the anti-trust law of Montana to be unconstitutional, since it violates the constitutional provision against class legislation.

Both the sea level and lock canal are favored by the Board of Consulting Engineers. The American engineers favor the lock system and the foreign engineers the former scheme.

President Roosevelt told officers of the American Civic Association that if the State of New York could not preserve Niagara Falls inviolate, the National Government would step in.

Ballot reformers in New York City met and approved the adoption of the Massachusetts Australian ballot, in which party columns are abolished and names of candidates are arranged in alphabetical order.

In order to avoid a tariff war, Germany suggests a provisional arrangement with President Roosevelt pending the negotiation of a new treaty, the suggestion being on a basis slightly more favorable to Germany than present relations.

The Japanese bank, Nichi Bei Ginko, at Los Angeles, Cal., was robbed of $15,000 in coin on November 23. Only cash was taken by the robbers, several thousand dollars of negotiable paper being found scattered about the floor.

A population of 480,082 for the State of Rhode Island is shown by completed returns from the census taken by the State Board of Industrial Statistics. The figures show an increase of 51,526 over a population of 428,556, as given by the Federal census of 1900.

There is great discontent in Tammany Hall on account of the alleged mismanagement of the recent campaign by Leader Charles F. Murphy. There is a probability that he will be deposed and that Mayor McClellan will be in control of the Democratic organization.

A. C. Beale, a multi-millionaire from Australia, who has been looking all over the world for his son, found him recently under the name of David North, in the Marine Corps at the Brooklyn Navy Yard. It is understood he will see President Roosevelt and secure his son's release.

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Pacific Coast Marine.

The French bark Anne de Bretagne, from Swansea for San Francisco, has been towed into Montevideo with her rudder injured.

Bids were opened at San Francisco on November 24 for the construction of a steamer to replace the Gipsy, which was lost recently near Monterey. The Risdon Irou Works bid of $69,475 was the lowest. Moran Bros. of Seattle bid $74,475.

The British ship Riversdale has arrived at Victoria, B. C., from Acapulco with half of her crew down with fever. Captain Porter reported that if he had not constantly dosed his men with quinine some would have succumbed.

The schooner Kineo, from Manila for Sydney, has put into Brisbane for medical assistance. The crew is sick with beri-beri, and one of the sailors has died. The Kineo will be docked and cleaned before proceeding.

The bark Gatherer, one of the best known of the old sailing vessels on this coast, has changed owners and will leave shortly for the Atlantic, where she will remain. She is a vessel of 1509 tons register and was built at Bath, Maine, in 1874.

The British ship Euphrosyne, which lay in San Francisco Bay three years fighting union freight rates, made such a slow trip to Portland, Or., that the owners in Glasgow inquired regarding the cause of the delay, and ordered the ship into the drydock.

Victor Metcalf, Secretary of Labor and Commerce, has notified the customs department at San Francisco that freight vessels shall not be allowed to carry passengers without a passengers' certificate. The rule includes agents and employes of the vessels whether carried free or for hire.

The San Francisco Harbor Commission has adopted a rule prohibiting smoking on any wharf along the water front, the action being prompted by the narrow escape of Broadway Wharf No. 2 a few days ago, as the result of a cigar stub being carelessly thrown on the wharf.

It is reported that the British ship Garsdale, from Shields for Oregon, had been dismasted and abandoned off Cape Horn last September, the crew being landed at Greenock. The Garsdale was formerly the ship Fort James, and was built in 1885 at Belfast. She was of 1645 tons net register, and was owned by the Palace Shipping Company in England.

Severe gales along the Pacific Coast of Mexico have caused great damage to many of the cities and small towns, acording to reports received by the metcorological department of the Government. High seas swept inland, destroying property at Manzanillo, Mazatlan, San Blas and a number of smaller places.

Several lighthouses erected on Canadian islands in the vicinity of Hecate Strait, by American halibut fishermen, are reported to have been destroyed by the Canadian Government fisheries cruiser Kestrel. American halibut fishermen availed themselves of sheltering bays on Canadian islands, near the fishing grounds, from which to operate. Several months ago the Kestrel destroyed one illegal light.

Following is the reinsurance list as posted at San Francisco on November 27: German bark Suzanna, 170 days from Port Talbot for Caleta Buena, 75 per cent. French bark McMahon, 192 days from Swansea for San Francisco, 20 per cent. British ship M. E. Watson, 174 days from Cardiff for Antofagasta, 75 per cent. Italian bark Ginseppe d'Abundo, 170 days from Newcastle, Australia, for Valparaiso, 20 per cent.

Good progress is being made on the armored cruisers California and South Dakota and the protected cruiser Milwaukee at the Union Iron Works. Some delay is now and again experienced as a result of red tape at Washington, but more than ordinary speed is being observed in the construction of the vessels, though none of the three will be ready for service for nearly a year.

The contractors of the Schofield Company who are preparing to construct the new dock at Mare Island, report that in the dredging they have struck a good blue-clay bottom. It will be remembered that the Atlantic, Gulf and Pacific Company made the contention that it was impossible to strike a solid bottom on the site which the Government had selected for the dock, and the fact that the present contractors have been more successful is very encouraging.

The new steamer to be built for the Pacific Coast Steamship Company, for use on the San Francisco and Puget Sound route, is to have accommodations for 500 passengers—300 in the cabin and 200 in the second cabin, in addition to a capacity for 3000 tons of freight. Tenders for the construction of this vessel will be opened on December 20. By that time tenders will also have been received for the building of a steam-schooner for the company's use on this Coast.

The British bark River Indus, for some time on the overdue list, at 30 per cent, has arrived at Montevideo in distress, 145 days out from Port Talbot, Wales, for Iquique. The British ship Eskasoni, another recent overdue, has arrived at Astoria, Or., 188 days out from Antwerp for Oregon, after 10 per cent for reinsurance had been quoted. Captain Townsend, in command of the Eskasoni when she left Europe, is reported to have fallen from aloft off Cape Horn and been killed. The chief mate took the ship to her destination.

Captain Francis Tuttle, formerly in command of the revenue cutter Bear, states that from what he has learned from Captain Bodfish of the whaler William Baylies, there is absolutely no chance for the whaling fleet to escape. In his opinion the ships will be crushed in the ice. The crews will have to desert the ships and make for the McKenzie river. The fleet is reported to be sixty miles from Banks Land, which is 500 miles east of the McKenzie. He does not think a relief expedition could aid them in any way.

The American steamer Buckman arrived at San Francisco on November 26, sixty-three days and fifteen hours from New York. Captain Thwing reported that the passage from the Eastern metropolis had been without noteworthy incident. The Buckman is owned by the Barneson-Hibbard Company of San Francisco, and is to be used in coast service. The steamer Watson, under command of Captain Bartlett, is now out fifty-seven days from New York and is expected to arrive soon. She is a sister ship of the Buckman, and is also to be used in the coast trade.

Advices have been received that the British steamer Dumbarton has been frozen in on the Siberian Coast. She sailed from San Francisco some weeks ago, under charter to the Barneson-Hibberd Company, with a valuable general cargo for Nicolaefsk, and was recently reported as having gone ashore in the gulf of Tartary, twenty-six miles north of Castries Bay, on the Siberian Coast. Two small steamers which went to her assistance also went ashore. Ice having formed on that coast, it is not likely that the Dumbarton will be able to get out until late next spring.

The two new Pacific Mail docks, jutting out from the foot of Second street, San Francisco, are nearly ready for use. The sheds that will cover the docks have not been built, it is true, but the wharves themselves are completed, and in a pinch could be used at any time by the big steamers of the Pacific Mail line. They are not only commodious, but more substantial than any other docks along the water front, capable of bearing a great weight, and calculated to accommodate all the traffic that they will be called upon to bear for many years to come.

The schooner Bella, bound from San Francisco to Acme, went ashore on November 26 six miles below the mouth of the Sinslaw river, Or. She ran in too close to shore and tried to beat out, but was stranded on the beach. No lives were lost, as the captain and crew of seven men were able to walk ashore at low tide. The schooner is a total wreck. She carried seventy tons of general merchandise and was to have loaded lumber at M. E. Lanbert's mill. She was built at Acme, Or., in 1896. She registered 147 tons net and was 121 feet in length, with a beam of thirty-two feet and a depth of hold of six feet.

A big barge that has been used in the construction of the breakwater at Port Harford, Cal., broke from her moorings recently in a stiff blow, and has not since been seen. The cumbersome hulk is believed to be riding on the swells of the ocean off shore, a menace to every passing craft, and there is no telling what may become of her. A few years ago a similar barge broke away from its moorings at San Quintin, Lower California, and was completely lost until news was received, nine months later, that she had washed up on the beach of one of the Marshall Islands, beyond mid-Pacific, after having been carried by shifting currents more than 4000 miles.

Dr. Hugh S. Cumming, Federal quarantine officer at San Francisco, has advertised for bids for laying a telephone cable across the bay from San Francisco to the Angel-island Station. For many months the station has had no communication by wire with the city and great inconvenience has often resulted, not only to Dr. Cumming and his assistants, but to steamship companies and the general public. With the installation of an independent telephone system, connecting with the city's lines, the station will be well equipped. Its boat service was recently greatly improved by the addition of the tug Neptune, a new vessel, built last year on the Atlantic Coast.

DIED.

A. J. Booth, No. 349, native of Scotland, aged 46 years, died at Hoquiam, Wash., November 16, 1905.

Lauritz L. Seglem, No. 1306, native of Norway, aged 23 years, died at Aberdeen, Wash., November 22, 1905.

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F. R. Wall, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. Merchants' Exchange building, California street, near Montgomery; rooms 208-209. Phone Bush 508.

Wages of Workmen.

United States Consul Liefeld, of Freiburg, writes that the statistical bureau of Berlin has lately collected and published facts pertaining to the wages earned by the laboring class in Berlin upon which the following report is based:

The workmen engaged in building operations receive the highest wages, the masons receiving 67 1-2 pfennigs per hour (16.07 cents) and for extra hours 78 to 82 1-2 pfennigs, or $0.186 to $0.196. If the work is piecework, the pay is from 48 to 55 marks per week, or from $11.42 to $13.09 or from $1.90 to $2.14 per day.

The plasterers receive 8 marks ($1.90) per day from 10 to 12 marks ($2.38 to $2.86) if doing piecework, and the carriers a like amount.

The stucco worker receives weekly wages of 42 to 51 marks ($10 to $12.14), i. e., from 83 pfennigs to 1 mark ($0.198 to $0.238) per hour, and for extra work or overwork he receives 1.04 to 1.25 marks ($0.248 to $0.305) per hour.

The tiler is not paid as well, receiving 36.45 to 37.80 marks per week, or $8.68 to $9.

The painter receives from 50 pfennigs to 55 pfennigs, or 11.9 cents to 13.09 cents per hour, which is about 29.70 marks ($7.07) per week.

The tile stove setter receives weekly 48 marks ($11.42) if working on time and 60 marks ($14.28) if doing piecework.

The income of the head waiter at restaurants is said to be from 2,520 to 3,120 marks, or $599.76 to $742.56 per year, and for those in the hotels even as much as 4,530 marks ($1,078.14) per year.

The average income of the other waiters is 1,533 marks, or $364.85 per year. The hotel cooks receive annually from 3,120 to 6,720 marks, or from $742.56 to $1,599.36, the average being 4,320 marks, or $1,028.16.

The cloth weavers, working from ten to eleven hours each day, earn from 9 to 12 marks weekly, or only about $2.14 to $2.86, and as they are often out of work they would earn only from 450 to 750 marks, or from $107.10 to $178.50 per year.

The weavers in factories receive from 15 to 21 marks per week, working ten hours per day, or $3.75 to $5, and in case of piecework, 18 to 24 marks ($4.28 to $5.17) per week.

The weavers at home, working twelve hours each day, can earn only from 6 to 18 marks per week, or from $1.43 to $4.28. The locksmith, mechanic, and saddler earn from 1,000 to 1,250 marks per year—i. e., from $230 to $297.50; the coppersmith, watchmaker, and butcher from 1,250 to 1,500 marks (297.50 to $357), and the brewer, typesetters, and lithographers from 1,509 to 1,750 marks or $357 to $416.50 per year.

The Singapore agent of the Togo Kisson Kaisha, a line of steamships belonging to the Japanese merchant marine, says that his company contemplated making Singapore the terminus of its line instead of Hongkong, and that it is further contemplated to extend, in the near future, this service to Hawaiian ports on the Pacific Coast, including those of Mexico, Panama, Peru, and Chile.

Belgian women take a pride in doing their own work. If asked why they engage no help, they are very apt to reply that servants are kept only by lazy, incompetent, extravagant or sick persons.

COAST SEAMEN'S JOURNAL

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Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, - - - - NOVEMBER 29, 1905.

SEAMEN'S CASE SUSTAINED.

THE INTERNATIONAL LONGSHOREMEN'S ASSOCIATION HAS BEEN INSTRUCTED BY THE AMERICAN FEDERATION OF LABOR TO CEASE USING THE NAME OF INTERNATIONAL LONGSHOREMEN, MARINE AND TRANSPORT WORKERS' ASSOCIATION.

The foregoing is the substance of a telegram received at San Francisco from the delegates of the International Seamen's Union attending the convention of the American Federation of Labor, which was in session in Pittsburg, Pa., from November 13 to 25, inclusive. To those who are acquainted with the origin of the dispute between Seamen and Longshoremen, the convention's decision will require no explanation. The victory for the Seamen is complete. When the proceedings of the convention are at hand, the subject-matter will be dealt with more fully; for the present, the JOURNAL congratulates itself, the organized and unorganized seamen of America, and organized workers generally.

Press dispatches from Pittsburg announce the re-election of President Samuel Gompers, Secretary Frank Morrison, Treasurer John B. Lennon and the entire Executive Board, with the exception of W. J. Spencer, who was defeated for seventh vice-president by W. D. Huber. Thomas I. Kidd, for many years on the Executive Board, declined re-election; his place was taken by Joseph F. Valentine of Cincinnati, who defeated W. D. Mahon of Detroit. Frank K. Foster and James H. Wilson were chosen as delegates to the British Trades and Labor Congress, and Thomas A. Rickert was elected to attend the Canadian Trade-Union Convention.

Minneapolis, Minn., was selected as the city in which to meet next year.

To-morrow is also a day" is an old motto of the International Seamen's Union of America. The day, "to-morrow," has come at last in the long standing controversy between Seamen and Longshoremen. To the impatient, who want everything to come at once, we point with satisfaction to our old motto and repeat that "to-morrow is also a day!"

BY ORDER OF THE PRESIDENT.

When President Roosevelt issued his now famous "Executive order," threatening the immediate dismissal of any Immigration official found using undue harshness in the enforcement of the Chinese Exclusion law, the JOURNAL predicted that the order would be construed as an intimation that laxity, rather than stringency, was desired in the enforcement of the law. This prediction has already been borne out by facts. The report of the Bureau of Immigration for October shows plainly that there is a marked tendency toward a more liberal construction of the Chinese Exclusion law. The number of Chinese admitted during October was 293, against 198 in the same month last year. The number deported in the same period was reduced respectively from 46 to 16. The records at San Francisco show 200 Chinese admitted in October of this year, an increase of 76 over the same month a year ago. Deportations decreased at San Francisco from 34 in October, 1904, to only 7 in October of this year. If there has been any doubt regarding the effect which the President's order would have upon the enforcement of the Exclusion law, the figures quoted certainly remove it.

When Mr. Roosevelt was interviewed by representatives of organized labor shortly after issuing his modifying order, he stated that his edict if "properly read" could not be interpreted to mean a letting down of the Immigration bars so far as the Chinese are concerned. The President is now confronted with the plain facts, and it is up to him to issue another "Executive order" explaining the meaning of his previous order and, incidentally, instructing the Immigration officials how to read the original modifying order "properly."

How far the exclusion service has already been demoralized may be gathered from numerous press dispatches dealing with the subject. The following significant extracts from a recent Washington dispatch to the San Francisco Chronicle are self-explanatory:

It is becoming apparent that something radical must be done if general demoralization of the Chinese exclusion system is to be prevented. The President's views of some weeks ago have frightened the immigration inspectors to such an extent that arrests of Chinese are now very infrequent, and the officials of the Bureau of Immigration declare that the law is being violated with impunity. Inspectors dare not make arrests in some cases for fear of mistaking high-class Chinese for coolies, which fact, if discovered, they fear would result in their instant dismissal under the President's order. Accordingly, they prefer to wink at violations of the law rather than run the risk of losing positions.

The Chinese have discovered this state of affairs and are taking advantage of it. In certain districts not far from Washington recently a Chinese under arrest spat upon the immigration inspector and said: "The Chinese Minister will take care of you; you better go slow."

It is reported at the bureau here that a certain United States Judge in deciding a case of unlawful entry said that the evidence clearly proved the Chinese in question were unlawfully in the United States, but he proposed to take his time in ordering them deported. The result was a practical nullification of the law.

Fewer Chinese have been deported since the President's order than in any equal period since the exclusion law was enacted, and practically every Chinese claiming to be of the excepted classes has been permitted to remain.

It is understood that Secretary Metcalf is greatly concerned over this lax enforcement of the law and will bring the matter up at a Cabinet meeting. While the inspectors throughout the country have no warrant for believing that the Administration is trying to wink at the evasion of the law, something will have to be done to reassure them that if they do enforce the law without fear or favor they will not lose their own heads.

In view of all that has transpired since the issuance of the order, it is to be hoped that the President will acknowledge, before many more days have passed, that he was in error and that he made a serious mistake when threatening "instant" dismissal of officials for any incivility to Chinese desiring to enter the country.

CONGRESSMAN GROSVENOR'S TRIP.

Among those who accompanied Mr. Taft on his recent journey to the Orient was Congressman Grosvenor of Ohio, who, it will be remembered by our readers, was mainly responsible for the defeat of the proposed manning scale during the last session of Congress. It is to be hoped that Mr. Grosvenor has absorbed information by travel. Perhaps he has learned that American seamen are unknown on the magnificent American liners which cross the Pacific in search of the commerce of Asiatic countries. Perhaps he has also realized that something must be done to protect American seamen from Chinese competition. It is probable also that he has changed his opinion regarding the manning and efficiency scale—if he ever contemplated what might have happened to him and his companions of the Taft party should circumstances arise which would make their lives dependent upon the efficiency of the Chinese crew. Very likely he has thought of the fate of Rio de Janeiro passengers who were drowned within sight of the harbor when all could have been saved if she had carried a complement of efficient American seamen instead of incompetent Chinese coolies who were unable to understand the language of the ship's officers and had to be addressed through an interpreter.

If Secretary Taft's party excursion did nothing else than open Mr. Grosvenor's eyes just a little so that he will in the future pay just a trifle more attention to the reasonable demands of American seamen in the halls of Congress, then this little journey across the Pacific has accomplished a great deal in addition to giving the daughter of President Roosevelt a pleasand outing and an opportunity to learn how it feels to travel like a princess of royal blood. At any rate we shall not be long in suspense regarding Mr. Grosvenor's ability to see things as they are, for Congress will soon convene. Let us hope that our surmises are true!

The Brotherhood of Railway Trainmen has decided to build an international "Home" for aged and decrepit members. The National Letter Carriers' Association, and several other labor organizations of national character also have the subject matter under advisement. The Seamen's convention at Cleveland will take action upon the report of the National "Home" Committee which was appointed at the previous convention at San Francisco to thoroughly investigate and report upon the advisability of establishing a National Union Seamen's Home. At present no one knows the disposition of the membership at large regarding the proposed "Home" and it is likely that the question will be referred to a referendum. In this connection we call particular attention to the following timely views of Samuel Gompers:

There is no good reason why our unions should not, apart from their protective, trade, and labor features, become the guarantee to our members for the payment of benefits by reason of illness, unemployment, loss of tools, superannuation, traveling, death, etc., etc. Surely, recent investigations have demonstrated beyond question how largely the wage-earners of our country are mulcted by excessive premiums paid to so-called insurance companies and societies. Our unions, by their very economy of administration, by their experience, as well as by their mutual interests, do, and can, give greater returns for dues paid than any other institution on earth.

It is a singular coincidence that the patriotic men who are clamoring the most for the "Open Shop" are also the strongest advocates of an Open Door for Asiatic coolies.

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3004 McCarver st. Tel. Main 808.

SEATTLE AGENCY, Nov. 20, 1905.

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OSCAR PEARSON, Agent pro tem.
1312 Western ave. P. O. Box 65. Tel. James 3031.

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114 Quincy st. P. O. Box 48. Tel. 443.

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P. O. Box 334. Tel. 225.

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P. O. Box 2380. Tel. Main 774.

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54 Mission st.

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123 North Desplaines st.

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HEADQUARTERS, BOSTON, MASS., Nov. 21, 1905.

Shipping good.

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1½A Lewis st.

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HEADQUARTERS, BROOKLYN, N. Y., Nov. 20, 1905.

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DANIEL SULLIVAN, Secretary.
15 Union st.

COAST SEAMEN'S JOURNAL

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Established in 1887

W. MACARTHUR....Editor | P. SCHARRENBERG, Manager

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Advertising Rates on Application.

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, - - - - NOVEMBER 29, 1905.

SEAMEN'S CASE SUSTAINED.

THE INTERNATIONAL LONGSHOREMEN'S ASSOCIATION HAS BEEN INSTRUCTED BY THE AMERICAN FEDERATION OF LABOR TO CEASE USING THE NAME OF INTERNATIONAL LONGSHOREMEN, MARINE AND TRANSPORT WORKERS' ASSOCIATION.

The foregoing is the substance of a telegram received at San Francisco from the delegates of the International Seamen's Union attending the convention of the American Federation of Labor, which was in session in Pittsburg, Pa., from November 13 to 25, inclusive. To those who are acquainted with the origin of the dispute between Seamen and Longshoremen, the convention's decision will require no explanation. The victory for the Seamen is complete. When the proceedings of the convention are at hand, the subject-matter will be dealt with more fully; for the present, the JOURNAL congratulates itself, the organized and unorganized seamen of America, and organized workers generally.

Press dispatches from Pittsburg announce the re-election of President Samuel Gompers, Secretary Frank Morrison, Treasurer John B. Lennon and the entire Executive Board, with the exception of W. J. Spencer, who was defeated for seventh vice-president by W. D. Huber. Thomas I. Kidd, for many years on the Executive Board, declined re-election; his place was taken by Joseph F. Valentine of Cincinnati, who defeated W. D. Mahon of Detroit. Frank K. Foster and James H. Wilson were chosen as delegates to the British Trades and Labor Congress, and Thomas A. Rickert was elected to attend the Canadian Trade-Union Convention.

Minneapolis, Minn., was selected as the city in which to meet next year.

To-morrow is also a day" is an old motto of the International Seamen's Union of America. The day, "to-morrow," has come at last in the long standing controversy between Seamen and Longshoremen. To the impatient, who want everything to come at once, we point with satisfaction to our old motto and repeat that "to-morrow is also a day!"

BY ORDER OF THE PRESIDENT.

When President Roosevelt issued his now famous "Executive order," threatening the immediate dismissal of any Immigration official found using undue harshness in the enforcement of the Chinese Exclusion law, the JOURNAL predicted that the order would be construed as an intimation that laxity, rather than stringency, was desired in the enforcement of the law. This prediction has already been borne out by facts. The report of the Bureau of Immigration for October shows plainly that there is a marked tendency toward a more liberal construction of the Chinese Exclusion law. The number of Chinese admitted during October was 293, against 198 in the same month last year. The number deported in the same period was reduced respectively from 46 to 16. The records at San Francisco show 200 Chinese admitted in October of this year, an increase of 76 over the same month a year ago. Deportations decreased at San Francisco from 34 in October, 1904, to only 7 in October of this year. If there has been any doubt regarding the effect which the President's order would have upon the enforcement of the Exclusion law, the figures quoted certainly remove it.

When Mr. Roosevelt was interviewed by representatives of organized labor shortly after issuing his modifying order, he stated that his edict if "properly read" could not be interpreted to mean a letting down of the Immigration bars so far as the Chinese are concerned. The President is now confronted with the plain facts, and it is up to him to issue another "Executive order" explaining the meaning of his previous order and, incidentally, instructing the Immigration officials how to read the original modifying order "properly."

How far the exclusion service has already been demoralized may be gathered from numerous press dispatches dealing with the subject. The following significant extracts from a recent Washington dispatch to the San Francisco Chronicle are self-explanatory:

It is becoming apparent that something radical must be done if general demoralization of the Chinese exclusion system is to be prevented. The President's views of some weeks ago have frightened the immigration inspectors to such an extent that arrests of Chinese are now very infrequent, and the officials of the Bureau of Immigration declare that the law is being violated with impunity. Inspectors dare not make arrests in some cases for fear of mistaking high-class Chinese for coolies, which fact, if discovered, they fear would result in their instant dismissal under the President's order. Accordingly, they prefer to wink at violations of the law rather than run the risk of losing positions.

The Chinese have discovered this state of affairs and are taking advantage of it. In certain districts not far from Washington recently a Chinese under arrest spat upon the immigration inspector and said: "The Chinese Minister will take care of you; you better go slow."

It is reported at the bureau here that a certain United States Judge in deciding a case of unlawful entry said that the evidence clearly proved the Chinese in question were unlawfully in the United States, but he proposed to take his time in ordering them deported. The result was a practical nullification of the law.

Fewer Chinese have been deported since the President's order than in any equal period since the exclusion law was enacted, and practically every Chinese claiming to be of the excepted classes has been permitted to remain.

It is understood that Secretary Metcalf is greatly concerned over this lax enforcement of the law and will bring the matter up at a Cabinet meeting. While the inspectors throughout the country have no warrant for believing that the Administration is trying to wink at the evasion of the law, something will have to be done to reassure them that if they do enforce the law without fear or favor they will not lose their own heads.

In view of all that has transpired since the issuance of the order, it is to be hoped that the President will acknowledge, before many more days have passed, that he was in error and that he made a serious mistake when threatening "instant" dismissal of officials for any incivility to Chinese desiring to enter the country.

CONGRESSMAN GROSVENOR'S TRIP.

Among those who accompanied Mr. Taft on his recent journey to the Orient was Congressman Grosvenor of Ohio, who, it will be remembered by our readers, was mainly responsible for the defeat of the proposed manning scale during the last session of Congress. It is to be hoped that Mr. Grosvenor has absorbed information by travel. Perhaps he has learned that American seamen are unknown on the magnificent American liners which cross the Pacific in search of the commerce of Asiatic countries. Perhaps he has also realized that something must be done to protect American seamen from Chinese competition. It is probable also that he has changed his opinion regarding the manning and efficiency scale—if he ever contemplated what might have happened to him and his companions of the Taft party should circumstances arise which would make their lives dependent upon the efficiency of the Chinese crew. Very likely he has thought of the fate of Rio de Janeiro passengers who were drowned within sight of the harbor when all could have been saved if she had carried a complement of efficient American seamen instead of incompetent Chinese coolies who were unable to understand the language of the ship's officers and had to be addressed through an interpreter.

If Secretary Taft's party excursion did nothing else than open Mr. Grosvenor's eyes just a little so that he will in the future pay just a trifle more attention to the reasonable demands of American seamen in the halls of Congress, then this little journey across the Pacific has accomplished a great deal in addition to giving the daughter of President Roosevelt a pleasand outing and an opportunity to learn how it feels to travel like a princess of royal blood. At any rate we shall not be long in suspense regarding Mr. Grosvenor's ability to see things as they are, for Congress will soon convene. Let us hope that our surmises are true!

The Brotherhood of Railway Trainmen has decided to build an international "Home" for aged and decrepit members. The National Letter Carriers' Association, and several other labor organizations of national character also have the subject matter under advisement. The Seamen's convention at Cleveland will take action upon the report of the National "Home" Committee which was appointed at the previous convention at San Francisco to thoroughly investigate and report upon the advisability of establishing a National Union Seamen's Home. At present no one knows the disposition of the membership at large regarding the proposed "Home" and it is likely that the question will be referred to a referendum. In this connection we call particular attention to the following timely views of Samuel Gompers:

There is no good reason why our unions should not, apart from their protective, trade, and labor features, become the guarantee to our members for the payment of benefits by reason of illness, unemployment, loss of tools, superannuation, traveling, death, etc., etc. Surely, recent investigations have demonstrated beyond question how largely the wage-earners of our country are mulcted by excessive premiums paid to so-called insurance companies, and societies. Our unions, by their very economy of administration, by their experience, as well as by their mutual interests, do, and can, give greater returns for dues paid than any other institution on earth.

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CHAS. M. DAWSON, Agent.

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WM. H. FRAZIER, Secretary.
1½A Lewis st.

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HEADQUARTERS, BROOKLYN, N. Y., Nov. 20, 1905.

Shipping dull.

DANIEL SULLIVAN, Secretary.
15 Union st.

On the Great Lakes.

(Contributed by the Lake Seamen's Unions.)

Marine Notes.

The Canadian government has sent out official notice that all lights in Canadian waters are to to kept burning until Dec. 15.

An explosion of coal gas which accumulated in the hold while the steamer Hackett was burning is said to have scattered the cargo of the boat so that little can be saved. The hull of the boat now lies in thirty feet of water off Cedar river, but the insurance adjusters do not think that anything can be saved from the wreck.

The passenger steamer Eastland has been libeled by the Armstrong Cork Co. for a bill of $1,591.50 for 2,000 life preservers furnished the steamer last spring. The libel will be contested by the owners of the boat, as there has been objection to the payment demanded by the cork company. The Eastland is now in winter quarters at South Chicago.

The body of Austin Mayhew, watchman on the barge Tasmania, was found recently on the beach just east of Fairport. It was badly decomposed. Mayhew's home is in Courtright, Ont. The Tasmania foundered near Southeast shoal and although a search was kept up for about ten days the body of Watchman Mayhew is the only one of the crew that has been found.

The foundation for an immense drying and heating building for the treatment of ore is being laid by the Zenith Furnace Company near the water front at the company's plant in West Duluth. The purpose of the new structure is to keep the ore from freezing during the winter, and it can also be used for the drying of ore in the summer. This is especially necessary during heavy rains.

E. H. Fitzhugh, third vice-president of the Grand Trunk Railway System, bid in the big car ferry Grand Haven at foreclosure auction sale recently at Milwaukee. The price paid was $186,131, the amount of the first mortgage, insurance, and cost of the sale. Additional car ferries are to be added to the Grand Haven-Milwaukee run as fast as the new owners can arrange for them.

The estimated lumber shipments from Lake Superior for the season are 975,000,000 feet as compared with 923,000,000 feet for 1904. The shipments to Nov. 1 amounted to 827,000,000 feet. The heaviest movement from Lake Superior in any other year was in 1902, when the shipments amounted to 1,075,000,000 feet. The season of 1905 will, therefore be greater than last year and only about 100,000,000 feet less than the record of three seasons ago. The shipments of lumber from Duluth this year will be greater than ever, amounting to about 450,000,000 feet.

The steamer Maruba has been sold by the Pittsburg Steam Ship Company to Capt. W. J. Basset of Collingwood, Ont. Capt. Bassett is master and owner of the Wexford. He is well and favorably known to most steamboat men. In 1902 he sailed the new steamer Huronic, in 1893 he sailed the steamer City of Collingwood that carried passengers to the world's fair in Chicago. A notable feature about Capt. Bassett is that he owns every cent in the Wexford and was one of the first of Canadian Captains to carry a full union crew.

Wreck of the Argo.

The passenger steamer Argo, of the Graham & Morgan line, which left Chicago on November 23 for Holland, Mich., struck a shoal early on November 24, while trying to make the harbor during a 50-mile gale and was smashed against the north pier. Helpless and partly wrecked, the steamer with its load of passengers was tossed about by the tremendous sea, finally stranding 500 feet from shore.

The life-saving crew attempted to reach the ship with boats, but failed. As it was realized that immediate action must be taken to prevent loss of life, a line was shot out to the ship, and a breeches buoy was used to remove the passengers. The wind's fury increased as the life-savers worked, rising to a speed of fifty-three miles an hour at noon. All the passengers and crew were rescued.

The Argo is a steel vessel, 173 feet long, valued at $40,000. It will probably cost $25,000 to $30,000 to refloat and repair her.

INFORMATION WANTED.

Thos. Ibsen will please communicate with his brother, A. Ibsen, Box 609, care of A. E. Fish, Fargo, N. Dak.

Information is wanted as to the whereabouts of A. S. Guernsey, L. S. U., No. 6107. His mother is sick and wishes to hear from him.

The following letters, remaining in the Lake Seamen's Union office at Conneaut, Ohio, will be returned to the postoffice at that place December 2, 1905:

Auderson, Robt.	Knoll, Rudolph
Carson, Charlie	Lichtenberg, Max
Cornwell, Birdsey E.	McMahon, Jno.
Corey, Donald D.	McNeeley, Matt.
Dahl, Earnest	Nicholson, Ed.
Dougan, Arthur	Parsons, C. H.
Fuller, Archie	Shrod, R. E.
Hughes, Jas. J.	Western, Jno.
Hannah, Patrick	Wadsworth, Frank O.
Hill, Harry	Whitcomb, Harry M.
Isaacs, Freeman J.	

CHICAGO LETTER LIST.

Andreasen, Nicls S.	Johannesen, Johanes
Anderson, Gunnar	Johanson, Albert
Anderson, Gustaf	Johnsson, E. L.
Anderson, Edward	Johnsson, Ernest
Anderson, E. W.	Johansen, J.
Anderson, G. A.	Jansson, Karl
Anderson, John E.	Johansen, Andor
Anderson, Even	Johansen, Johan
Alixson, Christ	Jacobsen, A. B.
Albrechtsen, A.	Johnson, Frank, M.
Albertson, Geo.	Karlsson, Gustaf
Adamopolus, Geo.	Karlsson, Hjalmar
Brenneiser, Otto	Karlsson, Nestor
Brown, Geo.	Knudsen, O. A.
Bell, W. A.	Knudsen, J. C.
Berg, Andrew	Kristensen, Olaf
Becker, Edwin	Kennedy, James
Brown, Harry	Love, Charles
Berntsen, T. A.	Lucas, A. W.
Bowen, John	Lundberg, G. A.
Bentley, Paul	Logen, Emil
Boose, Paul Carl	Liley, Andrew
Brown, Geo. W.	Lundberg, L. J.
Beer, Arthur	Lindberg, C. W.
Barton, W.	Mitchell, Chas.
Brein, Einar	Munsen, Wm.
Blauvelt, Clark	Marftiniusen
Beaver, John	Melikoff, Gus
Bell, D. D.	McIntyre, Alex
Butler, Joe	Miller, Otto
Brabazon, Myron	Mathisen, O. H. S.
Christensen, H. L.	Mortensen, K.
Carlson, John	Melms, Paul
Claney, John R.	McQueen, Hugh
Cooney, Thos.	McDonald, Norman
Carlsson, Frans	Novak, Emerich
Cruso, Henry	Nickett, Chas.
Coulson, H. G.	Nelson, C. W.
Christopherson, C.	Nelson, Rasmus
Dalseg, George	Olson, Chas. H.
Drueker, Fred	Olsen, H. P.
Danielson, Thos.	Olsen Julius
Dalton, John N.	Orth, Henry
Edikson, Alex.	O'Connor, Wm.
Erikson, Gustaf	O'Halloran, Thos.
Erlksen, John	Paulson, Christian
Eriksen, Johan	Parker, John
Ellegard, Mike	Paulson, Magnus
Eklund, C.	Peterson, L. H.
Edward, John	Peterson, Leonard
Erstad, Olaf	Rittmeyer, K. L.
Fredrikson, M.	Rajala, Frans
Fitzgerald, Ed.	Radford, W.
Gri..n, S.	Shanon, M.
Goodin, Phil.	Samsensen, Knut
Gregory, Chas.	Sorensen, Arthur
Gartner, Oliver	Schoyen, Olaf
Gautier, J.	Servantes, Jos. H.
Gulstad, Ole	Sigler, Edw.
Galloway, Beren.	Swanson, Carl
Goodhue, Frank	Straub, Albert
Holt, G. J.	Sorenson, L. M.
Hendricksen, Oscar	Treyman, Wm.
Hendricksen, Herm.	Thompson, Chris.
Hansen, Alfred	Tackman, O.
Hansen, Karl Otto	Urquhart, John
Hanlon, John	Whiteomb, H. M.
Hurley, Geo.	Winberg, Oscar
Herbert Wm.	Westphal, Walter
Ireland, Ed.	Westine, John

Fake Label on Brooms.

The Merkle-Wiley Broom Co., of Paris, Ill., are placing a small round label on the brooms they manufacture, about the same size of the Broom Makers' Union Label, bearing the inscription, "Not Prison Made." This firm has two factories, one at Paris, Ill., run under the name of the Merkle-Wiley Broom Co., and another at Charleston, Ill., known as the Charleston Broom Co. These factories heretofore were Union factories, and used the Broom Makers' Union Label, but are now using a fake label to mislead and fool the unsuspecting public.

The firm locked their employes out in the month of November, 1904, on account of them refusing to submit to an open shop proposition and a reduction in wages. At the beginning of the lockout, they filled orders with prison-made brooms, purchased from prison contractors, who employ none but convict labor. The firm is the largest of its kind in the Middle West, and ship brooms into every State in the Union. The Broom Makers have been waging an unceasing boycott against this firm, and they have reduced their output fully one-half, and have interested the American Federation of Labor in their struggle, and have had the firm placed on the "We Don't Patronize" list. In a letter recently received from the General Secretary of the Broom Makers, he says this firm, in connection with the fake label, are having the words "Union Made" placed in good size letters in the corner of their business label. Unionists should not be deceived by the tricks of these tricksters, but should insist on having the Broom Makers' Blue Union Label. It is placed under the wire at the finish of every broom.

A crab caught recently in the English Channel measured three feet from tip to tip of claws and weighed nearly fifteen pounds.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS

LAKE SEAMEN'S UNION

(Lakes District International Seamen's Union of America.)

121 and 123 North Desplaines Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, WIS.....133 Clinton Street
Telephone 240 South.

BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.

ASHTABULA HARBOR, O.....87 Bridge Street
Telephone 552.

CLEVELAND, O.....171 East River Street
Telephone Bell Main 1295.

TOLEDO, O.....719 Summit Street
Telephone Black 6981.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES.

DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3724.

ASHLAND, WIS.....515 East Second Street
Ashland Phone 1563.

SUPERIOR, WIS.....1721 North Third Street
Telephone Peoples 4615.

BAY CITY, MICH.....919 North Water Street

OGDENSBURG, N. Y.....94 Hamilton Street

SUB-AGENCIES.

MANITOWOC, WIS.....809 South Eighth Street

ERIE, PA.....107 East Third Street
Telephone Bell 599 F.

CONNEAUT HARBOR, O.....992 Day Street

SOUTH CHICAGO, ILL.....9142 Macklnaw Avenue
Telephone 1944 South Chicago.

SANDUSKY, O.....1107 Adams Street

PORT HURON, MICH.....931 Military Street

Moriturus te Salutat.

(Continued from Page 7.)

the steamer "Rio de Janeiro," lost in San Francisco harbor, stands out conspicuously as a warning aginst the employment of cheap and incompetent men, while the cowardly conduct of four sailors (or things called by that honorable name) on the ship "New York," lost a few miles below San Francisco, give the lie direct to those who have constituted themselves the eulogists and champions of the "little brown men," the four cowardly seamen of the "New York" being Japanese.

We might fill volumes, however, if we attempted to cite the various heroic actions, individual and collective, of the American seaman during the last quarter century. The hardships and vicissitudes suffered and endured by the crews of stranded whalers would, alone, fill a volume. The "fine-spun" yarns related around the "galley" stoves of our Gloucester fisherman, the dreary midnight watch of the "Life Saving Patrol," with their dauntless courage in the rescue of the crews of shipwrecked vessels, make a seaman's heart throb and swell more than would the possession of the millions of Rockefeller.

We would not appear as detracting one jot or tittle from the achievements of the soldier or other of our "land-lubber" friends, but the soldier's every act is noted and blazoned forth by the "correspondent in the field," and if he lives he is promoted in rank and decorated with glittering medals in front of his admiring comrades; the fireman, who, climbing to dizzy heights on a flimsy escape, or swaying ladder, and bearing a fainting woman or helpless child to safety, receives the plaudits of the assembled spectators, as an incentive to more heroic deeds; the policeman, who, at the risk of his life, stops a runaway team, or defends the property of the sleeping millionaire from the midnight burglar, receives, not only the approbation of the "daily press," but is called before his superior officers, is thanked and praised, or receives a medal to remind him and his children of "duty faithfully performed."

Poor Jack, "unhonored and unsung," the "poor and despised" able seaman, leaving his family in the dead of winter, embarks on a "frail" old tub, unsound, but well insured, often badly provisioned, and with scanty supply of water, forgetting his own danger and discomforts, fights with the angry elements for the safety of ship and cargo, and, after many nights and days of strenuous work of reefing, stowing and making sail, with an occasional "rest" of two or three hours at the pumps, arrives safely in port with "not a rope yarn sprung." The manly "able seaman" in command, with "pride of heart and mien" for the conduct of his crew, hastes to report his safe arrival, and is met with the query: "Where in hell have you been all the winter? We gave you up as lost!" and that closes the incident as far as "Jack" is concerned.

What stories could be told by our comrades of the "Great Lakes" concerning their battles with the "little white devils" and the "lee shore" of which the disasters of the past summer are but typical.

Though admonished that our space is limited, we cannot close this article without referring to the close connection of the American seaman with the needs of his country. In commenting upon the results of the Spanish-American war, Admiral Dewey is credited with saying that "one of the lessons learned was that the 'cheap man' is not needed, that he is a danger, and is detrimental to the service."

In spite of the wagon loads of evidence in possession of the Navy Department, relative to the necessity of having trained seamen to man our warships, the "experts" have evolved no better system than of sending recruiting officers throughout the inland States to tempt the bucolic youth to enlist, by lying stories of adventures in foreign lands.

We know, from service both in the Navy and the Merchant Marine, that a "silk purse cannot be made out of a sow's ear," that you cannot make man-o'-war'smen out of men who ought to be breaking broncos. It is asserted in some quarters that the modern man-o'-war's-man is more of a mechanician than a sailor. Granting the truth of the assertion we still contend that the qualities which were possessed by the man-o'-war'smen of our early days, and which are still possessed by the men in the Merchant Marine, are as necessary to the man behind the gun at the present time as they were in the early days of Farragut and Dewey.

We may be mistaken in our premises, but we believe that, without an inbred love for the sea, no man can be a thorough seaman. He must love the sea as a miser loves his gold; if he does not he will not readily submit to the hazards and hardships incidental to a seafaring life. He must possess all the habits of sea life—sea legs, sea stomach, sea vision. He must have physique, activity, hardiness; power to stand considerable change of climate and of enduring prolonged spells of exceptionally hard work. He must be efficient in boat work, anchor work, and have a general seaman-like knowledge of all things pertaining to a ship. He must, or should have, intelligence and trustworthiness, alertness, readiness of resource, quickness of decision, and all the qualities which may be included in the word "smartness."

Such, my comrades, are the qualities which are possessed by the able seaman, some one of which is required of you every day you serve at sea, and some of our "chicken-headed" judges in San Francisco have no more conception of our profession than to "probate" professional criminals, provided they go to sea.

It will be a proud day when the International Seamen's Union can boast that they have on their roster 50,000 such men as indicated in our remarks. Perhaps, we will not be here to witness that achievement, but it is certain that the day is fast approaching when the desired result will be consummated.

In conclusion we would say that, notwithstanding the hardships endured, the dangers incurred, and the lives lost in our strenuous calling, the true-born sailor longs for the smell of the salt, salt sea, as a mother yearns for her lost babe, and when his increasing age and infirmities prevent him from following his vocation, and he is consigned to "rotten row," like an old hulk which has "accomplished her day," he still feels proud of what he "has been" and asks for no more honorable epitaph than: "He was a true Shipmate and an Able Seaman."

THE DOCTOR.

San Francisco.

Demand the union label on all products.

We Don't Patronize.

FOOD AND KINDRED PRODUCTS.

Bread—McKinney Bread Company, St. Louis, Mo.; National Biscuit Company, Chicago, Ill.
Cigars—Carl Upman of New York City; Kerbs, Wertheim & Schiffer, of New York City; The Henry George and Tom Moore.
Flour—Washburn, Crosby Milling Co., Minneapolis, Minn.; Kelley Milling Co., Kansas City, Mo.
Groceries—James Butler, New York City.
Meats—Kingan Packing Company, of Indianapolis, Ind.
Pipes—Wm. Demuth & Co., New York.
Tobacco—American and Continental Tobacco Companies.

CLOTHING.

Buttons—Davenport Pearl Button Company, Davenport, Iowa; Krementz & Co., Newark, N. J.
Clothing—N. Snellenberg & Co., Philadelphia, Pa.; Clothiers' Exchange, Rochester, N. Y.; Strawbridge & Clothier, Philadelphia, Pa.; Blauner Bros., New York.
Corsets—Chicago Corset Company.
Gloves—J. H. Cownie Glove Co., Des Moines, Iowa; California Glove Co., Napa, Cal.
Hats—J. B. Stetson Company, Philadelphia, Pa.; E. M. Knox Company, Brooklyn, N. Y.
Shirts and Collars—United Shirt and Collar Company, Troy, N. Y.; Van Zandt, Jacobs & Co., Troy, N. Y.; Cluett, Peabody & Co., Troy, N. Y.; James R. Kaiser, New York City.
Shoes—Harney Bros., Lynn, Mass.; J. E. Tilt Shoe Co., Chicago, Ill.
Suspenders—Russell Mfg. Co., Middletown, Conn.
Textiles—Merrimac Manufacturing Company (printed goods), Lowell, Mass.
Underwear—Oneita Knitting Mills, Utica, N. Y.
Woolens—Hartford Carpet Co., Thompsonville, Conn.; J. Capps & Son, Jacksonville, Ill.

PRINTING AND PUBLICATIONS.

Bookbinders—Geo. M. Hill Co., Chicago, Ill.; Boorum & Pease Co., Brooklyn, N. Y.
Newspapers—Philadelphia Democrat, Philadelphia, Pa.; Hudson, Kimberly & Co., printers, of Kansas City, Mo.; W. B. Conkey Co., publishers, Hammond, Ind.; Gazette, Terre Haute, Ind.; Times, Los Angeles, Cal.

POTTERY, GLASS, STONE, AND CEMENT.

Pottery and Brick—J. B. Owens Pottery Co. of Zanesville, Ohio; Northwestern Terra Cotta Co., of Chicago, Ill.; C. W. Stine Pottery Co., White Cottage, Ohio; Harbison-Walker Refractory Co., Pittsburg, Pa.; Utica Hydraulic Cement and Utica Cement Mfg. Co., Utica, Ill.

MACHINERY AND BUILDING.

Carriage and Wagon Builders—S. R. Bailey & Co., Amesbury, Mass.; Hassett & Hodge, Amesbury, Mass.; Carr, Prescott & Co., Amesbury, Mass.
General Hardware—Landers, Frary & Clark, Ætna Company, New Britain, Conn.; Iver Johnson Arms Company, Fitchburg, Mass.; Kelsey Furnace Company, Syracuse, N. Y.; Brown & Sharpe Tool Company, Providence, R. I.; John Russell Cutlery Company, Turner's Falls, Mass.; Atlas Tack Company, Fairhaven, Mass.; Henry Disston & Co., Philadelphia, Pa.; American Hardware Co. (Russell & Erwin Co. and P. & F. Corbin Co.), New Britain, Conn.; Merritt & Company, Philadelphia, Pa.
Iron and Steel—Illinois Iron and Bolt Company, of Carpentersville, Ill.; Carborundum Company, Niagara Falls, N. Y.; Casey & Hedges, Chattanooga, Tenn.; Gurney Foundry Company, Toronto, Ont.; Sattley Manufacturing Company, Springfield, Ohio; Page Needle Company, Franklin, N. H.; American Circular Loom Company, New Orange, N. J.; Payne Engine Company, Elmira, N. Y.; Lincoln Iron Works (F. R. Patch Manufacturing Company), Rutland, Vt.; Art Metal Construction Company, Jamestown, N. Y.; Erie City Iron Works, Erie, Pa.; David Maydole Hammer Co., Norwich, N. Y.; Singer Sewing Machine Company, Elizabeth, N. J.; National Elevator and Machine Company, Honesdale, Pa.; Pittsburg Expanded Metal Co., Pittsburg, Pa.
Iron, Architectural—Geo. L. Meskir, Evansville, Ind.
Stoves—Germer Stove Company, Erie, Pa.; "Radiant Home" Stoves, Ranges and Hot Air Blast, Erie, Pa.; Wrought Iron Range Co., St. Louis, Mo.

WOOD AND FURNITURE.

Bags—Gulf Bag Company, New Orleans, La., branch Bemis Bros., St. Louis, Mo.
Baskets—Williams Manufacturing Company, Northampton, Mass.
Brooms and Dusters—The Lee Broom and Duster Company, of Davenport, Iowa; M. Goeller's Sons, Circleville, Ohio; Merkle-Wiley Broom Co., Paris, Illinois.
Carriages—Crane, Breed & Co., Cincinnati, Ohio.
Cooperage—Northwestern Cooperage and Lumber Company (otherwise known as the Buckeye Stave Company), of Ohio, Michigan, and Wisconsin; Elgin Butter Tub Company, Elgin, Ill.; Williams Cooperage Company and Palmer Manufacturing Company, of Poplar Bluff, Mo.
China—Wick China Company, Kittanning, Pa.
Furniture—American Billiard Table Company, Cincinnati, Ohio; Brumby Chair Company, Marietta, Ga.; O. Wisner Piano Company, Brooklyn, N. Y.; Kreil Piano Company, Cincinnati, Ohio; N. Drucker & Co., Cincinnati, Ohio, trunks; St. Johns Table Company, St. Johns, Mich.; Grand Rapids Furniture Manufacturing Association, Grand Rapids, Mich.; Derby Desk Co., Boston, Mass.
Gold Leaf—W. H. Kemp Company, New York, N. Y.; Andrew Reeves, Chicago, Ill.; George Reeves, Cape May, N. J.; Hastings Company, Philadelphia, Pa.; Henry Ayers, Philadelphia, Pa.
Lumber—Trinity County Lumber Company, Groveton, Texas; Reinle Bros. & Solomon, Baltimore, Md.; Himmelberger Harrison Lumber Company, Morehouse, Mo.; Union Lumber Company, Fort Bragg, Cal.
Leather—Kullman, Salz & Co., Benicia, Cal.; A. B. Patrick & Co., San Francisco, Cal.; Columbus Buggy and Harness Company, Columbus, Ohio; Lerch Bros., Baltimore, Md.
Rubber—Kokomo Rubber Company, Kokomo, Ind.; B. F. Goodrich Rubber Company, Akron, Ohio; Diamond Rubber Company, Akron, Ohio.
Paper Boxes—E. N. Rowell & Co., Batavia, N. Y.; J. N. Roberts & Co., Metropolis, Ill.
Paper—Remington-Martin Paper Co., Norfolk, N. Y.; Potter Wall Paper Co., Hoboken, N. J.
Typewriters—Underwood Typewriter Company, Hartford, Conn.
Watches—Keystone Watch Case Company, of Philadelphia, Pa.; Crescent Courvoiseer Wilcox Company; Jos. Fahy, Brooklyn Watch Case Company, Sag Harbor.

MISCELLANEOUS.

Advertising Novelties—Novelty Advertising Company, Coshocton, Ohio.
Burlap—H. B. Wiggins' Sons' Company, Bloomfield, N. J.
Bill Posters—Bryan & Co., Cleveland, Ohio.
Railways—Atchison, Topeka and Santa Fe Railroad, Missouri, Kansas and Texas Railway Company.
Telegraphy—Western Union Telegraph Company, and its Messenger Service.
D. M. Parry, Indianapolis, Ind.
Wellman, Osborne & Co., Lynn, Mass.; Thomas Taylor & Son, Hudson, Mass.
C. W. Post, Manufacturer of Grape Nuts and Postum Cereal, Battle Creek, Mich.
Lehmaier-Swartz & Co., New York City.

On the Atlantic Coast.

(Continued from page 3.)

The West Virginia, one of the ships in Admiral Evans' squadron, is what the sailors' call "a floating workhouse." It is reported that during a certain night while she was steaming up the coast recently, past Jersey Beach and bound for New York, some of the sailors went over the side forward in boatswain's chairs and painted in black letters four feet high on the surface of the white hull, this sign:

ARNOLD'S SANITARIUM,
BULLDOG GEORGE, KEEPER.

The meaning of this will be understood when it is known that the West Virginia is commanded by Captain Arnold, and that "Bulldog George" is the saltwater nickname of her executive officer. The sign was not discovered until the West Virginia was coming up the Narrows the following morning, when the commander was notified of its existence by wireless telegraph from the Massachusetts—and maybe there wasn't a rumpus! What!

Secretary Daniel Sullivan, of the Atlantic Coast Marine Firemen, desires all branch agents of his organization to keep a sharp eye on the men who scabbed when the Marine Firemen were locked out by the United Fruit Co. of Boston. As that company now has an agreement with the Marine Firemen to carry only members of that organization in the stokeholds of their steamers, the loyal members of the organization should be given the preference of shipping in those vessels at all times. If the branch agents are not watchful, however, some of the traitors to the Union during the lockout may sneak in occasionally on a United Fruit Co. steamer, and this should be discountenanced by all means. A member who is a traitor to his union in time of stress is doubly a scab, and should be made to see the evil of his course in a manner that will make a lasting impression on his mind.

The Inter-Church Conference on Federation, a body representing nearly all the Protestant faiths of the country, and some 18,000,000 communicants, began a week's session in New York on the 15th inst., with a view of effecting a national federation of the churches represented. Now that the churches have approved of the principle of organization as a means of both attack and defense, Mr. Post will have to close-reef his "mantle of liberty" lest his "individualism" should be blown from the bolt ropes.

"Obey orders, even if you break owners," is a good old salt water rule which does not seem to be appreciated on shore, as that Western Union telegraph operator in Norfolk found out who refused to transmit an unpaid message sent by President Roosevelt, because it was contrary to the rules of the company to do so. He got bounced for it. Here is a chance for Mr. Roosevelt to show the Western Union snob directors what he thinks of their toadyism by requesting them to reinstate the operator.

Some of the Eastern papers are saying of the combination seamen-engineers of our navy that they are "a lot of half-baked engineering smatterers who are a positive menace to the navy and its future," etc. It is wonderful how wise some people get to a thing after they have seen how it works.

Fag Ends.

Rejecting new ideas is a trait peculiar to fools.

Work for the Initiative and the Referendum and the Recall!

The happy medium is always best—to minds with medium ambitions blest.

The things that vain men value most are those that are most coveted by others.

What men call "chance" is but hidden order beyond the ken of the human mind.

Character is said to be a poor man's capital, which probably explains why he is so poor.

Far greater assets than mere wealth and fame are a clear conscience and an honest name.

Our hopes lie in the future, our memories in the past; but in the ever present our destinies are cast.

Each time we're disappointed we wish it had been otherwise, yet many a disappointment is but a blessing in disguise.

Who shall decide in morals, what is what? With casuistry recondite some say, "Do this," while others say, "Do that," and each insists that he is right!

The philosophy of "philosophers in overalls" has the advantage over speculative philosophy that it is right fresh from the field where philosophy grows, the world of labor and achievement.

The statement of a Chicago physician that automobiles are a sure cure for indigestion is undoubtedly true for after a fellow has been run over by an automobile he will surely be rid of his indigestion and every other ailment he may have, and be ready for the undertaker.

There are two classes of men who do right. One class does right from a simple sense of justice and without any ulterior motives. The other class does right from a sense of expediency, a feeling that "it pays," and always with their weather eye open for returns in kind. There is as much difference between these two classes of men as there is between honesty and "honest graft."

The secret of success seems to be as elusive as the secret of the philosophers' stone. Some say it is concentraton; some are positive it is thrift, while others are equally sure it is economy, or sobriety, or talent, or application, or natural ability, or shrewdness, or good judgment, or what not. And yet, a man may have all the qualifications enumerated above, and a good many more of the same kind, as well as all the accomplishments of the admirable Crichton, and yet fail to attain success as that term is understood nowadays. On the other hand, a man may back every qualification which the authorities on "How to Succeed" say he must possess in order to succeed, and yet succeed simply by "striking out at the right time." All this would seem to indicate that the clue to the secret of success is not likely to be found by any one who overlooks the elements of opportunity in the make-up of success.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

Affiliated with the
AMERICAN FEDERATION OF LABOR.

WM. H. FRAZIER, Secretary-Treasurer.
1½A Lewis St., Boston, Mass.
AFFILIATED UNIONS.

ATLANTIC COAST SEAMEN'S UNION.
Headquarters:
BOSTON, MASS., 1½A Lewis St.
Branches:
BANGOR, ME., 211 Broad St.
PORTLAND, ME., 377A Fore St.
NEW BEDFORD, MASS., 7 South Water St.
PROVIDENCE, R. I., 464 South Main St.
NEW YORK, N. Y., 51-52 South St.
NEW YORK, N. Y., 68 West St.
PHILADELPHIA, PA., 129 Walnut St.
BALTIMORE, MD., 604 East Pratt St.
NORFOLK, VA., 228 Water St.
MOBILE, ALA., 104 Commerce St.
NEW ORLEANS, LA., 937 Tchoupitoulas St.
BRUNSWICK, GA.

ATLANTIC COAST MARINE FIREMEN'S UNION.
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BROOKLYN, N. Y., 15 Union St.
Branches:
BOSTON, MASS., 284 Commercial St.
JERSEY CITY, N. J., 35 Hudson St.
PHILADELPHIA, PA., 129 Walnut St.
BALTIMORE, MD., 1736 Thames St.
NORFOLK, VA., 89 Church St.
NEWPORT NEWS, VA., 2314 Washington Ave.
MOBILE, ALA., 104 South Commerce St.
NEW ORLEANS, LA., 937 Tchoupitoulas St.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.
Branches:
NEW YORK, N. Y., 166 Christopher Stt.

FISHERMEN'S UNION OF THE ATLANTIC.
Headquarters:
BOSTON, MASS., Commercial Wharf.
Branch:
GLOUCESTER, MASS., 141½ Main St.

INLAND SEAMEN'S UNION.
Headquarters:
WHITEHALL, N. Y.

LAKE SEAMEN'S UNION.
Headquarters:
CHICAGO, ILL., 121-123 North Desplaines St.
Branches:
MILWAUKEE, WIS., 133 Clinton St.
BUFFALO, N. Y., 55 Main St.
ASHTABULA HARBOR, O., 87 Bridge St.
CLEVELAND, O., 171 East River St.
TOLEDO, O., 719 Summit St.
NORTH TONAWANDA, N. Y., 152 Main St.
DETROIT, MICH., 7 Woodbridge St., East.
SUPERIOR, WIS., 1721 North Third St.
ASHLAND, WIS., 515 East Second St.
OGDENSBURG, N. Y., 94 Hamilton St.
BAY CITY, MICH., 919 North Water St.
MANITOWOC, WIS., 809 South Eighth St.
ERIE, PA., 107 East Third St.
SOUTH CHICAGO, ILL., 9142 Mackinaw St.
CONNEAUT HARBOR, O., 992 Day St.
SANDUSKY, O., 1107 Adams St.
PORT HURON, MICH., 931 Military St.

MARINE COOKS' AND STEWARDS' UNION OF THE GREAT LAKES.
Headquarters:
BUFFALO, N. Y., 55 Main St. Tel. Seneca 823 R.
Headquarters:
DETROIT, MICH., 33 Jefferson St.
TOLEDO, O., 1702 Summit St.
NORTH TONAWANDA, N. Y., 154 Main St.
OGDENSBURG, N. Y., 94 Hamilton St.
BAY CITY, MICH., 919 North Water St.
ASHTABULA HARBOR, O. Tel. 305.
CLEVELAND, O., Atwater Bldg., Room 1.
CHICAGO, ILL., 42 Wells St. Tel. Main 3637.
MILWAUKEE, WIS., 317 Florida St.
Sub-Agency:
CONNEAUT, O., 981 Day St.

SAILORS' UNION OF THE PACIFIC.
Headquarters:
SAN FRANCISCO, CAL., Southwest corner East and Mission Sts.
Branches:
TACOMA, WASH., 3004 McCarver St.
SEATTLE, WASH., 1312 Western Ave.
PORT TOWNSEND, WASH., 114 Quincy St.
ABERDEEN, WASH., P. O. Box 334.
PORTLAND, OR., 40 Union Ave.
EUREKA, CAL., P. O. Box 327.
SAN PEDRO, CAL., P. O. Box 2380.
HONOLULU, H. T., P. O. Box 96.

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Art Printery, The, 41-43 Eighth.
Barnhart & Swasey, 107 New Montgomery.
Barry, James H,. The Star Press, 429 Montgomery.
Belcher & Phillips, 508 Clay.
Ben Franklin Press, 123 Seventh.
Bensen & Liss, 776 Bryant.
Berry Bros., 320 Sansome.
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Black Cat Press, 402 McAllister.
Boulin-Leichner Co., 519 Filbert.
Brown, Andrew, Printing Co., First and Mission.
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Caldwell, J. E., 526 Montgomery.
Clayburgh, Leilich & Schneider, City Hall Square.
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Guedet Printing Co., 935 Market.
Golden State Printing Co., 73 Third.
Golden West Press, 146 Second.
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Haydn Printing Co., 417 Montgomery.
Hicks-Judd Co., 21-23 First.
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Hughes, E. C. & Co., 511 Sansome.
Illinois-Pacific Glass Works, 10-16 Main.
Jaiumstein Printing Co., 310 Hayes.
Knarston Printing Co., 529 Washington.
Lafontain, J. R., 535 California.
Latham & Emanuel, 511 Sacramento.
Leader, The, 532 Commercial.
Levingston, L., 540 Clay.
Levison Printing Co., 514 Sacramento.
Luce & Iler Co., 406 Sansome.
Lynch, James T., 514 Kearny.
Lyon, W. T. & Co., 161 First.
Majestic Press, The, 314 Eighth.
McCracken Printing Co., 509 Kearny.
Medina & Co., 221 Sacramento.
Meyerfeld, Alfred M., 414 Pine.
Monahan, John & Co., 412 Commercial.
Moore-Hinds Co., 28 First.
Morris & Bain, 108 Market.
Murdock, C. A. & Co., 532 Clay.
Mysell-Rollins Co., 22 Clay.
Nevin, C. W. & Co., 532 Commercial.
Occidental Mystic Press, 6 Cottage Row.
Pacific Goldsmith Publishing Co., 146 Second.
Partridge, John, 306 California.
Pernau Bros., 543 Clay.
Phelan, F. M., 111 Cook.
Phillips & Van Orden, 508 Clay.
Police Bulletin of San Francisco, Hall of Justice.
Polyglott Press, 628 Montgomery.
Recorder Publishing Co., 516 Commercial.
Roesch, Louis Co., 321-25 Sansome.
Rooney, J. V. Co., 1308 Mission.
Samuel, Wm., 411½ California.
San Francisco Newspaper Union, 405-407 Sansome.
Schreiber, P. H., 809 Mission.
Shaniy, J. M., 414 Clay.
Smyth, Owen H., 511 Sacramento.
Spaulding, Geo. & Co., 414 Clay.
Springer & Co., 240 Ellis.
Stanley-Taylor Co., 656 Missio n.
Standard Printing Co., 51 8Clay.
Sterett Co., W. I., 933 Market.
Sterling Press, 229 Stevenson.
Stuetzel & Co., 144 Second.
Sunset Press., 1327 Market.
Sutter Press, The, 240 Stockton.
Tomoye Press, 144 Union Square av.
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Turner, H. S., 3232 Mission.
Valleau & Peterson, 410 Sansome.
Wale Printing Co., 621 Clay.
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Williams, Joseph, 142 Sevents.
Wilson, Geo. F., 405 Front.
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General News.

A Washington Justice has decided that a person attending a baseball game must take the risk of being hit by the ball.

Of the 12,703 newspapers and periodicals published in Germany more than 27 per cent are in other languages than German, 9 per cent being in English alone.

General B. J. Viljoen is at El Paso negotiating for land near El Paso on which to found another colony for the Boers, who recently abandoned their homes in Chihuahua, Mexico.

Germany will continue to hold the port of Kiaochau, China, but the Emperor is willing to evacuate the interior town of Kiaochau, which is outside of the German sphere of influence.

President Roosevelt was requested to use his influence to prevent the insertion in the Statehood charters of Oklahoma and Indian Territories of a provision for the absolute prohibition of the manufacture and sale of intoxicating beverages.

Keep the criminals at work, put the tenement-bred insane upon the farms and urge agricultural pursuits as a remedy for dependence, were the salient points insisted on in a discussion before the recent New York State Conference of Charities and Corrections.

Secretary Taft has issued a statement in which he shows that by Congressional legislation the President is authorized to make expenditures on the Panama Canal not only from the $10,000,000 annual appropriation, but from the $135,000,000 in bonds provided for canal construction by the Spooner Act.

Secretary of the Navy Bonaparte ordered the court-martial of Midshipman Meriwether, on the charge of manslaughter. It developed from the official report of the fatal boxing bout at the Naval Academy that Midshipman Branch, the victim, had not, as was supposed, reported Midshipman Meriwether.

Electric locomotives will displace mules in both the Black Diamond and Coal Creek mines, owned by the Pacific Coast Company, the new system to be installed by the first of the new year. Forty-seven mules now living underground will be displaced, brought to the surface and sold. Some of these mules have not been on the surface for between ten and fifteen years.

In one year people of Chicago would have served on their tables 11,000,000 pounds of diseased meats, fish, poultry and vegetables if it were not for the activity of the city health inspectors. The principal causes of condemnation were: Of meat, tuberculosis, "lumpy jaw," hog cholera, immaturity and emaciation; of fish, "taint" and staleness, and of fruit and vegetables, rottenness.

The old seventy-four-gun frigate Forte, built in 1812, was sunk in the Medway recently by shells fired by the British gunboat Bustard. Fire broke out on the Forte, which had been used as a coal depot, and 2000 tons of coal were soon ablaze. The fire parties were unable, owing to the heat, to get close enough to deal with the flames, so the shelling was resorted to in order to prevent the fire from spreading to neighboring shippings.

Information has reached Washington which shows that the Chinese Government is well advanced in its task of estimating the damage to Chinese property by the late war between Russia and Japan. This possibly will amount to $20,000,000, the figures gathered so far showing a total of $12,000,000, this being incomplete. A careful estimate has shown that during the eighteen months' strife in Manchuria, 20,000 innocent Chinese lives were lost, and some reparation will be demanded on this score.

World's Workers.

Seventy-three industrial disputes are waiting a hearing in the New South Wales Arbitration Court.

A Federal conference of tobacco workers, held recently in Sydney (N. S. W.) decided to form an Australian Tobacco Workers' Union.

Count Witte has received a telegram of greeting from the American Federation of Labor to the Russian workmen. He has authorized its publication.

The Annual report of the New Zealand Government Labor Department for 1904 states that the position of labor during that year was "highly satisfactory."

King Edward has given $10,500 and the Prince of Wales $5250 for the aid of the unemployed, a fund for whom was started by Queen Alexandra. The fund now amounts to nearly $140,000.

It is estimated that 20,000 workers, with their wives and children, are in a starving condition in the Baku district, Russia, as a result of the Tartar rising and depredations.

New South Wales Labor organizations are sending in protests against any system of State-aided immigration while there is such a great scarcity of employment in that State.

The Southaustralian Legislative Assembly has followed the good example set by the Queensland Chamber, and passed the third reading of a bill to provide for better accommodation for shearers.

As a memento of their jubilee demonstration the Sydney (N. S. W.) Eight-Hour Committee struck 5000 medals, and distributed them to those who were in the line of march.

The Workers' Compensation Bill introduced by Attorney-General Blair, of Queensland (Aust.), includes workers on land and those on any vessels propelled in any navigable or other waters within Queensland jurisdiction.

During the discussion on the Workmen's Dwellings Bill in the New Zealand House, Premier Seddon estimated that they would be able to provide comfortable dwellings with a quarter of an acre of ground for 10 - per week.

White cane-cutters in the Grafton district of New South Wales are reported to be getting through their work rapidly and well. As in all other districts, no difficulty was experienced in securing sufficient labor for cane-cutting and other branches of the sugar industry.

E. Riley, ex-president of Sydney Labor Council, was elected as the employes' representative on the New South Wales Arbitration Court during the absence of Sam Smith through illness. The unsuccessful candidates were George Black (late editor of Sydney Worker), and John Storey.

Bank clerks in England are making preparations for the formation of a union in order to secure an increase of wages and other benefits. They complain that the present rate of wages fixed by their goldbug employers condemns them to "celibacy, lodgings, and six-penny lunches for life."

After a very lengthy hearing the New South Wales Arbitration Court, consisting in this case of the President only, delivered its award in the claim of the Sydney Wharf Laborers' Union for increased pay and better conditions. The award gives the men 1 1½ per hour for ordinary work (an increase of 1½d.), and increased rates for overtime and holidays, the result being an increase in their aggregate earnings. Among other things gained by the men are the retention of a man on a job once started till it is finished; full preference to unionists for casual labor paid by the hour, though employers may engage weekly-wage men who need not be unionists and would not come under the award.

San Francisco Letter List.

Letters are advertised for six months and kept at the Sailors' Union Office for twelve months, all told. If not called for at the expiration of one year letters will be returned to the Postoffice.

Aamodt, I. P.
Aasprong, G.
Adolf, C.
Agerup, Rich.
Alonso, J. S.
Allmers, F.
Amundsen, Dan
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Andersen, Eskil
Andersen-1191
Andersen-912
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Baardsen, Edvard
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Baker, John
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Barleben, E.
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Beertha, Thos.
Behrens, O.
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Lowrie, R. A.
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Siem, Cornelius
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Swanson, O.

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Anderson, J.-760
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Hansen, Hans T.	

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Bastior, W.	Larson, Werner
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Johnson, H.	O'Harrow, Frank E
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INFORMATION WANTED.

John Wilson, who was last heard of from 36 Clay street, San Francisco, has inherited his now deceased father's estate. Any one knowing his whereabouts will kindly communicate with the JOURNAL office.

The below-mentioned persons, formerly members of the crew of the Naval Collier "Justin," are requested to communicate with F. R. Wall, 208 Merchants' Exchange Building, California street, near Montgomery: H. G. Robinson, C. Berntsen, Albert Gerran, E. Granite, Ludwig Olausen, J. H. Reese, Charles Reuter, J. W. Williams and E. Zimmerman.

News from Abroad.

The Japanese Government is about to issue a new loan of $250,000,000.

The Marquis of Downshire has agreed to sell his agricultural lands in County Down, Ireland, to the tenants. The estate is the largest in Ireland and is valued at about $15,000,000.

The anti-American boycott at Singapore has been checked, according to a cable report from the Consul-General at that point. He states that its force was broken by the British Colonial Government.

President Roosevelt telegraphed to King Haakon VII, the new King of Norway, as follows: "I felicitate your majesty on being chosen by the Norwegian people to succeed to the throne of Haakon and Olaf, of Harold and Sigurd."

The Cuban Government has seized a small factory at Guanabacoa, a suburb of Havana, in which revolver and rifle cartridges were being secretly manufactured. Several thousand cartridges were seized. No arrests have yet been made.

Among the projected German sources of revenue is a tax of $25 to $37.50 per year upon pleasure autocars, taxes upon railway and steamboat tickets, bills of lading and receipts for amounts above $5, and an inheritance tax upon estates above $12,500.

While the foundations for the Londonderry new municipal technical schools were being made, recently, a large number of human skeletons were unearthed. The place is near the Royal Bastion, where there was heavy fighting during the siege in 1688.

The international committee in charge of the relief of Jews in Russia will send a commission to visit scenes of massacres. Its report will determine the basis of distribution. Funds pour into New York from all sections of the country to swell the relief fund.

Oriental advices state that the Russians propose to send six army corps home from Manchuria, but to allow three army corps, with 322,000 men and 1400 guns, to remain for the time being. The movement of the six home-going army corps is expected to occupy eighteen months.

The long-expected mutiny of sailors, who have been on the verge of revolt, has come, and Russia's stronghold on the Black Sea, Sebastopol, is in danger of falling completely into their hands. The situation is very critical. All the shore equipages, numbering 4000 men, are in open rebellion, having driven away or taken their officers prisoners.

The Witte Cabinet appears to be fairly satisfied with the definiton by the Zemstvo Congress of its attitude toward the Government, believing that it will produce a good impression on the conservative sentiment throughout the country and materially aid the Premier in successfully accomplishing his task of finding a common ground between the reactionists and malcontents.

The Japanese Admiralty has entered upon an elaborate scheme of naval expansion which is expected to be approved at the coming session of the Diet. According to news received by the Shawmut to-day, Admiralty officials say Japan's best ships are beginning to be out of date, and larger ships with much heavier armaments and higher speed will be built.

The persistent refusal of the Turkish Government to accept European control of the revenues of Macedonia, notwithstanding the ultimatum presented by the allied powers, has led to the putting into operation of the threat of a naval demonstration with the idea of compelling the acquiescence of Turkey in the European control of the finances and administration of the proposed reforms in Macedonia.

Labor News.

The Japanese-Korean Exclusion League has adopted the bill drafted by its Executive Committee calling for the exclusion of Japanese and Koreans. The bill will be presented at the coming session of Congress.

Olinghouse, the new mining camp east of Reno, Nev., has sent out the edict that Chinese are not wanted there. Every one in the district has left, and one who failed to follow his countrymen received orders to leave the district.

The Japanese have gained absolute control of the beet-growing, fruit-picking, hop-picking and orchard work in general throughout the State of California, and in some districts by rent and lease have acquired possession of the lands for themselves.

The management of the Vera Cruz and Pacific Railroad Company has dismissed the conductors, both freight and passenger, locomotive drivers, dispatchers and telegraphers, replacing them with non-union men. The men discharged were about to petition for an increase in pay.

The Supreme Court of the United States has affirmed the decision of the Supreme Court of the State of Missouri, in the case of Cantwell and others vs. Missouri. The case involved the validity of the Missouri State law, fixing eight hours as the length of a day's work in mines.

Every employe of the Southern Pacific Company has been asked to furnish the company, with the least possible delay, information as to how much life insurance, if any, he carries. The order to gather this information from the employes of the company comes direct from President E. H. Harriman, who wants the data for purposes of his own.

More than 15,000 miners and smelters of Butte, Montana, are said to be about to break away from the Western Federation of Miners and join the United Mine Workers of America. T. H. Flinn, general organizer for the A. F. of L., delivered the Labor Day address to the miners and smelters in Butte, and was enthusiastically received.

The Cigarmakers' Union has voted to give James Wood of Cincinnati a pension of $8,000. He is the second vice-president of the cigarmakers, and had his left arm shot off from ambush two years ago in Florida while conducting a strike there. He had been warned to leave on pain of death, but remained just the same and organized a union of 1,500 members.

The earnings of fishermen on the Fraser river during the sockeye season of the present year have been estimated to average from $350 to $400, as compared with $150 to $200 last year. About 6,000 fishermen were employed, 3,000 of whom were Japanese, 1,000 Indians and the balance whites. Last year about 4,000 men were employed.

When the miners of the bituminous field meet the operators, in January, to arrange the wage scale for the coming year, a demand will be made for a 12 per cent increase. This was the official announcement given out on November 10, by William Dodds, secretary-treasurer of District No. 5, United Mine Workers of America.

The management of the Burlington Railroad, after twenty years of opposition, has recognized the Brotherhood of Locomotive Engineers and has signed the first wage scale with that organization since the great strike of the engineers on the Burlington in 1885. Heretofore all wage schedules have been promulgated over the signatures of the railroad managers, the brotherhood having no option in the matter of acceptance. This time the schedule was signed by the officers and by the members of the general committee of the brotherhood after a three weeks' conference.

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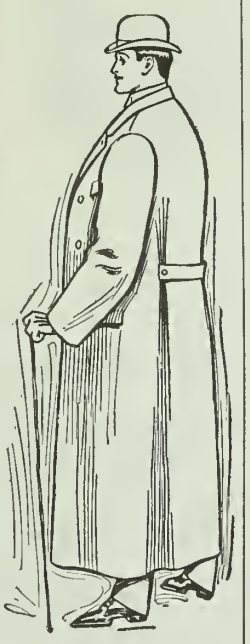
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In all the latest styles in Top Coats—long coats and medium lengths—a big stock to select from, in Tans, Oxfords, Blacks and fancy mixtures—priced right—from $10.00 to $25.00.
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When Purchasing from our Advertisers Always Mention the COAST SEAMEN'S JOURNAL.

Domestic and Naval.

The naval vessels under construction in the United States have a greater total tonnage than those afloat.

The "Nord" Steamship Company, of St. Petersburg, is about to run boats between the Baltic and Siberian ports.

The directors of the Lloyd Italiano have resolved upon raising that company's capital from twelve to twenty million lire.

The Royal Netherlands Steamship Company, of Amsterdam, has ordered two steamers, each of 2300 tons carrying capacity, to be built at Rotterdam.

Under the title of "Alleanza," a new steam navigation company is being formed at Genoa, with a capital of twenty million lire.

In the Norwegian budget for 1906-7, the sum of 1,225,700 kroner (being 13,850 kroner more than for the current year) is provided in support of the private steam shipping trade.

Phillips, Phillips & Co., of London, have sold the steamships King Frederick, of 1652 tons, and King David, 1619 tons, to Spanish purchasers. The former sold for £20,000 and the latter for £19,000.

The British bark Avoca, owned by Andrew Gibson & Co., Liverpool, has been sold to parties in Sweden for £1200. She is a vessel of 1334 tons net register, and was built on the Clyde in 1878.

The Howaldtswerke, Kiel, has received orders from Copenhagen owners for the building of six cargo steamers—two of them are to be of 4000 tons and the other four of 2150 tons. They are to be delivered next summer.

The first torpedo flotilla, now at Manila, has been ordered to Canton. Only the torpedo-boat destroyers Bainbridge and Decatur are available now. Three others will follow when repairs on them are completed.

Henry Scott, the third of the mutineers from the schooner Harry A. Berwind, was convicted in the Federal Court at Wilmington, N. C., on November 11, and sentenced to be hanged with his shipmates, Adams and Sawyer, on January 26.

When all the new works are completed at Genoa, that harbor will be the largest and deepest in the whole Mediterranean. The new basin will be utilized exclusively for the coal traffic, so that the inner harbor will be used entirely for other kinds of merchandise.

Three more steam colliers are about to be acquired by the firm of Alfred Christensen & Co., of Copenhagen, to be used in the transport of coal to Denmark. The firm has been turned into a joint stock company, with a capital of 700,000 kronen.

A law recently passed in Denmark compels shipowners to insure their crews against injuries received in the performance of their duties, and a company has consequently been formed by the shipowners for the insurance of seamen against accidents.

Believing that "sea legs" acquired in the United States Navy will aid him materially in keeping in the straight and narrow path when, at 21, he comes into the possession of $35,000 cash, Walter Osborne Jones, aged 17, has become an apprentice on the United States steamer Franklin.

The record of the court-martial in the case of Ensign Wade, tried at Mare Island Navy Yard on charges growing out of the explosion on the Bennington, have been received at the Navy Department and referred to the Judge Advocate-General for review. It is stated that the cases of Ensign Wade and Commander Young, the latter of which has been under review by the Judge Advocate-General for some time past, will be submitted together to Secretary Bonaparte for final action.

With the Wits.

Some Good In It.—"Did dat last job o' yours do you any good?" asked the first burglar.

"Well, it 'll improve my education, I guess. The man of the house was a book agent, and before I got away he made me buy a cyclopedia."

Willing Enough.—"Boss," said the poor beggar, "if you could only give me a litle help—"

"I 'd like to help you, poor man," said Onelly Sophtley, "but I'm afraid I haven't anything about me—but, wait! Can you change a ten-dollar note?"

The Immediate Danger.—He—"As soon as we are married, dearest, I will take out an endowment insurance policy so that you may be protected—"

She—"Don't you think you'd better take out an accident insurance policy now, George? You haven't spoken to father yet, you know."

Not Pretty Then.—"Hateful thing, she is!" exclaimed Miss Pretty angrily. "I'm glad I'm not as mean as she is. I'm as much above her as—"

"Tut! tut!" interrupted her fiance, "remember that rosebud mouth of yours ceases to be a rosebud when it begins to blow."

Just a Hint.—"Perhaps," said the critic, "if you were to call your farce comedy 'The 6 o'clock Trolley Car' it might make a hit."

"I don't see the point," replied the playwright.

"Well, that's suggestive of 'standing room only,' you know."

A Scheme.—"Dear," said the politician's wife, "there's a handsome policeman whose beat embraces Mrs. Swellman's house. Can't you get him transferred to this neighborhood?"

"What for?" demanded her husband.

"Mrs. Swellman has an excellent cook, and I want her."

The Swell Wedding.—"What a crowd of poor people there was around the church door," said the first wedding guest.

"Yes, poor beggars; they were there merely to snap up the dozen or so paltry diamonds that dropped from the bride's gown."



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Other stores have only a few union-made lines to show union men when they call. But everything is union-made in our store.

In purchasing here you buy direct from the makers at a saving of middlemen's profits.

Ready-to-wear suits and overcoats $10.00 to $35.00.

Made-to-order suits and overcoats $10.00 to $45.00.

Garments can be purchased in either one of our two stores.

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Guide to Store Changes

Many departments have been moved into their larger, permanent quarters.

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To the entire first floor annex. Linens, Flannels, Beddings. **Visit the new department and share splendid introductory savings.**

SILKS MOVED
With Linings and Dress Goods to the first aisle. Market-street store (space formerly occupied by domestics). Much larger quarters. **Extra values in Silks and Dress Goods in the new department.**

KNIT UNDERWEAR
A sale of the overplus of a big Eastern mill at average half price. An opportunity for women and children. Second floor annex.

RIBBON SPACE DOUBLED
Ribbons have annexed space formerly occupied by Silks. Giving them much needed room.

PYROGRAPHY MOVED
To larger, better quarters on the second floor. Free lessons.

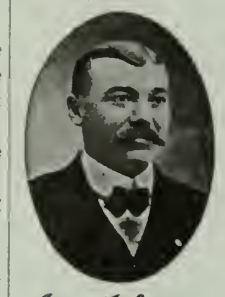
STOCKING ROOM DOUBLED
Having annexed the shelves and counters formerly given to knit underwear.

And building work still goes on—toward the end of nearly doubling entire store space and making Hale's a still better store for you.

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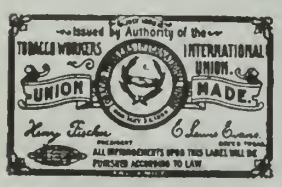
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COAST SEAMEN'S JOURNAL



FOR THE SEAFARING PEOPLE OF THE WORLD.

OFFICIAL PAPER OF THE INTERNATIONAL SEAMEN'S UNION OF AMERICA.

A Journal of Seamen, by Seamen, for Seamen. *Our Aim: The Brotherhood of the Sea.* *Our Motto: Justice by Organization.*

VOL. XIX. No. 11. SAN FRANCISCO, WEDNESDAY, DECEMBER 6, 1905. WHOLE No. 947.

A. F. OF L. SUPPORTS SEAMEN.

Convention Proceedings Concluded.

Longshoremen Must Cease Using Long Name.

WHEN the seventh day's session of the convention opened, President Gompers introduced Mr. E. A. Calvin, of the Farmers' Educational and Co-operative Union, an organization which has declared emphatically for co-operation with the organized labor movement. Mr. Calvin conveyed fraternal greetings from his organization; he also told the Federation of the passage of a resolution by the farmers to buy only union-made goods, and asked the co-operation of organized labor in the fight against cotton speculation.

Delegates Furuseth and Foster, for the Committee on President's report, presented a lengthy report, which reads, in part, as follows:

Industrial Stagnation Averted.

We deem it of great importance that the word which the President has said upon this subject should be accentuated, for here we get down to the very essence of the economic philosophy of trades unionism. For generations labor has been reckoned with as an inert commodity. Professors have formulated academic theories of the law of supply and demand; buyers of labor and of the products of labor have assumed that these laws were inexorable, not subject to modification by the seller of the labor commodity. But labor is not an inanimate commodity. It is a part of the life and the being of the laborer, and as such is under the control of the volition of the laborer. The resisting and defensive power of the laborer's will has germinated in the soil, and under the inspiration of all that makes for a higher civilization. It has been nurtured, shaped and developed by the trades union, until by its collective expression it disproves false political economy, bids the panic halt, becomes the governor of the industrial engine and opens up vistas of accomplishment for the public. What united labor wills it may achieve. Should not the experience of the past two years inspire us to so arouse the sluggish brain and timid hearts of the non-union masses that they may join us in opposing a united will against all forces which would lower the standards of life?

Labor's Key to Growth.

Your committee also desires to add its emphatic endorsement to what the President has said as to the desirability and necessity of higher dues and wider benefits in the trades union movement. We do not underrate the value of the fraternal and sentimental bonds which unite our memberships, but these bonds are strengthened instead of weakened by the possession of ample financial resources in our treasuries. In its capacity as a labor exchange, the trades union cannot exempt itself from the necessity of compliance with sound business principles. It is only wildcat schemes of finance which profess to pay out more than is received into the treasury. Altruism, most commendable as a virtue, cannot coin money or draw unlimited sight drafts upon its bankers. Trades unions whose members are taught to, or who expect, in times of trouble, to rely entirely upon the generosity of others are industriously weaving ropes of sand. Trades unions should practice the doctrine of self-help, in order that there may be no weak links in the mighty chain of our defenses.

Jurisdiction Disputes.

We agree with your President, that there is no short cut to the elimination of jurisdiction disputes. It is the nature of men individually and collectivly, to hold and increase themselves in authority. In the degree, however, that the spirit of true unionism percolates into the consciousness of contending factions, may we not venture to hope that prejudice will be allayed, the discipline of the expressed majority will be more cheerfully observed, and mutual conciliation pave the way to solidarity in our movement?

Mongolian Exclusion.

The committee recommends concurrence by the Convention in the views expressed and the action taken by the President in this matter.

The committee appreciates the sentiments expressed by President Roosevelt regarding the maintenance of "our National policy towards Chinese immigration." It appears, however, that that policy is endangered by the "executive order" recently issued by the President of the United States. The statistics of Chinese immigration since the issuance of the "executive order" show a marked increase, attributable mainly to relaxation in the enforcement of the Chinese Exclusion Act. This fact should be called to the attention of President Roosevelt, in accordance with the latter's suggestion to President Gompers and Vice-President Duncan. The Chinese Exclusion Act and all similar legislation should be enforced primarily in the interests of the American people.

If inconvenience or hardship necessarily arises from the enforcement of such legislation, the fact is to be regretted; but it cannot be taken as in any degree justifying a departure from the procedure which experience shows is necessary for the purposes in view. The Chinese Exclusion Act should be maintained intact. Particular efforts should be made to prevent the adoption of any measures looking to an enlargement of the number embraced under the "exempted classes." The present exemptions in this regard are sufficiently liberal for all purposes of justice to the Chinese, and cannot be enlarged without injustice to ourselves.

We should insist upon that construction of the law which declares that all Chinese, other than members of the "Exempt classes," are excluded from the United States and all territory thereof.

Attention is drawn to the fact that numbers of Chinese are now employed in the Navy Yard at Cavite, Philippine Islands. Protest should be made against this action on the part of the authorities in that locality, as being a violation of the spirit of the law and calculated to weaken the moral effect of the latter in the minds of our wards in those islands.

The committee regards it as imperative that earnest, vigorous and sustained action be taken to check the influx of Japanese and Korean labor. The evil arising from the competition of this class of labor is already well pronounced and is rapidly increasing. Unless effectively checked the American people must prepare to surrender their right to the occupancy and use of American soil in many important sections of our country. The committee, for these reasons, recommends adoption of the following substitute for Resolutions 9 and 11:

"Whereas, The menace of Chinese labor, now greatly allayed by the passage and enforcement of the Chinese Exclusion Act, has been succeeded by another similar in general character but much more threatening in its possibilities, to-wit: The immigration to the United States and its insular territory of large and increasing numbers of Japanese and Korean laborers; and

"Whereas, The American public sentiment against immigration of Chinese labor, as expressed and crystallized in the enactment of the Chinese Exclusion Act, finds still stronger justification in demanding prompt and adequate measures of protection against the immigration of Japanese and Korean labor on the grounds (1) that the wages and living standards of such labor are dangerous to and must, if granted recognition in the United States, prove destructive of the American standards in these essential respects; (2) that the racial incompatibility as between the peoples of the Orient aud the United States presents a problem of race preservation which it is our imperative duty to solve in our own favor, and which can only be thus solved by a policy of exclusion; and

"Whereas, The systematic colonization of these Oriental races in our insular territory in the Pacific, and the threatened and partly accomplished extension of that system to the Pacific Coast and other western localities of the United States constitutes a standing danger not only to the domestic peace, but to the continuance of friendly relations between the nations concerned; therefore be it

"Resolved, By the American Federation of Labor, in its twenty-fifth annual Convention, that the terms of the Chinese Exclusion Act should be enlarged and extended so as to permanently exclude from the United States and its insular territory, all classes of Japanese and Koreans, other than those exempted by the present terms of that Act; further

"Resolved, That these resolutions be submitted, through the proper avenues, to the Congress of the United States, with a request for favorable consideration and action by that body."

As the report of the Committee on President's Report was not complete, action thereon was deferred.

Steam Fitters' Dispute.

A resolution which provided that a charter be issued by the convention to the International Association of Steam, Hot Water and Power Pipe Fitters and Helpers of America, was reported favorably by the committee on organization.

The Steam Fitters' organization has been outside of the Federation for some time as the result of a jurisdiction dispute with the Plumbers, which was referred to arbitration, the decision of the arbitration being that the Steam Fitters should amalgamate with the Plumbers. The decision proved unsatisfactory and was the cause of several serious controversies in various cities, central bodies being compelled by the American Federation of Labor to expel unions of Steam Fitters that had not abided by the decision, but maintained allegiance to the International (or National) Union of Steam Fitters.

When the committee's report was before the convention, Vice-President John Mitchell raised the point of order that three years had not elapsed since a decision had been rendered in the Plumbers-Steam Fitters' dispute, and further, that the Steam Fitters had not made a statement to the Federation of the jurisdiction they claimed, as required by law.

President Gompers refused to rule on the point of order off-hand, and the matter was passed temporarily. At the afternoon session Mitchell stated he had learned that the Steam Fitters had filed a statement regarding the jurisdiction they claimed, but he contended that other constitutional provisions he had quoted would prevent the convention concurring in the committee's report.

President Gompers then ruled on the point of order raised by Mitchell, stating that "apart from the constitutional provisions that are quoted in support of the point of order, we cannot escape from one which is

paramount to those that were quoted. Section 1 of Article XIV of the Constitution says:

"'Certificates of affiliation shall be granted by the President of the Federation, by and with the consent of the Executive Council, to all national and international unions and local bodies affiliated with this Federation.'

"In view of the fact that the constitution," continued Mr. Gompers, "provides that the President, by and with the consent of the Executive Council, is the only constituted authority to issue charters, it is not within the province of the convention to issue charters. The point of order is therefore sustained."

In reply to a question as to whether the committee's report could not be amended by "recommending or instructing the Executive Council to grant a charter to the Steam Fitters," President Gompers replied that the "Convention has a perfect right to recommend, to authorize or to instruct its officials to do anything which the convention desires."

A motion to instruct the President and the Executive Council to issue a charter to the Steam Fitters was also ruled out of order. An appeal was taken from the decision of the chair, and the appeal was lost on a rising vote by 118 in favor of sustaining the chair to 50 against.

The following motion was then made by Delegate Dold of the Chicago Federation of Labor:

"I now move that this convention recommend to the Executive Council that they grant a charter to the Steam Fitters' organization."

An amendment was ruled out of order by Vice-President Keefe, who occupied the chair. The motion was then discussed at great length by a number of delegates. A roll call was finally ordered and the motion was carried by a vote of 8351½ ayes to 5580½ nays, delegates representing 503 votes not voting. The question of issuing a charter to the Steam Fitters is therefore now before the Executive Council, with the recommendation of the convention by the heavy vote quoted to back it up.

EIGHTH DAY.

Delegate Frank K. Foster for the Committee on President's Report submitted a supplementary report, which reads, in part, as follows:

Printers' Eight-Hour Movement.

The contest for the shorter work day, in which the printers are now engaged, as your President has well pointed out, is not one which can be regarded merely from the standpoint of that craft. Entered into only after careful deliberation, after other means of settlement had been exhausted, and with the unanimous approval of the San Francisco convention, the printers' present struggle must be considered as one in which all of our affiliated bodies have a direct concern. More than this, as the Citizens' Alliance during its convention last week adopted resolutions pledging its moral and financial support to the members of the Typothetae in their attempt to throttle the printers' eight-hour movement, it is therefore peculiarly incumbent upon us to accept the gage of battle there flung down, and to declare our steadfast determination to hold up the hands of our brethren who are on the firing line.

The Typographical Union has, by an overwhelming referendum vote, levied a substantial assessment upon its working members. It has already established the eight-hour day in 268 cities and towns. With the provision already made by the assessment levied by the Executive Council and its own resources, it estimates that the movement is amply provided for for the remainder of the year. We, therefore, recommend that the convention reaffirm its solemn pledge to support the International Typographical Union in its great battle for the eight-hour day, indorse the course of the Executive Council in levying an assessment and recommend that the Executive Council continue this support if the necessity should still exist after January 1, 1906, in such degree as in its judgment the exigencies of the case demand and the limitations of expediency and the constitution permit.

The various sections of the Committee on President's Report were then taken up and adopted, except the section referring to the Western Federation of Miners. Action on this was deferred until further information on the questions raised had been placed before the committee.

The report of the Committee on Grievances was next taken up.

A resolution was adopted directing that in all literature and charters issued by the American Federation of Labor "all references to painters, decorators, hardwood finishers and work controlled by the Brotherhood of Painters, Decorators and Paper Hangers be eliminated," when referring to other than the organization named.

In the matter of dispute between the Upholsterers and Carriage and Wagon Workers regarding the action of the latter in claiming work in automobile factories belonging to the former, the committee recommended that representatives of both organizations meet in conference on the question.

All parties concerned (including Brewery Workmen) appeared before the committee and agreed that hereafter the following resolution would be lived up to:

"That where there is sufficient cooperage for the employment of one or more men, said men shall belong to the Coopers' International Union."

Representatives of the Bridge and Structural Iron Workers and the Boiler Makers appeared before the committee and agreed that representatives of both organizations meet in conference with a member of the Executive Council and define the line of jurisdiction.

The Wood, Wire and Metal Lathers' International Union delegates introduced long resolutions charging the Bridge and Structural Iron Workers with having chartered organizations of Metal Lathers, contrary to Federation law, and instructing the Bridge and Structural Iron Workers to revoke the charters of Local No. 90 of Baltimore and Local No. 78 of San Francisco. The committee recommended that representatives of both parties and a member of the Executive Council meet in conference and endeavor to draw up a working agreement. This was agreed to by both parties in interest and approved by the convention.

The position of the Executive Council in refusing to issue a charter to the Beer Pump Workers was indorsed.

The Brotherhood of Painters complained that the Carriage and Wagon Workers continually ignored the action of the Boston convention conceding to the Brotherhood jurisdiction over all painters employed in the carriage and wagon industry. The convention adopted a resolution instructing the Carriage and Wagon Workers to comply with the orders of the Boston convention "forthwith, without evasion and delay," and instructed the Executive Council to see that the decision of the Boston convention was enforced.

The Bakery and Confectionery Workers' delegation introduced a resolution condemning the action of the Philadelphia Central Labor Union in issuing a Labor Day Souvenir containing advertisements of unfair firms. The convention concurred in the following substitute:

"Your committee recommends that the practice of publishing souvenir books indulged in by central bodies and State Federations be discontinued."

A resolution was adopted providing that decisions of conventions on jurisdictiou disputes must be enforced by the Executive Council within six months after adjournment of convention unless further delay is agreed to by all parties concerned.

In the matter of the disputed agreement between the Painters and the Wood Workers, the committee found that the agreement was in force for several months before the death of one of its signers before being repudiated. The committee therefore recommended that the agreement be approved by the convention and considered in full force until both parties shall come together in conference and make a new one or abrogate the old one. The convention adopted the committee's recommendation by a vote of 101 to 22.

President Gompers introduced T. V. Powderly, who made a short, but felicitous speech.

NINTH DAY.

The Brewery Workmen vs. Engineers and Firemen matter was before the convention, but consideration was deferred and the Seamen-Longshoremen dispute taken up.

Seamen vs. Longshoremen.

In the matter of the controversy between the Seamen and the Longshoremen, the Committee on Grievances made the following recommendations:

"That each organization shall select two persons, and that the four so selected shall meet within sixty days from the adjournment of this convention to select a fifth person, and in the event of failure to agree upon such fifth person within ten days, the President of the American Federation of Labor, with the approval of the Executive Committee shall select the fifth person.

"The five persons so selected shall constitute an arbitration board, whose decision shall be final and binding upon both parties.

"Pending decision of this board, all hostilities between these two organizations shall cease.

"And we further recommend that this convention instruct the Longshoremen's Association to discontinue the use of the name 'International Longshoremen, Marine and Transport Workers' Association,' and that no change in title be granted, assumed or maintained except in accordance with the findings of the arbitration board."

Discussion on the question occupied the rest of the morning session, and was resumed in the afternoon. The record of the debate as printed in the official report of the proceedings is published and dealt with at length on page 6 of this issue.

An aye and nay vote was finally taken on the adoption of the committee's report, and Vice-President Duncan, who occupied the chair, declared he believed the motion to adopt had carried. A roll call was asked for, but the call was not supported by a sufficient number of delegates, and Vice-President Duncan then declared the motion to adopt was carried.

Secretary Morrison read a long telegram from President Moyer and Secretary Haywood of the Western Federation of Miners, in which they stated they had sent by registered mail an exhaustive reply to President Gompers' criticisms of the manner in which they had used the money contributed by the American Federation of Labor and its affiliated organizations. They claimed they had fought numerous cases in the courts to maintain the rights of citizenship, and concluded as follows:

"If, after a careful review of this document, you are not satisfied with the efforts that have been made and the uses to which your money has been put, we earnestly request that you instruct your financial officers to draw on us, sight draft, for one thousand dollars, the amount donated to the Colorado miners at the Boston convention."

TENTH DAY.

When President Gompers asked if there were any objections to dispensing with the reading of the minutes of the previous day, the following statements were made relating to the action of the convention in the Seamen-Longshoremen dispute:

Delegate Keefe—I ask for a change in the ruling of the chair last evening on the demand for a roll call. The chairman claimed there were but twenty-nine who demanded the roll call, and that that was not a sufficient number. I want to ask the chair whether, in accordance with the law of the American Federation of Labor, it is necessary that the number of delegates who have presented credentials and have been seated are to constitute the number from which those who desire a roll call on a question are to be considered. I should like to know, in other words, if the number required to demand a roll call must be one-tenth of all the delegates whose credentials were accepted and who were entitled to seats in the convention; or whether it is the number of delegates seated in the convention at the time the roll call is asked for?

President Gompers—As far as the question that Delegate Keefe has raised is concerned, that matter should at the time have been pressed to its conclusion. That is, if a decision was rendered which did not meet the views of any number of delegates, the question of the test of the sense of the convention should have been had. That decision cannot now be reviewed in that particular case. The matter has gone beyond that stage.

Delegate Keefe—I wish to say, regarding the recommendation of the committee, that it means compulsory arbitration, which is coercion, which we are not really compelled to accept, because it is voluntary in so far as we are concerned; but the change of the name of the organization it carries with it, is the one feature we are not entirely clear on, nor are the delegates representing our organization clothed with power nor authority to make the change. Our conception of the recommendation of the committee is that this committee on arbitration meet and render a binding decision. Does that take precedence over the organizations interested, or do they have some voice in the matter? We are not clothed with power, as I stated before, to make any changes in the name of the organization. That name was given our organization in convention, and only a convention of our own organization can modify that name or change. I make that statement for the purpose of having all the delegates and officers of the American Federation of Labor understand that we are willing to do everything that is consistent, but we cannot do a physical impossibility. Whatever recommendation is made by the arbitration committee, I shall not only endorse, but shall advocate with all the power at my command its adoption by our organization. I merely want to make that statement so that we will not be accused of refusing to carry out in good faith any arrangement this convention may make regarding our organization. We want to carry out the mandates of the convention as far as lies within our power. And in order that the question will not be raised in any future convention, and the statement made that the representatives refused to comply with the mandates of the conventiou, I want to at least go on record as indorsing any proposition agreed to by the arbitration committee, and appealing to our organization with all the force at my command to accept and agree to it.

President Gompers—That is all a man can do; it is all an officer of the organization can do. Delegate Keefe can do no more than his level best to have his organization accept the expressed opinion of the highest court of the labor world in this country. It is more than likely that better results would be obtained if that policy were more generally pursued.

Brewery Workers vs. Engineers and Firemen.

The dispute of the Brewery Workers vs. The Engineers and Firemen occupied a great part of this day's session. The convention finally reaffirmed the decision of the San Francisco convention.

Wood Workers vs. Carpenters.

The long-standing jurisdiction fight between the Wood Workers and Carpenters was disposed of by the unanimous adoption of the following:

First—That a temporary trade agreement be entered into by the General Executive Board of the United Brotherhood of Carpenters and Joiners of America and the General Council of the Amalgamated Wood Workers' International Union to cover all men working in mills and factories.

Second—That pending these negotiations, the officers of both organizations immediately notify all local unions under their respective jurisdictions to cease all hostilities.

Third—That duly selected representatives of both organizations shall meet at Indianapolis, Ind., on January 25, 1906, and there and then endeavor to arrive at such a mutual trade agreement, understanding or amalgamation as may by them be deemed of the best possible interests of the trades and crafts.

It is the request of the undersigned that President Gompers participate in the conference, not as an arbitrator, but in an advisory capacity.

The report was signed by the delegates representing the two organizations affected.

ELEVENTH DAY.

The first business was the report from Thomas I. Kidd for the Committee on Education.

On that portion of the report of the Executive Committee entitled "Legislation, Admiuistration Re Labor," the Committee reported as follows:

"We recommend to the Convention that the Executive Council be authorized to appoint a legislative committee to secure the enactment of measures in the interests of labor, and to prevent the passage of measures inimical to its interests. We note with regret that the party in power has failed to carry into effect its promises for an eight-hour law, an anti-injunction law and a law to protect free labor against the evil effects of convict labor; and we indorse the attitude of your Executive Council in holding the dominant party responsible for the failure of American labor to receive much-needed legislative relief."

On motion the report of the Committee was adopted.

On that portion of the report of the Executive Council entitled "Shorter Work Day," the Committee reported as follows:

"Relative to the eight-hour work day, we recommend that authority be given your Executive Council to outline a shorter-hour propaganda, that in its wisdom it may consider likely to contribute to the establishment of a universal eight-hour work day."

On motion the report of the Committee was adopted.

A long discussion followed the introduction of reso-

(Continued on Page 7.)

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions.)

Our "Newspapers."

If any proof were needed of the general hypocrisy of the daily press and the nature of its "mission" as an educational institution, it is furnished by the neglect of the newspapers to keep the public informed of the proceedings of the recent convention of the American Federation of Labor. Here were gathered the representatives of over two million American wage-earners, deliberating upon issues of national importance and taking the preliminary steps in shaping matters that will ultimately assume concrete form in legislation affecting the weal of the whole country. But, did the press sit up and take notes? Not much. Quite a number of newspapers (?) completely ignored the whole convention of the A. F. of L., while others printed the news concerning its doings in that tabloid form peculiar to the column usually headed "Brief News for Busy Readers." But the latest prize-fight between Spike Layemout and Kid Faker was chronicled with a wealth of detail — and pictures — unsurpassed even in the realm of dime-novel fiction. The "measurements" of the combatants, from the crowns of their heads down to the soles of their feet, were marshaled in parallel columns, and their "records" duly recorded. Every round of the fight was minutely reported, and the whole was copiously illustrated with flash light pictures taken at the ringside, and artistic reproductions of the "fighting face" of the winner and the prostrate form of the loser being counted out by the referee. Other important happenings, such as the vain search for Raffles, the latest divorce scandal, ex-President Cleveland going duck hunting, what Mr. Roosevelt thinks about race suicide and football, how young Witless lost $50,000 at the races, etc., etc., were also accorded their ample space which their paramount importance entitled them to. But the doings of the convention of the A. F. of L. "Nothin doin'" gentlemen. And yet, if nothing less than being fooled all the time will suit us the press may as well be the instrument as not.

When we note the haughtiness of capital and the small esteem in which it holds labor, we receive confirmation of the curious proneness of the human mind to base its judgments on artificial rather than on natural distinctions. Every sane man knows that even if every cent of capital were to perish from the earth mankind would still get along somehow, but without labor the world would be a howling wilderness inside of a month. Yet we insist in crowning capital as the Dives of modern industrialism, and view labor as the Lazarus, sitting on the doorstep of Dives' mansion, begging for the crumbs from the abundance of his table! No wonder our civilization is a puzzling array of incongruities that thinking men find hard to reconcile with any known conception of sanity, when we have reversed the natural economic order in relation to the production of wealth and the absorption thereof!

"Hope deferred maketh the heart sad," and the hope that we will ever be anything but a race of fools in process of evolution seems far enough from realization to make any one sad.

A Partial Commissioner!

The four-masted schooner Stanley H. Minor arrived recently in New York with a cargo of lumber from the Satella River. While lying in the river, one of her crew was taken ill with malarial fever and was sent to the hospital in Brunswick, Ga., for treatment. After eleven days' absence he was returned to the vessel cured and completed the voyage to New York. On arrival in New York the crew was paid off before the United States Shipping Commissioner. The seaman who had been sick during the voyage then found that by the ruling of the Shipping Commissioner he was docked eleven days' pay and railroad fare from the Satella River to Brunswick, Ga., and return. He refused to accept this reduction of his pay. Being a member of the Seamen's Union he applied to August Gildermeister, the local agent of that organization, for assistance in his claim against the vessel. Comrade Gildermeister first went to the Shipping Commissioner and remonstrated with him on the illegality of holding up a sick seaman's pay, but in vain. He next secured from the Union's lawyer copies of court decisions bearing upon the illegality of making any deductions from a seaman's pay on account of unavoidable sickness. These copies were shown to the Shipping Commissioner, but he still refused to rescind his ruling in the case of the sick seaman on the Stanley H. Minor. Thereupon Comrade Gildermeister prepared to libel the vessel for the full amount of wages due the complaining member. In the meantime, the owners of the vessel got wind of the trouble and requested a postponement of the libel case until the master could be consulted with regarding the claim. The upshot of it all was that the sick seaman received his wages in full as well as extra pay for the time he had been kept waiting.

At a recent meeting of the Essex Trade Council, of Newark, N. J., objection was raised against the seating of the delegates from the newly-organized Martial Corps Protective Union No. 1. This organization is composed of fife and drum corps of the National Guard, and the objection to the seating of their delegates was based upon the possibility that in the event of a strike the citizen soldiers might be called upon to take up arms against, and perhaps shoot down, union men. Thereupon, it is reported, a delegate arose and said that in his opinion it would be a good idea to unionize the regular army as well as the milita, so that if any trouble arose requiring the presence of soldiers their international officers could call them out on strike. This caused considerable discussion, which ended with the seating of the delegates from Martial Corps Protective Union No. 1.

Shipping on the Atlantic Coast continues middling to fair. Seamen are rather scarcer than usual at this season of the year. Freights are normal in most of the trades with a fair amount of business doing. The outlook for the coming winter is therefore rather encouraging.

'Tis strange that where a few strive to excel, most are content with doing "fairly well"!

Unionism and Politics.

The movement for a national organization of school teachers on trade-union lines, as might be expected, is not hailed with acclaim by the press organs of the "better classes." The New York World, for instance, says of it:

> Trade-unionism among teachers, as a national movement, would have to deal with widely differing local conditions, according to the State, town and city conditions. That it would accomplish more for the betterment of the profession than is being accomplished by normal methods is more than doubtful. The introduction of politics into the schools alone would be a grievous blunder.

Two things suggest themselves to the careful reader of the above—first, that trade-unionism is regarded by our intellectual mossbacks as "abnormal," and, second, that to the same sort of minds trade-unionism and "pernicious activity in politics" seem to be correlated and coextensive. This attitude of the "safe, sane and conservative" press on trade-unionism is, however, only a consistent phase of that general attitude on all public questions directly affecting the welfare of the plain people, which stamps the press of the day as the most highly developed institution for fooling the people all the time. With it all, organized labor can console itself with the reflection that the most progressive men and movements in the world's history have been the most misrepresented.

Labor in the "South."

> The South does not want the lower classes of foreigners that have swarmed into the ports of the East. It wants the kind of people who have built up the West. —Baltimore Sun.

Well, "the kind of people who have built up the West" were not Mongolians, but, judging from the clamor of some of the Southern newspapers for the free and unlimited supply of Chinese and Japanese coolies, one is constrained to think that what the Baltimore Sun really has in mind when it speaks of "the men who have built up the West" are the men who furnished the capital, and not the sturdy New England, Scotch, Irish, English, German and Scandinavian settlers who supplied the labor. The South to-day does everything to encourage the investment of capital in its natural resources, and about everything to discourage the coming into its territory of the kind of laborers who built up the West. What is there to attract good North European labor to a section of our country where the press is almost a unit in praising the superiority of Mongolian labor over Caucasian labor, where negro labor is deemed too expensive and not servile enough, and where the evil of child-labor has assumed such dimensions that the gaze of the whole country has been attracted to, and shocked by, it?

The following delegates represent the Atlantic Coast at the tenth convention of the International Seamen's Union of America: Wm. H. Frazier and August Gildemeister, of the Seamen's Union; James T. Mahoney and Wm. Robertson, of the Marine Firemen's Union; and Henry P. Griffins of the Cooks and Stewards' Association. The delegates from the Seamen's Union have been charged with the duty of representing to the convention the desirability of a uniform rate of dues for all the organizations affiliated with the International Seamen's Union.

(Continued on Page 10.)

Home News.

Secretary of War Taft made another plea for free trade with the Philippines.

Practically the entire business portion of the town of Areadia, Fla., was destroyed by fire. The loss is $250,000.

President Roosevelt has agreed to assist in a national movement to curb insuranee abuses.

Fifty thousand dollars worth of jewelry was stolen recently from the Pratt Institute, Brooklyn.

Justice Amend has ordered that no election certificate be issued to Mayor McClellan until the litigation over the New York election is ended.

Four Million dollars' worth of whisky, 810,000 gallons, were burned recently with a warehouse of the A. Overholt Company, at Broadford, Pa.

General Crozier, chief of ordnance, in his annual report, says that the knife bayonet has been substituted for the rod bayonet.

Director Roberts, of the United States Mint Bureau, in his annual report, announced that all the silver purchased for the coinage of dollars had been used.

President Roosevelt has appointed Herbert J. Hagerman to succeed Miguel A. Otero, the friend of W. H. Andrews, as Governor of New Mexico.

The Panama Canal funds will be exhausted a year ahead of time. By the end of next June, $26,000,000 will have been expended, and this amount was intended to last until June, 1907.

Indications are that a majority of the Senate Committee on Interstate Commerce will favor a measure giving the Interstate Commerce Commission more power.

The annual report of the auditor for the Postoffice Department shows that receipts for the postal service for the year ended June 30 were $152,826,585 and the expenditures $167,399,169.

A special census report shows that there were 284,362 inmates in benevolent institutions in the United States on December 31, 1904, not all of whom were paupers.

Dillon Wallace, of New York, the Labrador explorer, who was thought to have been lost, has crossed Labrador and is safe. He will return to Quebec and expects to reach there by April.

Roommates of Midshipmen Meriwether and Branch disclosed secrets of the "code" to the court-martial trying the former on the charge of killing the latter.

The out-of-date battleship Massachusetts, now at the New York Navy Yard, will be put out of commission soon. Her place will be taken by the battleship Indiana, which is now completing extensive repairs.

General Crozier, chief ordnance officer of the army, has just given an order for intrenching tools for the use of enlisted men of the army. It is contemplated that every soldier shall be so equipped as to be able to intrench himself in time of necessity.

According to a bulletin issued recently by the Census Bureau, about 106 persons out of 1000 in the United States over 10 years of age are unable to write, which is equivalent to about one in ten. Of the native white population only 46 out of every 1000, or fewer than one in twenty of the foreign-born, and of the negroes 445 out of every 1000 are illiterate.

Eighteen miners lost their lives by an explosion on December 1 in the Diamond Coal and Coke Company's mine No. 1, at Diamondville, Wyo. It is believed that all the men who perished were instantly killed. What caused the disaster is not definitely known, but the theory advanced by the miners is that a "blown-out" shot caused the dust explosion which wrecked the mine.

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JOHN A. MOFFITT, President, Orange, N. J.
MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

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Pacific Coast Marine.

It is reported that the French bark General Neumayer, from Hamburg for Oregon, has put into Buenos Ayres in a leaky condition.

A million dollars in Mexican money was taken aboard the Occidental and Oriental liner Doric at San Francisco. The coin is consigned to Shanghai.

The Russian cruiser Lena, which was interned at Mare Island during the Russian-Japanese war, sailed from Honolulu on December 2, for Vladivostok.

Repairs to the steamer Brunswick, which was damaged to the extent of about $3000 at Fort Bragg, were made at the United Engineering Works, at San Francisco.

The Navy Department will send the battleship Oregon, on her return from the Philippines, to the Navy Yard at Bremerton, where she is to undergo an extensive overhauling.

The Standard Oil barge formerly known as No. 93, and which was brought to the Coast by the steamer Atlas some months ago from New York, is hereafter to be officially known as Barge No. 3.

The new turbine steamship Maheno, to take the place of the Moana on the Sydney and Victoria route, is to make her first trip in March. She will be the first turbine steamer in the Pacific.

Word has reached Vallejo that the Princeton will be ordered to Mare Island for necessary repairs instead of going to Bremerton, as was announced from Washington some little time before her return from the Isthmus.

The French bark Max is again at San Francisco, having arrived from Swansea with coal after a passage of 141 days. The Max will be remembered as the vessel that collided with and sank the steamer Walla Walla off the Mendocino Coast on January 2, 1902, while the steamer was bound to Puget Sound.

It is stated that the crew has left the British steamer Dumbarton, which was lately reported to have gone ashore in the Gulf of Tartary, a few miles north of De Castries Bay, on the Siberian coast. The Dumbarton sailed from San Francisco some time ago with a cargo for Nicolaefsk under charter to the Barneson-Hibbard Company.

Captain Z. J. Hatch of the Monticello Steamship Company, is to have another steamer built to handle the traffic of the Vallejo and Napa interurban electric road. It is to be built somewhat on the style of the General Frisbie, and will be 200 feet long and have a twenty-nine-foot beam. The contract is to be let to a San Francisco firm in the near future.

The dykes which have been constructed in the bay at Mare Island, have proved to be such a success in the deepening of the ehannel that the yard authorities have asked for another appropriation of $100,000 for additional work along the same lines. This will be taken up at the coming session of Congress, and it is believed will receive favorable consideration.

The ship Occidental, from Nome, arrived at Port Townsend on November 28. Captain Kessel reports that his was the last vessel to leave Nome and navigation from there is now closed. Owing to a strike of longshoremen, it was impossible to discharge his cargo and the vessel was forced to return with 400 tons of freight. The Occidental brought many sacks of mail.

The steamer Dakota arrived at Seattle on November 29 from Japan and China, making a better run than her sister ship, the Minnesota. This was the Dakota's initial voyage. The Great Northern Steamship Company, operating the two steamships, has announced a new second-class round-trip rate of $250 to Hongkong. Heretofore the only round-trip rates have been first class.

The man who is to occupy the new steel lighthouse on the Mile Rock and keep lonely vigil over the mariners' beacon will not be entirely shut out from the world. A telephone eable is to be laid from the Golden Gate life-saving station to the new Mile Rock light. The telephone will not only be a source of comfort and convenience to the keeper, but will in all probability be found a valuable aid in reporting cases of distress outside the heads.

Collector Stratton of San Francisco is in receipt of a communication from the American Consular Agent at Hakodate, Japan, informing him that the law of siege at that port has been withdrawn and that the mines laid in the approaches of the harbor have been either exploded or removed and that vessels may now enter and leave Hakodate the same as prior to the outbreak of the war, there being no obstructions in any of the regular approaches to the port.

After lying at anchor in San Francisco bay for several weeks, the flagship Chicago, Captain Badger, sailed on December 2 for Honolulu for an indefinite stay. Rear-Admiral Goodrich is aboard the Chicago. It is likely that other vessels of the Pacifie squadron will follow the flagship to the island port, and one or two of the torpedo-boat destroyers may also join her at Honolulu. The naval collier Saturn, with a full cargo of coal aboard, sailed for Honolulu several days ago.

Following is the reinsurance list as posted at San Francisco on Decemher 4: German bark Suzanna, 177 days from Port Talbot for Caleta Buena, 65 per cent. Freneh bark McMahon, 199 days from Swansea for San Francisco, 20 per cent. Italian bark Giuseppe d'Abundo, 177 days from Newcastle, Australia, for Valparaiso, 20 per cent. British bark Almora, 194 days from Cardiff for Aeapuleo, 25 per cent. British bark River Indus. 154 days from Port Talbot for Iquique, 30 per cent.

The schooner John D. Spreckels, Captain Pederson, returned to San Francisco on December 1, much the worse for her experience with gales off the northern coast. The schooner was bound for the codfishing banks, and sailed from San Francisco some days ago. On November 19 and 20 she struck a gale from the northwest that carried away the bowsprit and forestay and started the house, stanchions and rail. The copper sheathing on the bottom also started to loosen, causing the vessel to leak.

According to a decision received yesterday from the Department of Commerce and Labor, the matter of issuing new mariners' licenses to seamen who had been dispossessed of their licenses because they had secured them through having fraudulent navigation papers, rests with the local inspectors. The Department says it is the duty of the Board of Inspectors to make diligent inquiry as to the character as well as the qualifications of an applicant for a mariner's license, and if they are satisfied that he is all right they shall grant him his papers.

More seaworthy and more attractive in appearance than ever before, the Oceanic liner Alameda sailed through the Golden Gate on December 2, bound for Honolulu. Two months ago, almost to a day, the Alameda went high on the rocks at Fort Point, in a fog while on her way out for Honolulu, and has ever since been under repair. It is estimated that fully $90,000 has ben spent upon her, this money representing not only what the repairs actually cost, but the expense of thoroughly overhauling the steamer. Captain Thomas Dowdell is still in command of the Alameda.

Rudderless, but otherwise in good trim, and with all on board well, the steamer Roanoke arrived at San Francisco on December 2, from Portland and Eureka, after a trying experience in gales off the Northern California coast. There were times when it looked bad for the Roanoke, as she wallowed in the trough of tremendous seas without the power to keep a course, but good fortune hovered over the vessel, and the fifty-seven passengers and the members of the crew, and in spite of heavy seas and frightening storms all hands came to port in cheerful mood.

Another of the old-time whaling barks is to be sent back to New Bedford, Mass. On November 29 the Alice Knowles sailed out of the Golden Gate for the last time, under orders to end her cruise at the old New England port, where whalers in this country first became famous. For nearly a generation this stout old whaler has made San Francisco her rendezvous and home port. She has done well on many a cruise, but of late the catch in the Pacific has been small, and now the owners look to the whaling ground of the South Atlantic for their best catch.

One hundred and thirty sailing vessels left European ports during the months of May, June and July, bound to Pacific Coast ports of North, South and Central America. Of these sixty-two were British, thirty-four French, twenty-seven German, four Italian, two Norwegian, one Russian and one Danish. It is a noticeable fact that not one American vessel appears in the list. Of the total number that sailed fifty-two have arrived safely at their destinations, four have been wrecked, twenty-two have put into ports in distress with sundry damages sustained off Cape Horn, and fifty-three have not yet arrived or been accounted for.

News comes by way of the northern Coast that Captain Watts and his crew from the lost American ship Susquehanna had a narrow eseape from death at the hands of the Solomon Islanders. Captain Watts' boat reached San Cristoval, in the Solomon group, 500 miles from the wreck, and all hands were safe. The mate's boat put into Santa Ana, in the same group, where the natives were menacing. The men landed, however, and occupied a hut belonging to an ex-chief. This man died soon afterward and his death was attributed to the presence of the whites. The mate and his men were attacked, but succeeded in reaching their boat and putting to sea. They were later picked up by the trading schooner Aola and landed at San Cristoval.

DIED.

John Emil Seger, No. 1553, native of Finland, age 33 years, drowned from the steamer Gualala at Fort Bragg, Cal., November 28, 1905.

Martin Halvorsen, No. 802, native of Norway, age 27 years, died at San Francisco, Cal., November 26, 1905.

There is more Catarrh in this section of the country than all other diseases put together, and until the last few years was supposed to be incurable. For a great many years doctors pronounced it a local disease and prescribed local remedies, and by constantly failing to eure with local treatment, pronounced it incurable. Science has proven catarrh to be a constitutional disease and therefore requires constitutional treatment. Hall's Catarrh Cure, manufactured by F. J. Cheney & Co., Toledo, Ohio, is the only constitutional cure on the market. It is taken internally in doses from 10 drops to a teaspoonful. It acts directly on the blood and mucous surfaces of the system. They offer one hundred dollars for any case it fails to cure. Send for circulars and testimonials.

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F. R. Wall, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. Merchants' Exchange building, California street, near Montgomery; rooms 208-209. Phone Bush 508.

Slavery in South Africa.

Tse Tsi Chau (in English Mr. Thomas See) who was appointed Chinese adviser and interpreter on the East Rand mine—a position carrying a salary of £600 per annum and free quarters—has thrown up his billet in horror at the erueltes inflieted upon his countrymen by the mine owners, and is now on his way to China to make known to his countrymen the conditions of life and labor in the Transvaal under the indenture system.

The strong counts in his indictment are that the Chinese laborers on the Rand are so badly fed that they could not live and work unless they materially supplemented the rations now served out by buying extra food, and that the meat supplied to them is of very inferior quality; that the work they are called upon to perform is of such an arduous nature and so badly paid that the coolies' average earnings are barely enough to carry them along; and that their treatment generally is brutal and unjust, tending to keep them in servitude longer than the three years for which they sign on, and to so seriously endanger their lives that he antieipates less than 50 per cent of them living to see China again!

For slight offenses, he alleges, they are handcuffed and imprisoned in the compound office for a day or two, and are continually being knocked about by the white foreman, whilst if a coolie fails to drill by hand two feet per day, or is absent from work, he is "run in" and fined 10s to £4, or senteneed from a couple of weeks to two months' hard labor.

Sometimes, however, to save trouble, he is "dressed down" with a sjambok. Mr. See swears that during the course of his residenee on the Rand no Chinese laborer arraigned for any offense, escaped conviction, a word from the "white boss" prosecuting being all that was required to sheet the charge home.

In some mines—the New Croesus and the Freneh Rand mine are specially mentioned—the treatment of the coolies is said to be worse than even in the New Comet mine, whereof Mr. See speaks apparently from his own personal knowledge. Chinese punishments such as wooden stocks and beating with poles, as well as severe sjambokings, thrashing with pick handles, and foodless confinement in dark cells are, he alleged, resorted to at these mines. On the Freneh Rand mine Dr. Chang told him that laborers received up to 50 lashes with the sjambok, and that he had three men in hospital for over two weeks under treatmen for the injuries received in flogging.

Possibly Mr. See exaggerates, but it is hard to believe that a man would throw up £600 a year (to say nothing of free quarters) unless his very soul revolted at the treatment meted out to his countrymen. They, he says, describe the mines as "this hell in South Africa," and some of them believe that they must have committed some great wrong in their previous existenee to justify the punishments they are now undergoing in the Transvaal.—Brisbane (Queensland) Worker.

A farm-house near Minehead, England, is situated in so deep a hollow that for three months of the year the sun's rays do not fall upon it.

A dog show which opened at the Crystal Palace, London, recently, contained 3,503 entries, valued at $1,250,000.

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WEDNESDAY, - - - - DECEMBER 6, 1905.

FEDERATION SUPPORTS SEAMEN.

As briefly stated in last week's issue, the long-standing dispute between Seamen and Longshoremen has at last been definitely acted upon by the American Federation of Labor and as confidently expected by every person familiar with the subject, the decision of the Federation favors the Seamen. The Pittsburg convention, on November 22, instructed the Longshoremen to "discontinue the use of the name, 'International Longshoremen, Marine and Transport Workers' Association.'" This action determines the whole question at issue. It only remains for the Longshoremen to respect the decision of the convention, and good feeling based upon mutual respect and confidence will be re-established between the two crafts.

The proceedings in the Pittsburg convention were thorough, leaving no doubt as to its understanding of the subject. Contrary to expectation, based upon the complaints made by the Longshoremen's officials to the Executive Council of the Federation during the past year, the latter presented no formal charge against the Seamen to the convention. The matter came before the convention in that part of the report of the Executive Council reading as follows:

SEAMEN—LONGSHOREMEN.

The controversy between the Seamen's and the Longshoremen's Unions has reached an acute stage, particularly on the Pacific Coast.

We have endeavored to stop the strife between these two organizations but with little avail, and can only express our keen regret thereat and hope that a way out may be found by which both may be enabled to co-operate to their mutual advantage.

This report, in itself less definite than had been expected, was referred to the Committee on Grievances. The latter held extensive hearings on the question, as presented by the representatives of both sides. During the hearings the entire subject was reviewed in complete detail. The Committee reported as follows:

SEAMEN VS. LONGSHOREMEN.

Representatives of both these organizations appeared before your committee and after a careful consideration of the subject matter, the committee makes the following recommendation:

That each organization shall select two persons, and that the four so selected shall meet within sixty days from the adjournment of this Convention to select a fifth person, and in the event of failure to agree upon such fifth person within ten days, the President of the American Federation of Labor, with the approval of the Executive Council, shall select the fifth person.

The five persons so selected shall constitute an arbitration board, whose decision shall be final and binding upon both parties.

Pending decision of this board, all hostilities between these two organizations shall cease.

AND WE FURTHER RECOMMEND THAT THIS CONVENTION INSTRUCT THE LONGSHOREMEN'S ASSOCIATION TO DISCONTINUE THE USE OF THE NAME "INTERNATIONAL LONGSHOREMEN, MARINE AND TRANSPORT WORKERS' ASSOCIATION," AND THAT NO CHANGE IN TITLE BE GRANTED, ASSUMED OR MAINTAINED EXCEPT IN ACCORDANCE WITH THE FINDINGS OF THE ARBITRATION BOARD.

The debate on the motion to adopt the recommendation of the Committee occupied the entire day. In order that all interested parties may have the fullest information of the proceedings, we herewith reprint that part of the official minutes covering the subject:

It was moved and seconded that the report of the committee be adopted.

The question was discussed at great length by Delegate Furuseth, of the International Seamen's Union, and Delegate Barter, of the International Longshoremen's Association. * * *

Delegate Macarthur discussed the question at great length, and prefaced his discussion with the following statement: The language of the committee is susceptible of but one construction. It means, first of all, arbitration, and to that proposition the International Seamen's Union of America heartily subscribes. It means, secondly, that this Convention instructs the International Longshoremen's Association to cease the use of the name "International Longshoremen, Marine and Transport Workers' Association," and to discontinue the use of that name until the verdict of the arbitrator has been rendered. To this second proposition, Mr. President, the organization which I represent in part also heartily and emphatically subscribes. We are in favor of the report of the committee and desire its adoption. Further, we pledge ourselves that if adopted, as we hope it will be, we will observe it in absolute good faith. The report of the committee gives us everything we have been contending for before this Convention for four years, and with that report we are perfectly satisfied. If the gentlemen who represent the other organization in this controversy will agree with the report of the committee and act in good faith throughout the proceedings to be inaugurated under that report, we have no doubt as to the outcome. The question at issue will cease to trouble, and peace and harmony will be restored between these two great industries, that of the longshoremen and the seamen.

The matter was further discussed at great length by Delegate Harrison, of the International Longshoremen's Association, and Delegate Rosenberg, of the International Seamen's Union. The discussion was closed by Delegate Daniel J. Keefe.

During the discussion Delegate Keefe made the following statement: I want to apologize for taking up the time of the Convention to the length I did, and hope there will be no necessity for the recurrence of this talk. If there is any question of arbitration between the sailors and ourselves that question is the name of the organization. They make no contentions on any other point. That is the purpose, I presume, of the recommendation of the committee, and if so, personally I have no objection to it. * * *

During the course of his remarks Delegate Barter made the following statement: We have always been in favor of any proposition that was fair. Last year the committee suggested that we get together. Our representatives were ready to agree to any proposition that was fair. While I am not in favor of the report of the committee, I am ready to agree to anything done in this Convention that will bring about an adjustment of the difficulties between the longshoremen and the sailors. We stand ready to obey the mandates of the Convention.

Delegate Harrison, in the course of his remarks, said: Why do the seamen state they are in perfect accord with the committee? Does not that report carry with it everything the seamen have been contending for? I believe it does. Let us stop and consider what is the position of the American Federation of Labor upon the subject of compulsory arbitration. Is not the American Federation of Labor irrevocably opposed to compulsory arbitration? What is the concluding paragraph of the recommendation of the committee? Is it not an endeavor to commit the American Federation of Labor to the system of compulsory arbitration? Is not that what it means? Is not that coercion? If it is not, then I am totally at a loss to understand what it does mean. For that, and for other reasons, I am opposed to the recommendation of the committee.

At the close of Delegate Keefe's discussion a motion was made and carried that debate cease.

Delegate Barter—As the report of the committee is practically compulsory arbitration, I move that the report lay upon the table.

The motion was declared out of order, as the motion to close debate had been carried.

Delegate Keefe—I asked of the committee in my closing remarks whether it was the purpose of the committee to have the representatives of both sides meet with the third party with the purpose in view of deciding whether we shall continue under our present name or change it.

Vice-President O'Connell—For the information of those who have asked questions about the position of the committee, I desire to say we believe by a conference between the organizations the question of jurisdiction can be readily adjusted. When that is adjusted the question of the name or names associated with the Longshoremen's organization can then be adjusted by the Executive Council in accordance with the decisions reached by your arbitration committee.

Delegate Macarthur—Is it not stated in the report of the committee that this Convention instructs the International Longshoremen's Association to cease the use of the name "International Longshoremen, Marine and Transport Workers' Association?"

Vice-President O'Connell—I think I made that plain. The desire is that you get together, and if there is any instruction to change the name it should be reached through the decision of the arbitration committee.

Delegate Keefe—If the recommendation of the committee is adopted, there will be no need of a committee meeting representing either side. The sailors come in here with the contention that they are opposed to the name. If the recommendation of the committee is that we drop the name, I want to announce that the report of the committee cannot be carried out by my organization until it is submitted to them. This would be coercion.

An aye and nay vote was taken and Vice-President Duncan said in his opinion the motion to adopt the report of the committee was carried.

A roll call was asked for, but a sufficient number of delegates did not support the demand.

Vice-President Duncan then declared the report of the committee adopted.

It should be noted that the refusal of the convention to take a roll-call vote was due to the lateness of the hour, the usual time of adjournment having passed. The sentiment of the delegates was overwhelmingly in favor of the report, and there is not the slightest probability that a roll-call would have produced any change in the result of the aye and nay vote. Acting upon this belief, the representatives of the Seamen supported the demand for a roll-call.

The gist of the report is contained in the last paragraph, providing for the immediate discontinuance of the so-called long name. The language of the committee on this point is plain and unequivocal, constituting a positive declaration against the assumed title, "International Longshoremen, Marine and Transport Workers' Association." That title being the only thing in dispute between the Seamen and Longshoremen, the former are justified in construing the vote of the convention as a vindication of their attitude throughout the controversy. Such being the position of the American Federation of Labor, the Seamen are entitled to, and doubtless will receive, the support of the labor movement throughout the country in bringing about a final settlement of the question.

As stated by the representatives of the Seamen in the Pittsburg convention, the arbitration proceedings recommended by the committee will be entered into in good faith. A similar proposition, recently made by the Pacific Coast Branch of the "I. L. M. and T. A.," was rejected by the Seamen, upon the ground that to have accepted the proposition would have been to concede, beyond the hope of discussion even, the main, and indeed only, ground of contention. The present situation is evidently different in this important respect. The question of the disputed title having been eliminated by order of the convention, the Seamen will meet the Longshoremen, as longshoremen, and such questions, either of title or other matter, as may arise will be open to discussion on an absolutely fair field.

On the whole, the action of the Pittsburg convention has brought the dispute between the Seamen and the "I. L. M. and T. A." appreciably nearer adjustment. The acceptance of that action and the maintenance of an attitude in conformity therewith will practically insure the final success of the proceedings. Whatever be the outcome of the proposed arbitration, one thing will henceforth be perfectly clear, namely, that in order to secure recognition from the labor movement the Longshoremen must discontinue the use of the long name.

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Shanghaiing on Puget Sound and shanghaiing on Chesapeake Bay—these are the latest items of maritime news! On Puget Sound it was an exceptional case, three men, or boys, having been placed on a Europe bound British vessel against their will. But there is nothing new or unique about the stories of brutality and shanghaiing when coming from Chesapeake Bay. The famous "Red Record" can not produce examples of cruelties more atrocious than those which are perpetrated this very day on Maryland oyster boats. Of course, the unfortunates who are tortured and murdered on oyster dredgers are not seamen. The victims are usually raw immigrants, just landed, who are lured or forced aboard and when liberated, after months of suffering, they are only too glad to get ashore again alive. The responsibility lies with the Maryland authorities for the crimes are committed in Maryland waters. But nothing need be expected from the State of Maryland for the facts have been known to the authorities for years. Unless the Federal Government takes some action nothing will be done and Maryland oystermen will continue to do business in the same old way regardless of the occasional exposures by the Eastern press.

The authorities of the Rand, South Africa, are having trouble with an organization called the "Red Door" among the Chinese coolies. Its object is to "remedy grievances by force."—Press Item.

The authorities at San Francisco know all about those coolie societies for we have been troubled with similar organizations among Chinese residents ever since the days of '49. But then, Californians are supposed to be biased upon all matters pertaining to Chinese. The authorities of the Rand should apply to Mr. Taft for advice. There is a probability though, that the South Africans are biased too!

The landlubbers in the A. F. of L. conventions have learned a great deal about the seamen's affairs since the longshoremen adopted the long name and with it the policy of expansion. Thus the unfortunate controversy has at least accomplished some good and we may well console ourselves by saying: "All is well that ends well!"

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A. F. of L. Supports Seamen

(Continued from Page 2.)

lutions connected with apprentices, displacement of workingmen by machinery, child labor, graduates of manual training and technological schools and of sanitary conditions in all workshops.

The Committee recommended that an investigation be made in all of the subjects, and that a report be made as soon as feasible.

The Committee arranged for placing three members in Indianapolis to investigate apprentices in the various trades, three members in Pittsburg to look into the displacement of manual labor by machinery, three members in Boston on child labor and three in New York on sanitary conditions in workshops.

Treasurer Lennon offered as an amendment that the Executive Council co-operate with other societies of the country in an effort to obtain data on the above subjects. A sharp debate followed and the amendment was voted down. A number of amendments were offered for additional committees in San Francisco, St. Louis and Wilkes-Barre.

All amendments over the original resolution were dropped and the Executive Council instructed to appoint committees in any town or city in which conditions necessitated.

Chairman Klough of the committee appointed to consider the application of the Stogie Makers' Union for a charter in the Federation reported against the stogie makers, saying that as they used the same material to make their article as the Cigar Makers' Union they came under the latter's jurisdiction.

This decision has been hastened by the recent action of the Cigar Makers' Union in inviting the stogie makers to become members of their union and granting them equal privileges as other members.

The report caused considerable discussion, which lasted one hour. Advocates of the cigar makers urged its adoption, while those of the stogie makers stated that their trade was entirely different to that of the cigar makers, and asked autonomy in their craft. The report of the Committee was adopted.

Delegate John Golden, of the United Textile Workers of America, asked for permission to speak at this time. Permission being granted, Mr. Golden spoke at some length regarding the condition of the Textile Workers at Fall River, Mass. In conclusion Mr. Golden said:

"The Industrial Workers of the World are trying to steal many of our locals from the national body, but I am happy to say they have failed in every instance, and I am sure they will continue to fail. We know our duty to the American Federation of Labor; we know what we owe to that organization and its affiliated bodies, and we thank you all for your magnificent support. We thank you in the name of the thousands of women and children you supported during our strike, and assure you the action of the American Federation of Labor in the San Francisco convention will not be forgotten. By that action the American Federation of Labor and all its unions declared to the world that in a time of extraordinary trouble the great heart of organized labor throbbed in sympathy for us."

The Committee on Resolutions submitted the following as a substitute for two resolutions and for that part of the report of the Executive Council under the caption "Immigration":

"A further check should be put upon assisted immigration. The law now permits the passage of an alien to be paid by any relative or 'friend' living in this country. Every employer who wants to bring in cheap laborers is of course a 'friend' to them, or can find somebody to play the part. It is one of the readiest means of evading the contract labor law. The privilege of paying the passage of others should be restricted to the nearest relatives—fathers, mothers and children, brothers and sisters, husbands and wives.

"In accordance with the views here outlined, we recommend that you authorize your officers to use all honorable means for the amendment of our immigration laws so as to exclude persons physically unfit, to check the evil of assisted immigration, to introduce an educational test, and to provide that ports of entry shall be confined to those of the Atlantic and Pacific Oceans and the Gulf of Mexico."

The Committee's report was adopted after having been amended by providing that no one shall be excluded who leaves his own country because of political offenses.

TWELFTH DAY.

The following were elected officers for the ensuing term: President, Samuel Gompers; First Vice-President, James Duncan; Second Vice-President, John Mitchell; Third Vice-President, James O'Connell; Fourth Vice-President, Max Morris; Fifth Vice-President, D. J. Hayes; Sixth Vice-President, D. J. Keefe. For Seventh Vice-President, W. D. Huber of Indianapolis defeated the incumbent, W. J. Spencer; 8,077 votes were cast for Huber, against 5,962 for Spencer. For Eighth Vice-President Joseph F. Valentine was elected with 7,629½ votes, against Wm. D. Mahon, who received 6,516½ votes. Treasurer John D. Lennon and Secretary Frank Morrison were re-elected without opposition.

Frank K. Foster of the International Typographical Union, and James Wilson of the Pattern Makers' League, were elected delegates to the British Trades Union Congress. Thomas A. Rickert of the United Garment Workers of America was elected to represent the Federation at the Canadian Trades and Labor Congress.

Minneapolis, Minn., was selected as the next Convention City.

Western Federation of Miners.

During the afternoon session the Colorado situation and the actions of the Western Federation of Miners was again taken up. After a long discussion the original recommendations of the Committee on Presidents' Report were adopted without a dissenting vote. The Committee's report was as follows:

"Considering that portion of the Executive Council's report bearing on this subject—which was referred to this committee—jointly with the President's report, we desire to say that we approve, 'definitely and without equivocation,' the policy pursued as to the contributions received for the Western Federation of Miners. We further recommend that the Executive Committee be instructed to insist that the Western Federation of Miners shall either carry out the purpose for which such financial aid was contributed, i. e., carrying to the highest courts the cases involved, or give to the Executive Committee an accounting of what was done with the money."

Prevention of Tuberculosis.

The Committee on Prevention of Tuberculosis, having been appointed during the session of the convention, submitted a lengthy report and recommended that a circular be issued by the Federation in order to spread among the members of the affiliated bodies a correct knowledge of the few facts essential to the prevention of tuberculosis.

The report of the Committee was adopted.

In closing the convention, President Gompers made a short address in which he thanked the delegates for the kindness and courtesy shown him during the sessions.

The convention then adjourned sine die.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

HEADQUARTERS, SAN FRANCISCO, Dec. 4, 1905.

Regular weekly meeting was called to order at 7:30 p. m., C. Hammarin presiding. Secretary reported shipping fair. The following dispatch was ordered sent to the convention of the International Seamen's Union at Cleveland, Ohio: "Sailors' Union of the Pacific extends fraternal greeting to the Tenth Annual Convention. Congratulations for success in the American Federation of Labor. Godspeed to your deliberations." Delegates to the Oakland convention of the California State Federation of Labor were nominated. Nominees who desire to become candidates must notify the Balloting Committee before December 9. Balloting for officers proceeded with.

E. ELLISON, Secretary pro tem.
S. W. cor. East and Mission sts. Tel. Main 5397.

TACOMA AGENCY, Nov. 27, 1905.

Shipping good; prospects fair.

JOHN W. CARLSON, Agent pro tem.
3004 McCarver st. Tel. Main 808.

SEATTLE AGENCY, Nov. 27, 1905.

Shipping good.

OSCAR PEARSON, Agent pro tem.
1312 Western ave. P. O. Box 65. Tel. James 3031.

PORT TOWNSEND AGENCY, Nov. 27, 1905.

No meeting; no quorum. Shipping quiet.

WM. THORBECK, Agent.
114 Quincy st. P. O. Box 48. Tel. 443.

ABERDEEN AGENCY, Nov. 27, 1905.

Shipping and prospects fair.

WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

PORTLAND (OR.) AGENCY, Nov. 27, 1905.

No meeting; no quorum. Shipping good.

D. W. PAUL, Agent.
40 Union ave. Tel. East 4912.

EUREKA AGENCY, Nov. 27, 1905.

Shipping quiet.

C. SORENSEN, Agent.
222 C street. P. O. Box 327. Tel. Main 566.

SAN PEDRO AGENCY, Nov. 27, 1905.

Shipping good.

HARRY OHLSEN, Agent.
P. O. Box 2380. Tel. Main 774.

HONOLULU (H. T.) AGENCY, Nov. 14, 1905.

Shipping dull; prospects poor.

C. COLDIN, Agent.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

HEADQUARTERS, SAN FRANCISCO, Dec. 1, 1905.

The regular weekly meeting was called to order at 7:30 p. m., Eugene Burke in the chair. Secretary reported shipping quiet.

EUGENE STEIDLE, Secretary.
54 Mission st.

SEATTLE (WASH.) AGENCY, Nov. 23, 1905.

No meeting. Shipping quiet.

W. SORENSEN, Agent.

SAN PEDRO (CAL.) AGENCY, Nov. 23, 1905.

Shipping good; very few men ashore.

CHAS. M. DAWSON, Agent.

ATLANTIC COAST SEAMEN'S UNION.

HEADQUARTERS, BOSTON, MASS., Nov. 28, 1905.

Shipping medium.

WM. H. FRAZIER, Secretary.
1½A Lewis st.

ATLANTIC COAST MARINE FIREMEN'S UNION.

HEADQUARTERS, BROOKLYN, N. Y., Nov. 23, 1905.

Shipping quiet.

DANIEL SULLIVAN, Secretary.
15 Union st.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC.

HEADQUARTERS, NEW YORK, N. Y., Nov. 22, 1905.

Shipping slack.

H. P. GRIFFIN, Secretary.
166 Christopher st.

On the Great Lakes.

(Contributed by the Lake Seamen's Unions.)

Mr. Keefe's Methods.

The old troubles of the Longshoremen and the Seamen were debated at length at the session of the American Federation of Labor.

The Longshoremen were opposed to the report of the grievance committee, which ordered arbitration, and that pending such action the Longshoremen should discontinue the use of the name International Longshoremen, Marine and Transport Workers' Association, confining themselves to the simple title of Longshoremen. The debate assumed personal grounds.

Macarthur of the Seamen opened for his side, and was answered by Delegate Harrison of the Longshoremen. Delegate Rosenberg of the Seamen put in his oar for the greater part of an hour, and then President Keefe of the Longshoremen took up nearly two hours reading a mass of evidence in support of his case. Vice-President Duncan ordered a vote. It seemed close and a roll call was demanded. There were twenty-five hands raised for it, and it was not ordered, as it requires one-tenth of the 310 delegates to the convention to order one. Duncan ended the matter by declaring that the committee report was adopted.

Keefe jumped to his feet and declared that there would never be a meeting of the arbitrators, as his union would not agree to arbitration.

The foregoing article appeared in the Cleveland Plain Dealer, November 23. The delegates to the American Federation of Labor Convention have simply done part of their duty toward the Seamen, and Mr. Keefe is again ordered to use the proper name for his organization. The International Longshoremen's Association of America is a labor organization and has an existence in fact, but the International Longshoremen, Marine and Transport Workers' Association never existed in fact. If President Keefe refuses to arbitrate, we know that he refuse because he has not a single just argument on his side. Of course, if he will not arbitrate, he will disregard and disobey the mandate of the Supreme Court of Labor, the American Federation of Labor. Perhaps he will continue to use the long name and continue his attacks on the Seamen's Union. He will probably make another attempt this winter to disrupt the Marine Cooks' and Stewards' Union of the Lakes, by using disappointed office seekers as his weapons.

The Seamen of the Lakes are becoming tired of this continued warfare. The decisions of the A. F. of L. Conventions at Boston, New Orleans and San Francisco have all been for the Seamen, but they have been ignored by Mr. Keefe. The following are a few examples of Mr. Keefe's fighting methods: Furnishing newspaper articles derogatory to the Seamen's Union and making newspaper threats to have the Seamen's charter revoked; inspiring so-called organizers who go about the country telling people that we cannot live up to our contracts, and that we will soon cease to exist. All this has been done. Only a few days ago an organizer (?) at Cleveland told a certain mate on a certain vessel that it was absolutely certain that they, the longshoremen, would be able to have the Seamen's charter taken away at the Pittsburg convention, and that they would then break up the Seamen's Union. I can furnish names if wanted, meanwhile, here is mine—

W. H. JENKINS.

A coal company at Aberdare, South Wales, was fined recently for having incorrect scales, although the error was considerably against the company.

A. D. Parker, the new Vice-President of the Colorado & Southern Railway, five years ago was "grub staked." To-day he is worth nearly a million.

Big Ships and Docks.

The Toledo Shipbuilding Co has purchased the Craig Ship Yards. The consideration is commonly supposed to be $550,000. It is reported and denied that the Toledo Shipbuilding Co. is really a branch of the American Shipbuilding Co. What makes this appear probable is the large number of new vessels the American Shipbuilding Co. has contracted to build. Pickands & Mather have just ordered another monster freighter, making a total of 24 new vessels for the American Shipbuilding Co. to complete, and have in commission before next July. There were 26 new vessels ordered but the Jos. Butler, Jr., and the Jno. Stanton, ordered for 1906, are already in commission. The last vessel ordered is for Pickands & Mather. She will be 550 feet over all, 530 feet keel, sixty feet beam, 31 feet deep and will carry 11,000 tons of ore. The W. G. Mather, now in commission for this company, is also 60 feet beam but is 19 feet shorter than the new vessel will be. She, in turn, is 19 feet shorter than the Big Four of the P. S. S. Co. fleet, but is 4 feet wider. This brings us to the question of loading those vessels. They are of such beam that it is impossible to load them at the docks now in use, except by using sections in every hatch, and it means anywhere from a ten to forty-eight hour drill for the whole crew every time the vessel is loaded.

The Duluth, Messabe & Northern Ry., have let a contract to Barnett & Record, contractors of Duluth, to build a million dollar ore dock. This will be the largest dock in the world, but there is nothing in the report to show that any special care is being taken to make it high enough to load the big fellows. The dock will be 2,336 feet long and 72 feet high at the top and will hold 90,000 tons storage. The slip is now being dredged and about three hundred men will be employed on the job during the coming winter.

American-Canadian Tunnel

Consul Conant, of Windsor, Ontario, writes about a proposed tunnel under the Detroit River between Windsor, Ontario, and Detroit, Mich. It is to be about 7,400 feet long, but from the points on both sides where the gradations downward begin, about 2 1-3 miles. As the United States Government requires a depth of 40 feet in the channel over the tunnel, the top of the latter will not come higher than 45 feet under the surface, thus allowing for 5 feet of gravel on its crest.

The methods of construction are to be the most modern in tunnel building, both in excavating and constructing the tunnel itself. The safety of the workmen will be looked after from the day the first shovelful of dirt is dug down to the day on which the first train passes over the tunnel rails or the first foot passenger passes from one side to the other.

United States Consul Dunning, of Milan, reports activity in Italian industries. He says that new textile, chemical, cement, chocolate, silk, and other factories are going up all over the northern part of the peninsula, or are being enlarged. The present prosperity is doubtless due in large measure to the utilization of the waters of the Alps and Apennines for generating electricity.

Improving Cleveland Harbor

The lake front of Cleveland, O., is to be improved at a preliminary cost of $4,500,000 and an ultimate cost of over $30,000,000. In addition to this sum the Government will spend $4,500,000 as its share of the expense. This is the program outlined at a meeting of the Cuyahoga county legislative delegation recently.

The section of the city to be improved extends along the lake east from Erie street, almost to Gordon Park. It will entail the "making" of 550 acres of land, which is now under water. Colonel Dan C. Kingman estimates that this land is valued at $40,000 an acre or $1 a foot.

In addition there will extend out into the Lake fifty piers for the handling of freight coming to Cleveland. The hope of the Government and the city administration is that this will be the redemption, in the future, of Cleveland's maritime business, since the Cuyahoga River is already conceded to have reached the maximum of its development.

This improvement will necessitate a close relation between all the railroads entering Cleveland and the new harbor. To facilitate the connection demanded, it is proposed to build a tunnel under the city, extending from the Lake front directly across the city and in the vicinity either of Erie or Mnirson street. The estimated cost of the entire improvement does not include the cost of this immense piece of work.

Bids for Harbor Work.

It was said at the office of Col. Adams, United States engineer, that bids for the continuation of the enlargement of Black Rock harbor under the $700,000 appropriation made by the last session of Congress, will be opened in January. The work is practically the building of a ship canal to avoid the swift and dangerous currents of the Niagara River, and make the port of Tonawanda more accessible to lake boats.

Of the amount to be expended $100,000 will be immediately available, and the balance will be appropriated as the work goes on. The dredging for the deeper channel will begin at the south end of Bird Island pier, where the improvements now being made in Black Rock harbor end, and continue to the foot of Squaw Island, where the river will be entered. The width of this waterway will be 200 feet and the depth 23 feet. But one lock will form part of the construction, and its location is near the point where canal and river are to join. It will be 600 feet long, sixty feet wide and of the same depth as the regular channel.

First Mate Jno. Durney of the steamer Matoa was put off the vessel at Sault St. Marie recently. Newspaper reports say he quarreled with the cook. That is pretty thin; imagine a master of a vessel discharging a mate for quarreling with the cook, and discharging him at the Soo at that. Eye witnesses say Durney pulled a gun on Captain Gegoux. It will be remembered that the P. S. S. Co is now defending a suit for damages on account of Mate Durney. He attacked an ordinary seaman with an ax and badly injured him. The suit is now pending. Durney does not look like a bad man, being a very quiet fellow ashore, but he certainly is making a reputation this year.

Danish Merchant Marine.

The Government Statistical Bureau of Denmark has recently issued its yearly tables respecting the Danish merchant navy and the shipping trade of Denmark in the year 1904. According to the figures there given, the mercantile marine of that country comprised, at the end of 1904, 3,679 vessels, with a register tonnage altogether of 453,112 tons (British measurement.) Of this total, 3,130 were sailing-ships, with 135,580 register tons net, and 549 steamers, with 317,532 tons. The official statistics further show that 518 of the steamers were screw boats and 31 paddle boats; 432 were engaged in the passenger and cargo traffic, while the remainder served special purposes. The aggregate horse-power of all the steamers was 64,000. Among the sailing vessels, 59 were built of iron or steel, and these represented more than one-fifth of the whole sailing tonnage, whereas almost all the steamers were of either iron or steel, only five of large size being of wood, four of which were plying in Greenland. In the year 1904 the sailing-ships increased in number, but decreased in the total tonnage, while both the number of steamers and their aggregate tonnage increased; the steam tonnage is, in fact, nearly thirty times as great as it was the beginning of the '70's, but the sailing tonnage has dropped from 168,000 register tons in the year 1870 to less than 136,000 tons in 1904; the tonnage of the steamers, too, has increased faster than their number, owing to the fact that the capacity of new vessels is continually getting larger. The number of vessels built in Denmark last year was 68 sailers and 13 steamers with 3,100 and 4,800 register tons respectively, while 30 sailers (1,700 tons) and 37 steamers (303,000 tons) were purchased from foreigners.

Of the vessels of more than 1,000 register tons under the flag of Denmark at the end of 1904, numbering 121, 11 were sailers (14,000 register tons) and 110 were steamers (183,000 tons.) The number and tonnage of both large and small vessels increased in the course of last year, while vessels of medium size decreased in number. Of the whole merchant navy of Denmark, 608 vessels with 278,000 register tons belonged to Copenhagen at the end of last year, 298 (31,000 tons) to Marstall, 138 (22,000 tons) to Esbjerg, 73 (23,000 tons) to Fano, and 285 (24,000 tons) to Svendborg. The vessels registered at Copenhagen and Esbjerg are for the most part steamers, and these form two-fifths of the whole steam fleet of the province. The vessels belonging to Marstall, Fano, and Svendborg are almost exclusively sailers. The United Steamship Company, of Copenhagen, owned 72 steamers last year, measuring 73,833 register tons, and engines of altogether 15,715 horse-power. This Company also possesses a number of sailing lighters, which raise the number of its vessels to 132 and their tonnage to 89,431 register tons.

The Earl of Aberdeen belongs to perhaps the longest-lived family in the British peerage. The title, which was granted in 1682, was in the possession of the fourth bearer only in 1860.

Among the elephants, both sexes of the African species have ivory tusks, while in Asia these are generally restricted to the male.

INFORMATION WANTED.

Thos. Ibsen will please communicate with his brother, A. Ibsen, Box 609, care of A. E. Fish, Fargo, N. Dak.

Information is wanted as to the whereabouts of A. S. Guernsey, L. S. U., No. 6107. His mother is sick and wishes to hear from him.

CHICAGO LETTER LIST.

Andreasen, Niels S.
Anderson, Gunnar
Anderson, Gustaf
Anderson, Edward
Anderson, E. W.
Anderson, G. A.
Anderson, John E.
Anderson, Even
Alixson, Christ
Albrechtsen, A.
Albertson, Geo.
Adamopolus, Geo.
Brenneiser, Otto
Brown, Geo.
Bell, W. A.
Berg, Andrew
Becker, Edwin
Brown, Harry
Berntsen, T. A.
Bowen, John
Bentley, Paul
Boose, Paul Carl
Brown, Geo. W.
Beer, Arthur
Barton, W.
Brein, Einar
Blauveit, Clark
Beaver, John
Bell, D. D.
Butler, Joe
Brabazon, Myron
Christensen, H. L.
Carlson, John
Clancy, John R.
Cooney, Thos.
Carlsson, Frans
Cruso, Henry
Coulson, H. G.
Christopherson, C.
Dalseg, George
Drucker, Fred
Danielson, Thos.
Dalton, John N.
Edikson, Alex.
Erikson, Gustaf
Eriksen, John
Eriksen, Johan
Ellegard, Mike
Eklund, C.
Edward, John
Erstad, Olaf
Fredrikson, M.
Fitzgerald, Ed.
Gri..n, S.
Goodin, Phil.
Gregory, Chas.
Gartner, Oliver
Gautier, J.
Gulstad, Ole
Galloway, Beren.
Goodhue, Frank
Holt, G. J.
Hendricksen, Oscar
Hendricksen, Herm.
Hansen, Alfred
Hansen, Karl Otto
Hanlon, John
Hurley, Geo.
Herbert, Wm.
Ireland, Ed.
Johannesen, Johanes
Johanson, Albert
Johnsson, E. L.
Johnsson, Ernest
Johansen, J.
Jansson, Karl
Johansen, Andor
Johansen, Johan
Jacobsen, A. B
Johnson, Frank, M.
Karlsson, Gustaf
Karlsson, Hjalmar
Karlsson, Nestor
Knudsen, O. A.
Knudsen, J. C.
Kristensen, Olaf
Kennedy, James
Love, Charles
Lucas, A. W.
Lundberg, G. A.
Logen, Emil
Liley, Andrew
Lundberg, L. J.
Lindberg, C. W.
Mitchell, Chas.
Munsen, Wm.
Marftiniusen
Melikoff, Gus
McIntyre, Alex
Miller, Otto
Mathisen, O. H. S.
Mortensen, K.
Melms, Paul
McQueen, Hugh
McDonald, Norman
Novak, Emerich
Nickett, Chas.
Nelson, C. W.
Nelson, Rasmus
Olson, Chas. H.
Olsen, H. P.
Olsen Julius
Orth, Henry
O'Connor, Wm.
O'Halloran, Thos.
Paulson, Christian
Parker, John
Paulson, Magnus
Peterson, L. H.
Peterson, Leonard
Rittmeyer, K. L.
Rajala, Frans
Radford, W.
Shanon, M.
Samsensen, Knut
Sorensen, Arthur
Schoyen, Olaf
Servantes, Jos. H.
Sigler, Edw.
Swanson, Carl
Straub, Albert
Sorenson, I. M.
Treyman, Wm.
Thompson, Chris.
Tackman, O.
Urquhart, John
Whitcomb, H. M.
Winberg, Oscar
Westphal, Walter
Westine, John

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS

LAKE SEAMEN'S UNION

(Lakes District International Seamen's Union of America.)

121 and 123 North Desplaines Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, WIS.....133 Clinton Street
Telephone 240 South.
BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.....87 Bridge Street
Telephone 552.
CLEVELAND, O.....171 East River Street
Telephone Bell Main 1295.
TOLEDO, O.....719 Summit Street
Telephone Black 6981.
NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES.

DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3724.
ASHLAND, WIS.....515 East Second Street
Ashland Phone 1563.
SUPERIOR, WIS.....1721 North Third Street
Telephone Peoples 4615.
BAY CITY, MICH.....919 North Water Street
OGDENSBURG, N. Y.....94 Hamilton Street

SUB-AGENCIES.

MANITOWOC, WIS.....809 South Eighth Street
ERIE, PA.....107 East Third Street
Telephone Bell 599 F.
CONNEAUT HARBOR, O.....992 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
Telephone 1944 South Chicago.
SANDUSKY, O.....1107 Adams Street
PORT HURON, MICH.....931 Military Street

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UNITED STATES MARINE HOSPITALS.
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RELIEF STATIONS.

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Houghton, Mich.
Ludington, Mich.
Manistei, Mich.
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Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault Ste. Marie, Mich.
Sheboygan, Mich.
Sturgeon Bay, Wis.
Superior, Wis.
Toledo, O.

We Don't Patronize.

FOOD AND KINDRED PRODUCTS.

Bread—McKinney Bread Company, St. Louis, Mo.; National Biscuit Company, Chicago, Ill.
Cigars—Carl Upman of New York City; Kerbs, Wertheim & Schiffer, of New York City; The Henry George and Tom Moore.
Flour—Washburn, Crosby Milling Co., Minneapolis, Minn.; Kelley Milling Co., Kansas City, Mo.
Groceries—James Butler, New York City.
Meats—Kingan Packing Company, of Indianapolis, Ind
Pipes—Wm. Demuth & Co., New York.
Tobacco—American and Continental Tobacco Companies.

CLOTHING.

Buttons—Davenport Pearl Button Company, Davenport, Iowa; Krementz & Co., Newark, N. J.
Clothing—N. Snellenberg & Co., Philadelphia, Pa.; Clothiers' Exchange, Rochester, N. Y.; Strawbridge & Clothier, Philadelphia, Pa.; Blauner Bros., New York.
Corsets—Chicago Corset Company.
Gloves—J. H. Cownie Glove Co., Des Moines, Iowa; California Glove Co., Napa, Cal.
Hats—J. B. Stetson Company, Philadelphia, Pa.; E. M. Knox Company, Brooklyn, N. Y.
Shirts and Collars—United Shirt and Collar Company, Troy, N. Y.; Van Zandt, Jacobs & Co., Troy, N. Y.; Cluett, Peabody & Co., Troy, N. Y.; James R. Kaiser, New York City.
Shoes—Harney Bros., Lynn, Mass.; J. E. Tilt Shoe Co., Chicago, Ill.
Suspenders—Russell Mfg. Co., Middletown, Conn.
Textiles—Merrimac Manufacturing Company (printed goods), Lowell, Mass.
Underwear—Oneita Knitting Mills, Utica, N. Y.
Woolens—Hartford Carpet Co., Thompsonville, Conn.; J. Capps & Son, Jacksonville, Ill.

PRINTING AND PUBLICATIONS.

Bookbinders—Geo. M. Hill Co., Chicago, Ill.; Boorum & Pease Co., Brooklyn, N. Y.
Newspapers—Philadelphia Democrat, Philadelphia, Pa.; Hudson, Kimberly & Co., printers, of Kansas City, Mo.; W. B. Conkey Co., publishers, Hammond, Ind.; Gazette, Terre Haute, Ind.; Times, Los Angeles, Cal.

POTTERY, GLASS, STONE, AND CEMENT.

Pottery and Brick—J. B. Owens Pottery Co. of Zanesville, Ohio; Northwestern Terra Cotta Co., of Chicago, Ill.; C. W. Stine Pottery Co., White Cottage, Ohio; Harbison-Walker Refractory Co., Pittsburg, Pa.; Utica Hydraulic Cement and Utica Cement Mfg. Co., Utica, Ill.

MACHINERY AND BUILDING.

Carriage and Wagon Builders—S. R. Bailey & Co., Amesbury, Mass.; Hassett & Hodge, Amesbury, Mass.; Carr, Prescott & Co., Amesbury, Mass.
General Hardware—Landers, Frary & Clark, Ætna Company, New Britain, Conn.; Iver Johnson Arms Company, Fitchburg, Mass.; Keisey Furnace Company, Syracuse, N. Y.; Brown & Sharpe Tool Company, Providence, R. I.; John Russell Cutlery Company, Turner's Falls, Mass.; Atlas Tack Company, Fairhaven, Mass.; Henry Disston & Co., Philadelphia, Pa.; American Hardware Co. (Russell & Erwin Co. and P. & F. Corbin Co.), New Britain, Conn.; Merritt & Company, Philadelphia, Pa.
Iron and Steel—Illinois Iron and Bolt Company, of Carpentersville, Ill.; Carborundum Company, Niagara Falls, N. Y.; Casey & Hedges, Chattanooga, Tenn.; Gurney Foundry Company, Toronto, Ont.; Sattley Manufacturing Company, Springfield, Ohio; Page Needle Company, Franklin, N. H.; American Circular Loom Company, New Orange, N. J.; Payne Engine Company, Elmira, N. Y.; Lincoln Iron Works (F. R. Patch Manufacturing Company), Rutland, Vt.; Art Metal Construction Company, Jamestown, N. Y.; Erie City Iron Works, Erie, Pa.; David Maydole Hammer Co., Norwich, N. Y.; Singer Sewing Machine Company, Elizabeth, N. J.; National Elevator and Machine Company, Honesdale, Pa.; Pittsburg Expanded Metal Co., Pittsburg, Pa.
Iron, Architectural—Geo. L. Meskir, Evansville, Ind.
Stoves—Germer Stove Company, Erie, Pa.; "Radiant Home" Stoves, Ranges and Hot Air Blast, Erie, Pa.; Wrought Iron Range Co., St. Louis, Mo.

WOOD AND FURNITURE.

Bags—Gulf Bag Company, New Orleans, La., branch Bemis Bros., St. Louis, Mo.
Baskets—Williams Manufacturing Company, Northampton, Mass.
Brooms and Dusters—The Lee Broom and Duster Company, of Davenport, Iowa; M. Goeller's Sons, Circleville, Ohio; Merkle-Wiley Broom Co., Paris, Illinois.
Carriages—Crane, Breed & Co., Cincinnati, Ohio.
Cooperage—Northwestern Cooperage and Lumber Company (otherwise known as the Buckeye Stave Company), of Ohio, Michigan, and Wisconsin; Elgin Butter Tub Company, Elgin, Ill.; Williams Cooperage Company and Palmer Manufacturing Company, of Poplar Bluff, Mo.
China—Wick China Company, Kittanning, Pa.
Furniture—American Billiard Table Company, Cincinnati, Ohio; Brumby Chair Company, Marietta, Ga.; O. Wisner Piano Company, Brooklyn, N. Y.; Krell Piano Company, Cincinnati, Ohio; N. Drucker & Co., Cincinnati, Ohio, trunks; St. Johns Table Company, St. Johns, Mich.; Grand Rapids Furniture Manufacturing Association, Grand Rapids, Mich.; Derby Desk Co., Boston, Mass.
Gold Leaf—W. H. Kemp Company, New York, N. Y.; Andrew Reeves, Chicago, Ill.; George Reeves, Cape May, N. J.; Hastings Company, Philadelphia, Pa.; Henry Ayers, Philadelphia, Pa.
Lumber—Trinity County Lumber Company, Groveton, Texas; Reinie Bros. & Solomon, Baltimore, Md.; Himmelberger Harrison Lumber Company, Morehouse, Mo.; Union Lumber Company, Fort Bragg, Cal.
Leather—Kullman, Salz & Co., Benicia, Cal.; A. B. Patrick & Co., San Francisco, Cal.; Columbus Buggy and Harness Company, Columbus, Ohio; Lerch Bros., Baltimore, Md.
Rubber—Kokomo Rubber Company, Kokomo, Ind.; B. F. Goodrich Rubber Company, Akron, Ohio; Diamond Rubber Company, Akron, Ohio.
Paper Boxes—E. N. Rowell & Co., Batavia, N. Y.; J. N. Roberts & Co., Metropolis, Ill.
Paper—Remington-Martin Paper Co., Norfolk, N. Y.; Potter Wall Paper Co., Hoboken, N. J.
Typewriters—Underwood Typewriter Company, Hartford, Conn.
Watches—Keystone Watch Case Company, of Philadelphia, Pa.; Crescent Courvoiseer Wilcox Company; Jos. Fahy, Brooklyn Watch Case Company, Sag Harbor.

MISCELLANEOUS.

Advertising Novelties—Novelty Advertising Company, Coshocton, Ohio.
Burlap—H. B. Wiggins' Sons' Company, Bloomfield, N. J.
Bill Posters—Bryan & Co., Cleveland, Ohio.
Railways—Atchison, Topeka and Santa Fe Railroad; Missouri, Kansas and Texas Railway Company.
Telegraphy—Western Union Telegraph Company, and its Messenger Service.
D. M. Parry, Indianapolis, Ind.
Wellman, Osborne & Co., Lynn, Mass.; Thomas Taylor & Son, Hudson, Mass.
C. W. Post, Manufacturer of Grape Nuts and Postum Cereal, Battle Creek, Mich.
Lehmaier-Swartz & Co., New York City.

On the Atlantic Coast.

(Continued from page 3.)

The way to greatness nowadays lies not so much through acting the part of a sane, practical man, as through acting the part of an eccentric Mumbo Jumbo. The sane, practical individual is by common consent relegated to that blessed obscurity whose chastening virtues have been chanted by poets and discoursed on by philosophers since speech and man first synchronized. But the Mumbo Jumbos have no more affinity for obscurity than oil has for water. Their doings and sayings keep the wires hot from Maine to California, and from Kalamazoo to Baton Rouge. The newspapers devote more space to chronicling the vagaries of one Mumbo Jumbo than to recording the achievements of nine hundred and ninety-nine men who never lost their equilibrium. About the only ones who can command as much space in the newspapers as a Mumbo Jumbo of the first class is President Roosevelt, and those fortunate gentlemen who are "worth" fifty million dollars and upward. The moral to be deduced from this would seem to be that if one can not be the President of the United States or a multi-millionaire, he can yet aspire to greatness by going in for Mumbo Jumboism on a scale sufficiently impressive to merit scare-head notices from the press, for be it remembered that greatness in these strenuous times is mostly a matter of strenuous advertising.

Joseph Medill Patterson, Commissioner of Public Works in Chicago, speaks right out in meeting and seemingly doesn't care a continental whose dollar-gilded sconce he whacks. Says he, according to a press dispatch:

> Certain capitalists of Chicago are anarchists. I say they are, and with emphasis. I believe men are anarchists, no matter how big their bank accounts, who take the attitude that the law does not exist for them and that they are exempt from obeying it. Millions of dollars worth of property is illegally occupied at the present moment in Chicago by rich individuals and corporations who have not a vestige of right to it, and many of whom give arrogant defiance to the law. If that is not anarchy, what is?

Commissioner Patterson is undoubtedly a nervy chap, for in a city where "money talks" so eloquently as it does in Chicago, a public servant takes his official life in his hands when he discourses in that strain on the little lapses of civic virtue by the city's "best citizens." And it may with some pertinence be asked, too, What's the use of being a "best citizen" if the honor does not confer on one the prerogative of immunity from vexatious laws designed to keep the canaille in subjection?

The Diamond Workers' Protective Union of America, with headquarters in New York, has just concluded an agreement with the Diamond Manufacturers' Association calling for an eight-hour day, to go into effect at once. Until January 1 of the present year the workers in the diamond industry worked ten hours a day, but on that date they insisted on a nine-hour day and got it. Questions of wages in the diamond industry for the coming year are also being considered by the parties respectively interested, and a decision in this matter is expected before the end of the year.

If there is anything deader to the world than the proverbial "door-nail," it is the defeated candidate for public office. Before the election he is "our honored leader," and his benign countenance beams upon admiring multitudes from a hundred stereopticon screens. After the election his face, as a rule, isn't good for the drinks even. Sic transit, etc.

Fag Ends.

Work for the Initiative and Referendum and the Recall!

In all this world with heaping treasures blest, a spotless reputation is the best.

Who yields his soul to care leaves hope behind, for both can not be sheltered in one mind.

No good cause ever suffered half as much from the enmity of its opponents as from the injudicious zeal of its advocates.

There are more ways of fooling the average citizen than were ever dreamed of in the philosophy of P. T. Barnum. One of the most effectual is to tell Mr. Average Citizen that he is a "sovereign," and that his royal displeasure is feared by even the most powerful of his masters—ahem, that is, his "servants." Of all the solemn things in the world, the most solemn is humbug.

It may seem like disrespect toward one's betters to say so, but from the frequency with which the "innocent third party" to labor disputes, i. e., the public, registers its kicks against labor in the columns of the organs of the "guilty second party," i. e., capital, it looks very much as though the function of the "innocent third party" in labor disputes was in the main to serve the Sairy Gamp of capital as a sort of economic Mrs. Harris.

In order to insure a respectful hearing from the world it is sometimes necessary to first become a multi-millionaire, for the possession of great wealth is nowadays regarded as prima facie evidence that a man is well worth listening to. Money as the symbol of success has acquired much of the dignity of a super-social sovereign who can do no wrong. His sway in a republic lacking the tempering influence of an hereditary aristocracy is, of course, doubly potent over those unfortunate mortals in whom the instinct of snobbery is congenital. Which would seem to prove that though fools may contend about the form of government, wise men should concern themselves chiefly with its essence.

About the only anti-Chinese Exclusion argument left to our esteemed pro-Mongolian press is that Chinese "travelers of the better class" are treated with "unnecessary and humiliating rudeness" by our immigration officials. Just what force this argument has when connected with the proposition to make the Chinese Exclusion Act more elastic is difficult to understand for one whose mind is naturally impervious to the subtleties of flim-flam logic. Of course, it is greatly to be deplored that Chinese "travelers of the better class" are occasionally treated as suspicious characters, but the blame for this rests very largely with themselves in that they are citizens of a country where falsehood and deception are regarded as virtues. Besides, on the principle that it is better that nine and ninety guilty men should escape than that one innocent man should suffer, it is manifestly better that one Chinese "traveler of the better class" should be treated rudely once in a while than that thousands of Chinese coolies should have free access to this country all the time.

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CLEVELAND, O., Atwater Bldg., Room 1.
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Althof & Bahls, 524 Sacramento.
Art Printery, The, 41-43 Eighth.
Barnhart & Swasey, 107 New Montgomery.
Barry, James H,. The Star Press, 429 Montgomery.
Belcher & Phillips, 508 Clay.
Ben Franklin Press, 123 Seventh.
Bensen & Liss, 776 Bryant.
Berry Bros., 320 Sansome.
Bickell, L. A., 19 First.
Black Cat Press, 402 McAllister.
Boulin-Leichner Co., 519 Filbert.
Brown, Andrew, Printing Co., First and Mission.
Brunt, W. N. Co., 102-104 Second.
Budde, H. F., Cal. Press, 407½ Turk.
Caldwell, J. E., 526 Montgomery.
Clayhurgh, Leilich & Schneider, City Hall Square.
Church Press, 23 Davis.
Collins, C. J., 1,6 Hayes.
Cook, The Morton L., 144 Second.
Crocker, H. S. Co., 217 Bush.
Cubery & Co., 587 Mission.
Danish Printing Co., 410 Kearny.
Daily Racing News, 21-23 First.
Day & McClinton, 538 Sacramento.
Drake & Baker, 850 Market.
Drum Bros., 638 Mission.
Eagle Printing Co., The, 344 Kearny.
Eastman, Frank & Co., 509 Clay.
Eastman & Mitchell, 28 First.
Fording & Halle, 22 Clay.
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Galloway Publishing Co., 146 Second.
Gilmartin Puhlishing Co., The, 19 First.
Guedet Printing Co., 935 Market.
Golden State Printing Co., 73 Third.
Golden West Press, 146 Second.
Hancock Bros., 809 Mission.
Harvey, John D., 509 Clay.
Haydn Printing Co., 417 Montgomery.
Hicks-Judd Co., 21-23 First.
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Hughes, E. C. & Co., 511 Sansome.
Illinois-Pacific Glass Works, 10-16 Main.
Jalumstein Printing Co., 310 Hayes.
Knarston Printing Co., 529 Washington.
Lafontain, J. R., 535 California.
Latham & Emanuel, 511 Sacramento.
Leader, The, 532 Commercial.
Levingston, L., 540 Clay.
Levison Printing Co., 514 Sacramento.
Luce & Iler Co., 406 Sansome.
Lynch, James T., 514 Kearny.
Lyon, W. T. & Co., 161 First.
Majestic Press, The, 314 Eighth.
McCracken Printing Co., 509 Kearny.
Medina & Co., 221 Sacramento.
Meyerfeld, Alfred M., 414 Pine.
Monahan, John & Co., 412 Commercial.
Moore-Hinds Co., 28 First.
Morris & Bain, 108 Market.
Murdock, C. A. & Co., 532 Clay.
Mysell-Rollins Co., 22 Clay.
Nevin, C. W. & Co., 532 Commercial.
Occidental Mystic Press, 6 Cottage Row.
Pacific Goldsmith Publishing Co., 146 Second.
Partridge, John, 306 California.
Pernau Bros., 543 Clay.
Phelan, F. M., 111 Cook.
Phillips & Van Orden, 508 Clay.
Police Bulletin of San Francisco, Hall of Justice.
Polyglott Press, 628 Montgomery.
Recorder Publishing Co., 516 Commercial.
Roesch, Louis Co., 321-25 Sansome.
Rooney, J. V. Co., 1308 Mission.
Samuel, Wm., 411½ California.
San Francisco Newspaper Union, 405-407 Sansome.
Schreiber, P. H., 809 Mission.
Shanly, J. M., 414 Clay.
Smyth, Owen H., 511 Sacramento.
Spaulding, Geo. & Co., 414 Clay.
Springer & Co., 240 Ellis.
Stanley-Taylor Co., 656 Missio n.
Standard Printing Co., 51 8Clay.
Sterett Co., W. I., 933 Market.
Sterling Press, 229 Stevenson.
Stuetzel & Co., 144 Second.
Sunset Press., 1327 Market.
Sutter Press, The, 240 Stockton.
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Werner, Geo. A., 1067 Howard.
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Williams, Joseph, 142 Sevents.
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General News.

The fifty-ninth Congress convened on December 4. Joseph G. Cannon was re-elected speaker.

Franklin K. Lane, of San Francisco, has been appointed on the Interstate Commerce Commission, to succeed J. W. Fifer of Illinois.

Arthur J. Balfour, the British Premier, formally tendered the resignations of himself and the members of his Cabinet to King Edward, who accepted them.

The convention of municipalities of Porto Rico, called recently by Mayor Roberto H. Todd, of Porto Rico, adopted a memorial addressed to the Congress of the United States, setting forth certain grievances and asking for self-government for the Porto Ricans.

The monthly statement of the public debt shows that at the close of business November 30, 1905, the debt, less cash in the Treasury, amounted to $999,752,831, which is a decrease as compared with last month of $12,893,294. This decrease is accounted for by a corresponding increase in the amount of cash on hand.

Five convicts attempted to escape from the penitentiary at Jefferson City, four succeeding in gaining the streets, after killing two prison officials, wounding another and blowing open an outer gate with nitroglycerin. They were recaptured by policemen after two had been wounded in a street battle.

President Roosevelt, angered by published reports of violent disagreements between himself and Secretary Shaw, summoned the Secretary and asked him to reconsider his determination to leave the Cabinet on February 1 next. The Secretary agreed to remain until the end of the coming session of Congress, probably in May or June.

The work of the life-saving service for the last fiscal year is summed up in the report of General Superintendent Kimball. The life-saving crews saved and assisted in saving 464 imperiled vessels and their cargoes, besides affording assistance of more or less importance to 677 other vessels, including craft of all kinds, making a total of 1141 vessels to which aid was furnished. The report concludes with an earnest appeal for pensions to widows and children of members of the life-saving crews who lost their lives in the performance of duty, and for retirement when disabled from injury or disease incurred in the service.

J. D. Wood, a tug master of Norfolk, has just signed a contract with the Navy Department to go out to Manila on the D. D. Dewey on one of the most remarkable cruises of modern times. The D. D. Dewey means the big steel floating drydock now at Solomon's Island, in Chesapeake Bay, which is destined to dock the largest ships of the American naval force in the Far East, if this great structure can ever be successfully piloted through four seas the 14,000 miles lying between Chesapeake Bay and Manila Bay. Naval officers believe that the Dewey can be towed at the rate of about 100 miles a day and allow about three or four months for the trip via the Suez Canal.

The Austrian-Lloyd Steamship Company has been making experiments with some of its larger vessels to ascertain if they can pass through the Corinthian Canal, and thus save the long and expensive trip around the Peloponnesus. One of the largest of the company's Mediterranean boats has been towed safely through the canal. Agents of the company have ben conferring with representatives of the company with a view to the deepening of the canal if this proves necessary, and it is probable that other steamship companies will be interested in the same enterprise. The Corinth Canal is 6300 meters long, 8 meters deep, 21 meters wide at the bottom, and 24.60 meters wide at the surface of the sea.

World's Workers.

The Australian Postmaster-General has stated that he intends to take steps to prevent the sweating of employes in contract postoffices.

Another general strike in Russia is threatened, beginning January 1. Leaders are urging the men to save every cent of their money in preparation for a final strike.

The strike of arsenal employes in France has been broken up by the Minister of Marine's circular giving the men the option of going to work or having their names struck off the rolls.

No one can land in Cape Colony, South Africa, unless he possesses £20, or has secured employment beforehand. All trades in the various towns and districts of the Colony are depressed, and the supply of labor is ample. No one should go out there on the chance of getting work, unless he can keep himself for several weeks.

In furtherance of the legislation recently passed to clip the talons of the grasping landlords, and assist workers to secure comfortable homes of their own at a moderate cost and on easy terms, the New Zealand Government has just purchased eleven acres of land, costing £2750. near Dunedin, for workmen's homes.

Giving evidence in the New South Wales Arbitration Court recently a stonemason witness said his trade was a very unhealthy one, and that the average life of a stonemason is only thirty-six years. He himself knew of sixteen stonemasons who had died this year from lung trouble, caused by the fine dust from the stone chisel used by these workers.

The Sydney (N. S. W.) Labor Council passed a resolution strongly protesting against the proposed immigration scheme of the State Government. It also decided to distribute a circular amongst the principal labor bodies in Great Britain, warning them of the state of the labor market, and what might be expected by men coming out to seek work in Australia.

The Wellington (N. Z.) City Council has decided to enter into an industrial agreement with the employes on the municipal tramways concerning wages and hours of labor. The agreement provides that all employes shall join the Tramway Union within one month of joining the service, and that disputes shall be decided by the appeal board. In advocating the agreement motion, the Mayor told the aldermen that it would be easier to deal with a combination than with individuals.

Failure to establish a new agreement between employers and workpeople in the wool and cotton weaving industry in Denmark resulted in a strike on July 1, last, in which about 4,000 workpeople were involved. The workpeople demanded the reduction of the working time from 10 to 9 hours per day, and an increase of wages by from 10 to 20 per cent. The employers were opposed to a permanent reduction of the working day to 9 hours, but were not disinclined to increase the wages in some cases. Negotiations were carried on without result until October 12.

Commissioner Warner on December 1 at Chicago made recommendations to Secretary Hitchcock for the promotion of about 100 clerks in the Pension Bureau and the reduction in salary of about twenty-five others. The employes who are to be reduced are generally old persons who are claimed to be not so efficient as formerly and yet who have rendered such faithful service that it is not considered just to separate them from the service. Several such persons have been receiving comparatively high salaries. Many of them will be placed on the $900 roll.

San Francisco Letter List.

Letters are advertised for six months and kept at the Sailors' Union Office for twelve months, all told. If not called for at the expiration of one year letters will be returned to the Postoffice.

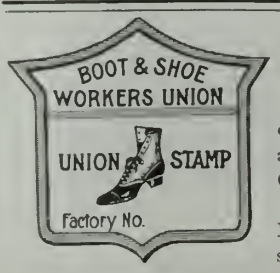
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Hansen, P. K.
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Jansen, Henry
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INFORMATION WANTED.

Neils Soderquist and John Baker, who left the schooner Cecilia Sudden in Honolulu, are inquired for by Sudden and Christesen Lumber & Shipping Co., in regard to the collision of the steamer San Gabriel. Anyone knowing their whereabouts will please communicate with the JOURNAL office.

Wo Larsen or Wo Curtis Larsen, age 24, last heard from at San Francisco, March, 1905. News of importance waits him at the U. S. Shipping Commissioner's Office.

Arthur Warta is inquired for by his mother. Any one knowing his whereabouts will please communicate with the COAST SEAMEN'S JOURNAL.

Ferdinand Kalbetzer is inquired for by his mother. Any one knowing his whereabouts will please communicate with the JOURNAL office.

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INFORMATION WANTED.

John Anderson, a seaman, who was on the St. Paul, when wrecked, is inquired for by A. W. Beadle & Co., 22 Market street, San Francisco.

Any one knowing the whereabouts of Fred Hellman will kindly communicate with the JOURNAL Office, as it concerns his financial interests.

The below-mentioned persons, formerly members of the crew of the Naval Collier "Justin," are requested to communicate with F. R. Wall, 208 Merchants' Exchange Building, California street, near Montgomery: H. G. Robinson, C. Berntsen, Albert Gerran, E. Granite, Ludwig Olausen, J. H. Reese, Charles Reuter, J. W. Williams and E. Zimmerman.

News from Abroad.

Wu Ting-fang has been replaced in China's foreign board.

Henrik Ibsen, the writer, is dying at Christiania, Norway.

The Archæological Society in Constantinople has obtained the Sultan's permission to begin excavations at Ephesus.

The Balfour Cabinet has decided against a collective resignation, but will dissolve Parliament and call a general election.

It has been formally decided at Tokio to elevate the Japanese Legations at London, Washington, Paris, Berlin and St. Petersburg to Embassies.

Ambassador Henry White, United States representative at Rome, has been selected to assist Minister Gummere at the Moroccan conference.

Japanese newspapers criticised William J. Bryan for trying to purchase the ancient warstool upon which Admiral Togo sat at a recent popular demonstration.

Great excitement prevails in the gold fields bordering on the strait of Magellan. Many companies have been formed, and there has been a great opening of the fields and washeries. The territory promises to be a second Klondike.

Field Marshal Lord Roberts has resigned from the committee for imperial defense in order to take up the organization throughout the country of work connected with his proposals for universal military training.

Dr. Maurice Fishberg, of New York, an eyewitness of disorders in Russia and Poland during the summer, declares that the "Black Hundred" has been organized by the police and assails the Jews in an effort to divert revolutionists by arousing racial animosities.

It is reported that Count Tolstoi shows surprising optimism regarding the present conditions in Russia. He considers it is not dangerous and thinks the industrial laborers in the few large cities play no role as against the peasants, who constitute the great majority of the Russian people.

Eyewitnesses of the rioting at Vladivostok who have reached Moji and Nagasaki report that when they left Vladivostok, November 20, the supply of food was scanty owing to the destruction of the storehouses, and there was barely enough to support the population for twenty days.

The striking telegraphers of Russia have threatened in case reprisals are made against them to destroy the Government lines. The striking telegraph operators of Finland issued a resolution energetically protesting against any attempt to restrict their union or the liberty of the Finns, and expressing their determination to prosecute the strike until it is declared ended by the central union at Moscow.

The constitutionalists of Finland won another great victory in the appointment of a new Senate on constitutional lines. It is headed by Professor Michelsen, who was banished by the late Governor-General Bobrikoff, and includes representatives of all parties, even the Socialists. Baron Wrede, one of the vice-presidents of the new Senate, and three of the new Senators were also banished by General Bobrikoff.

The Austrian Parliament on November 28, opened one of the most important sessions in its history, as it will have to decide the question of suffrage and the nation's attitude toward Hungary, and as the members took their seats a monster popular procession, variously estimated to number from 100,000 to 200,000 workmen, was filing past the Parliamentary building in silent, orderly, impressive array, thus voicing their universal demand for equal and universal suffrage.

Labor News.

Circular No. 33 states that the International Union membership indorsed the weekly fifty-cent assessment by a vote of 25,948 to 6334.

The American Federation has refused to grant a charter to the National Stogie Makers' League because the trade is so closely identified with cigar making.

The American Federation of Labor, in session at Pittsburg, passed a resolution favoring women's suffrage as a necessary step toward raising them to a level with men on a wage scale.

The executive board of the Japanese and Korean Exclusion League, at a recent meeting in San Francisco, decided to request Congressman Hayes of California to present the Japanese Exclusion bill to Congress at its next session, and to confide it to his special care in the House of Representatives.

Women in all parts of the United States are to be asked to join in the fight against the age limit which bars men above forty-five years from employment. A letter of appeal to aged men's wives and daughters has been prepared by the anti-age-limit league, and it is expected to spur the fair sex to action.

The Carpenters' District Council of Boston has received a letter from the Secretary of the Navy, in reply to a protest made regarding a wharf contractor working his men nine hours a day at the Charleston Navy Yard, in which the Secretary said that the Navy Department could not compel a contractor to work his men only eight hours.

It is reported that radical changes in the immigration laws will follow if the suggestions of Commissioner General of Immigration Sargent are put into effect. The report of the Commissioner General is now nearly completed. It can be said on good authority that Sargent is anxious to have the ports of the United States closed to certain classes of foreigners, who are allowed to land under the present laws.

A movement to replace women stenographers at the City Hall of St. Louis, Mo., with men "who have families to support and who can do the work just as well as the women," was inaugurated at the meeting of the House of Delegates. A resolution introduced and unanimously adopted brought about the appointment of a committee of five "to ascertain the number of women stenographers employed in the city departments, their names, their salaries and the character of work performed by them."

After eight weeks and the examination of nearly 4800 veniremen a jury was secured at Chicago, to try Charles Gilhooley, who is charged with causing the death of a non-union workman during a strike. Gilhooley, it is said, was the hired "slugger" of the Carriage Workers' Union and severely beat a number of non union men. There has been great trouble in securing the jury because of the reluctance of many of the veniremen to serve, and hundreds of men have declared themselves prejudiced against labor unions to such an extent that they could not give Gilhooley a fair trial.

Pacific Grove, Cal., is rejoicing over the fact that its Chinatown is soon to be a thing of the past. Some 500 Celestial tenants have been notified by the Pacific Improvement Company that their present abiding places must be vacated within sixty days. The Oriental gentlemen raised a disturbance when the notice was served upon them, but they were told the order to move must be obeyed. For thirty years the Chinese have been located on the choicest part of the water front of Monterey Bay, between Pacific Grove and Monterey. The supposition is that this ten acres of valuable land will now be divided into town lots and put upon the market.

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INFORMATION WANTED.

Fred Amor, last heard of on the steamer Pomona, is inquired for. Address, COAST SEAMEN'S JOURNAL.

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Domestic and Naval.

The Comite Central des Armateurs de France has issued a circular stating that official statistics published respecting the various merchant navies credit France with a smaller amount of tonnage than she really possesses. The Committee says that the amount is 1,800,000 tons, instead of only 1,500,000 tons, as stated in the statistics, and that France really stands before Norway, instead of after that country.

The Cunard Line steamer Carmania, the largest turbine steamer afloat, will start on her maiden voyage to New York on December 2. During six hours' continuous run recently the Carmania easily maintained 19½ knots, while her speed over a measured mile was more than twenty knots. The Carmania is of 21,000 tons register, is 675 feet long, and has 75 feet beam and accommodations for 3000 passengers.

Anson Phelps Stokes, the millionaire philanthropist, told the Society of Naval Architects about the floating fort he has invented, which he claims is the strongest fighting ship in the world. This remarkable vessel is 270 feet long, 190 feet broad, has a displacement of 30,000 tons, 10,000 horse-power, and can steam eight and a quarter knots an hour. It will carry two fifteen-inch guns, sixteen twelve-inch guns and twenty three-inch guns. Each of the fifteen-inch guns will weigh 135 tons.

George Cleveland of Massachusetts returned to Dundee, Scotland, recently, from a whaling expedition in Davis Strait, bringing news from Esquimaux sources that Captain Amundsen's Arctic expedition ship Gjoa had been crushed in the ice at Boothia Felix (the northernmost part of the mainland of North America), and that the explorer had escaped and has been living with the natives. The Dundee whalers who were appointed to meet Captain Amundsen with stores have not been able to trace him.

Chief among the papers read at the thirteenth annual meeting of the Society of Naval Architects and Marine Engineers at New York, was one by Commander Hovgaard, professor of Naval Architecture at the United States School for Naval Constructors, at Boston. Commander Hovgaard said that the purely military uses of cruisers, namely, scouting, flank movements and patroling, had been almost lost sight of in order that vessels might be built with the sole purpose of fitting them for commerce destroying.

A difference of opinion apparently exists between the President and his Secretary of the Navy on the subject of naval extension. The President long has been advocating a big Navy, and has pushed his views at times to a point where he could not get Congress to follow him. The Secretary is opposed to a big Navy, and has decided to reject the recommendation of the General Board, of which Admiral Dewey is president, for the construction of three new battleships of 18,000 tons and the increase to the same displacement of some of the battleships already authorized.

It is reported that the Genoese Salvage Company, to which the Russian Government has conceded the right—with certain reservation in case of success—of searching for treasure supposed to have gone down with the British warships Agamemnon and Black Prince at Balaklava in 1854, under direction of the expert Italian diver, Restucci, has located the wrecks, both of which lie at a depth of twenty-four fathoms. The Agamemnon was supposed to have about £1,000,000 ($5,000,0000) in gold on board, and Black Prince about half that amount when they foundered in a terrific hurricane outside the landlocked bay of Balaklava.

With the Wits.

Whew! — Wife—"Now, don't take that glass of whiskey. You know it will show on you and—"

Husband (snappily)—"What? One glass? I suppose you think one glass would make me look like a beast."

Wife—"Well, yes; one looking glass would."

A Ray of Hope.—"That case looks bad for us," said the prisoner's attorney. "I don't see much hope."

"Say, by the way," cried the prisoner. "I'm a member of a labor union."

"But how can the union help you?"

"I thought it might get the jury to go out on a sympathetic strike."

The Way With Fishermen.—Mrs. Wise—"I don't see why you men don't go fishing more in the winter time than in summer."

Mr. Wise—"What put that foolish notion in your head?"

Mrs. Wise—"That's a sensible notion. There's more excuse for drinking whisky in winter than in summer."

Willing to Please Her.—"Here's an article in the paper," said Lushman's wife, "about a man who fell into the river while drunk and was only saved by the intelligence of his dog, which succeeded——"

"My dear!" exclaimed Lushman, "if you wanted me to have a dog, why didn't you say so long ago?"

Unintelligible Talk.—"So you two girls are studying French. What's your idea in that?"

"So we can talk in public, you know, without letting everybody understand what we're talking about. Don't you think we'll succeed?"

"Yes, indeed. You'll succeed even if you get into a crowd of Frenchmen."

Its Hurtful, Sedentary Habit.—"I think," said the meditative boy, "that a wasp would be all right if it didn't get tired."

"Eh?" replied his father. "Where did you get that idea?"

"Why, one day I got a wasp on my hand, and while he was walking around he was all right. He didn't hurt till he stopped to sit down."

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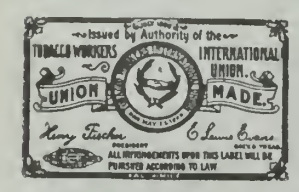
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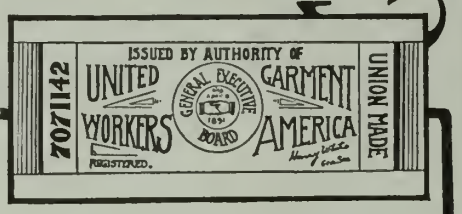


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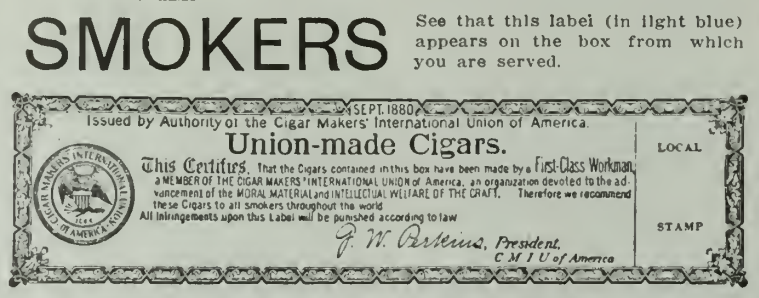
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COAST SEAMEN'S JOURNAL

FOR THE SEAFARING PEOPLE OF THE WORLD.

OFFICIAL PAPER OF THE INTERNATIONAL SEAMEN'S UNION OF AMERICA.

A Journal of Seamen, by Seamen, for Seamen. *Our Aim: The Brotherhood of the Sea.* *Our Motto: Justice by Organization.*

VOL. XIX. No. 12. SAN FRANCISCO, WEDNESDAY, DECEMBER 13, 1905. WHOLE No. 948.

SEAMEN IN NATIONAL CONCLAVE.

Officers' and Committee's Reports.

Three Days Proceedings of Convention.

THE Tenth Annual Convention of the International Seamen's Union of America was called to order in the American House, Cleveland, O., on December 4, 1905, President Wm. Penje in the chair. Addresses of welcome were delivered by Mr. Cooley, on behalf of the Mayor, and Mr. Thomas, on behalf of organized labor.

President Penje appointed the following Committee on Credentials: Victor A. Olander, Wm. Robertson and H. L. Petterson. The committee reported the following entitled to seats:

Lake Seamen's Union—Wm. Penje, Wm. Shaw, W. J. Murphy, D. C. Hanson, T. Lester, F. Benson, V. A. Olander, A. Pearce, J. Brenny, M. Farrell, C. Morrisy, J. Buckley, G. Albertson, T. Milligan, C. Haase, J. W. Smith, H. Kirchner, H. Miley, W. H. Jenkins; 83 votes.

Sailors' Union of the Pacific—A. Furuseth, W. Macarthur, P. B. Gill, H. L. Petterson, Ed. Rosenberg; 45 votes.

Pacific Coast Marine Firemen's Union—John Keville, Conrad Harrington, John M. Lyons; 12 votes.

Atlantic Coast Seamen's Union—Wm. H. Frazier, Aug. Gildemeister; 16 votes.

Atlantic Coast Marine Firemen's Union—Wm. Robertson, J. T. Mahouey; 9 votes.

Marine Cooks and Stewards' Association of the Pacific Coast—H. J. Frazier, Dan Fulton; 15 votes.

Fishermen's Protective Union of the Pacific Coast and Alaska—I. N. Hylin, Andrew Brandt; 25 votes.

Marine Cooks and Stewards Union of the Great Lakes—R. H. Walker, N. N. Peterson, S. R. Little; 15 votes.

Marine Cooks and Stewards' Association of the Atlantic Coast—H. P. Griffin; 5 votes.

Inland Seamen's Union—Richard B. Vaughan; 3 votes.

The Committee further recommended that Frank Place, representing the Licensed Pilots' Association, be granted a seat in the convention, without vote. The report of the committee was adopted and the delegates were seated. Delegate Kirchner was appointed Sergeant-at-Arms and Delegates H. P. Griffin, C. Harrington and R. Vaughan were appointed a Committee on Rules.

During the afternoon session the reports of the officers were read, as follows:

PRESIDENT'S REPORT.

Fellow Delegates:—Another year in the annals of organization by the seamen of our country has come and gone. A good deal has been accomplished during the past year; much more might have been done had it not been for the aggressive non-union tactics of an alleged organization closely in touch with our own union. Looking back only a few years and comparing the present condition of the seamen of the country, it will be found that remarkable progress has been made. Our condition has been changed from abject slavery to that of free wage-workers. Our wages have been increased, in many instances one hundred per cent; the hours of labor have been reduced; we are treated with respect by our immediate employers, and we are better housed and better fed.

Through our organization we are to-day enabled to make our needs known and our influence felt in the legislative halls of the nation, the States and municipalities. In the eyes of the trade-unionists we have become one of the strongest links in the chain of the great labor movement of the world.

We have gained the respect of our employers to the exteut that they have entered into agreements with practically all affiliated unions, providing for the employment of our members exclusively. The things accomplished through associated effort by the seamen command the admiration and wonder of students and observers. Having accomplished all this in a comparatively short time, it must naturally be inferred that the right policy has been pursued in the past.

The immediate future is pregnant with good or ill for the seamen of our country. It devolves upon the organized seamen to determine by their course the form which it shall assume. If we are faithful in the future to our trust and do not deviate from the policy which we have pursued in the past, the conditions under which we labor will continue to improve.

The eyes of our members are turned toward this convention, hopeful and confident that their interests will be safeguarded, that the broadest and best policy will be pursued.

With an all-abiding faith in the justice and nobility of the cause with which we have the honor to be associated, with the confidence that is born of experience and success, we can confidently regard the future from an optimistic viewpoint.

In that faith, in that confidence, it is my proud privilege to welcome you to this, the greatest convention of the International Seamen's Union of America.

It has been customary for the President to make a report to our annual convention of his acts and doings in connection with our organization; I have tried to make such reports in the past, but owing to the great distances separating our different unions and the conditions prevailing in the different Districts, and owing to our form of organization which makes our Secretary-Treasurer our Executive Officer, I have in the past, not been able to do justice in such reports and have been unable to record the history of our organization in the way I should like to have it recorded.

Being conscious of how meager and unsatisfactory such reports as I have been able to make and the report I am about to make are, the following is submitted for your fraternal consideration.

From the Lake District I can report to you a substantial and healthy growth in membership. Two new agencies were established on the Canadian shore of the Great Lakes, one at Fort William and the other at Kingston, Ont. Although no phenomenal membership can be reported, nevertheless the two agencies established became nearly self-sustaining from the start, and there is no question but that next year the organization will make itself felt, when it will be able to regulate the wages and conditions under which the seamen on Canadian vessels will labor in the future. Very valuable assistance was rendered in organizing the Kingston Agency by Mr. John A. Flett, General Organizer for the A. F. of L. in Canada. Agreements were entered into by the Union with both organizations of vesselowners which provided for an increase of wages paid our members of $100,000 this season.

The Marine Cooks and Stewards' Union of the Great Lakes has been put on a sound financial footing. Their agreement with practically all the owners on the Lakes provides for the carrying of union men only. They have managed to get additional help in the larger vessels and the organization is in a flourishing condition.

In the matter of organizing the licensed mates on the Lakes, not much headway has been made, owing, first, to the disruption of the Masters and Pilots' organization through their strike in the spring of 1904; secondly, a large number of the licensed men have lost faith in all organization, which made it very up-hill work to induce them to join any organization. But by far, the principal reason why no great success was made lies in the fact that the International Longshoremen's Association started in to form a dual organization in opposition to the organization formed by the International Seamen's Union. This had the effect of leaving the licensed men practically entirely disorganized.

On the Pacific Coast the different affiliated organizations have been able to strengthen their organizations and are to-day on better footing, financially and otherwise, than they ever were before. This has been accomplished in the face of strong opposition from the "I. L. M. and T. A."

The members of the "I. L. M. and T. A." opened the controversy between themselves and the seamen by refusing to work with members of the Sailors' Union of the Pacific in Portland, Or. This refusal to work with members of our Union on board ship had the effect of awakening the seamen of the Pacific to the dangerous position they were placed in. It became evident to them that the International Longshoreman's Association, having changed its name to that of "International Longshoremen, Marine and Transport Workers' Association," was about to extend its jurisdiction on the Pacific Coast as well as elsewhere as implied by its long name. In order to counteract this move by the International Longshoremen's Association, the seamen endeavored to enlighten the members of the International Longshoremen's Association on the Pacific on the real issue. The members of the Longshoremen's Union on the Pacific Coast, after being enlightened and after they understood the controversy thoroughly, showed conclusively that they were not in sympathy with the national officers of the long-named organization by promptly sending back their charter to the latter. Since then the Seamen and Longshoremen have been working hand in hand; harmony has been restored and the condition of the members of the Longshoremen's Union has been improved; their local organizations have been strengthened materially. Our unions on the Pacific Coast have entered into agreements with practically all the vessels on their coast.

On the Atlantic Coast, although remarkable gains cannot be recorded, the organizations have done well by holding their own in face of the tremendous organized opposition. The different affiliated unions have entered into agreements with some of the owners which appear to work satisfactorily to all concerned. Copies of all agreements entered into are hereto attached.

Owing to the controversy which arose on the Pacific Coast, Comrade Furuseth, who was elected Secretary-Treasurer of the International Seamen's Union of America at our last convention, was unable to qualify for the position. This caused very serious interference with the organizing on the Atlantic Coast, as planned by our last convention. However, the work

was carried on as best we knew how, and in the face of unrelenting opposition from some of the owners we are still able to show some gains.

I would recommend and urge that the work of organizing on the Atlantic Coast be continued more vigorously and that to that end a member of the International Seamen's Union of Ameriea be ehosen to take charge of such organizing; that such organizer be empowered to hire and discharge organizers; that he eo-operate with the secretaries of affiliated unions on the Atlantie Coast, as much as possible, but the whole organizing operations to be carried on under his supervision to the extent that failure of such organizing be charged up to him and that he be given credit for its success.

I would further recommend that all moneys collected by such organizers be forwarded to the respective headquarters. And that all expenses incurred be borne by the International Seamen's Union of America.

All bills eontracted by such organizer should be forwarded weekly to the Secretary of the Internationl Seamen's Union, who shall examine such bills and if they are found proper and found to eonform to the following list of organizing expenses, he shall forward the money to pay such bills. The following shall be cousidered organizing expenses: Traveling expenses, salaries, rent for halls for holding meetings and organizing, stationery and postage.

Our convention held in San Francisco a year ago, resolved to organize the lieensed mates on the Great Lakes. Owing to the opposition of the "I. L. M. and T. A." and the unrelenting opposition of the vessel owners, no great success can be reported. I would, however, recommend that such organizing be continued, and that at least three organizers be provided during the months of December, 1905, January, February, March and April, 1906, to the end that through them an effeetive organization may be formed.

Legislation regarding the manning of passenger boats is still pending before Congress. This being of such great importance to the interests of the Seamen's Union, as well as to the traveling public, I would recommend that our legislative eommittee be continued and instructed to repair to Washington immediately upon the adjournment of this convention.

In conclusion I wish to thank you for the honor you have conferred upon me during these many years, and also to thank you for your co-operation in the past.

Fraternally yours,

WM. PENJE,

President, International Seamen's Union of America.

Cleveland, O., December 4, 1905.

SECRETARY'S REPORT.

To the officers and delegates of the Tenth Annual Convention of the International Seamen's Union of America: Greeting—It is my duty as well as my pleasure to again greet the representatives of the organized seamen of this country in convention assembled, and I think I can safely predict that this will prove one of the most important conventions that has ever been held by the International Seamen's Union of America, as well as a most representative one.

Since the Chicago eonvention of 1899, with its seven delegates representing three organizations, with a total membership of less than 4,000 organized seamen, I think that the seamen of this country can well congratulate themselves upon the progress made in the organization of the workers of the sea. It must also be borne in mind that mere organization is not the only fruit of that notable convention of 1899. In every portion of our Coast and Lakes the conditions have been bettered for "the men who go down to the sea in ships and do business on the great waters." Wages have been increased and the hours shortened, agreements made between employer and employee, which in itself has brought about the elimination of a hundred and one evils that seamen have been heir to from time immemorial.

Mr. Andrew Furuseth was eleeted Secretary-Treasurer at the last convention of the International Seamen's Union, with the understanding that he was to assume offiee after finishing his work in Washington as Chairman of the Legislative Committee. After Congress adjourned, Mr. Furuseth's presence was required on the Pacific Coast, and upon arrival there he found it impossible for him to eome East again to carry out the program mapped out at the last convention. Therefore, he not having qualified, I have been acting Secretary-Treasurer during the past year.

The progress made during the past year in organizing has not been so marked as we might wish, but what has been lost in one section has been gained in another. Much progress has been made on the Pacific and the Lakes, this is especially true of the Sailors' Union of the Pacific, Marine Cooks' and Stewards' Association of the Pacific, Lake Seamen's Union and the Marine Cooks' and Stewards' Association of the Great Lakes.

On the Atlantie a set back has been experienced, on account of general depression in business in the coastwise transportatiou trade, and the inroads that have been made by the coal-carrying railroads.

In 1902 35 per cent of the anthracite coal delivered in Boston was shipped there by railroads; in 1903 this was increased to 50 per cent, in 1904 to 60 per cent, and I am reliably informed that for 1905 it will reach 80 per cent. While the percentage for the carryiug of bituminous coal is much lower, it is on the increase, and while there has been a general lack of business in the coastwise transportation trade, the railroads have enjoyed an unprecedented success.

Only a few years ago coal bound for small inland towns of New England was brought by water to Boston, Portsmouth, Bath or Portland, but now it is loaded on cars at the mines and carried direct to its destination. While it is true that the New England shipyards are busy, and many think the outlook bright, while many others look upon it as a venture by shipowners, based upon the expected passage of a Ship-Subsidy bill by Congress, or prospective results of the application of the coastwise Navigation laws to the Philippine Islands.

For the past four years organizers have each year been appointed especially for the benefit of the Marine Firemen of the Atlantie Coast, and with but little success. It is true that they have an organization which in certain ports is beneficial to its members. This is especially the case in Boston, where wages have been increased and eonditions bettered all around, but in other ports they are not much better advanced than they were after the first year of their organization.

The organizers for the Marine Cooks and Stewards of the Atlantic have been doing much better work than any others employed on the Atlantic. They have made splendid progress, the conditions they have had to contend with being taken into consideration, and all encouragement possible should be given them, and if possible, the organizers should be retained for auother year.

The Atlantic Coast Seamen's Union has made practically no progress during the past year, the lockout by the Atlantic Carriers' Association is still on, and the injunction still in force.

On February 8, 1904, two members of the Atlantic Coast Seamen's Union were arrested by the police of Boston, charged with "enticing and persnading a seaman to leave his vessel before the expiration of his contract," also, with "aiding and assisting a seaman to leave his vessel before the expiration of his contract," both of which acts constitute crimes under the Massachusetts Statutes. They were convicted in the Municipal Court, the case was appealed by the Union to the Superior Court, and they were again convicted by a jury. The case was again appealed to the Massachusetts Supreme Court on exceptions made by our counsel, to the charge of the jury by the judge, and also on the constitutionality of the Massachusetts Act, which was passed in 1857, and amended in 1874. Since that time the ease has been hanging fire on accouut of the Judge in the Superior Court not wishing to allow the exceptions taken at the trial by the attorneys for the defense. This however was arranged for on September 25, 1905. The case eame up iu the Massachusetts Supreme Court for argument on November 20, 1905, and a decision has not as yet been handed down.

This is a very important case to the seamen on the Atlantic Coast, as they are endeavoring to ascertain if any one has the right to assist a seaman to do what Congress has said the seamau himself has a perfect right to do. The ease should be carried to the highest tribunal in the land. There are similar laws in nearly all of our seaboard States and one decision in the United States Supreme Court would decide them all. I have no doubt that when these laws were passed they were in perfect accord with the Federal Statutes, but since their passage the policy of Congress toward the seaman has undergone a change, and he is no longer considered a serf while in an American port, and it is no longer criminal for him to leave his vessel.

The Atlantic Coast Seamen's Union has not the funds to earry the ease further, should the decision of the Massachusetts Supreme Court be against us, and I would therefore recommend that the International take hold of the ease and determine once for all, if a State has the right to make legislation that will continue the seaman in bondage.

The organizer appointed to work among the Fishermen of the Pacific Coast has accomplished much good, especially in securing the defeat of detrimental legislation, and securing beneficial legislation and much of his time has been taken up in getting it enforced.

No real effort has as yet been made to organize the deck-erews of the steamers on the Atlantie Coast. The policy of the past has been to organize the fireroom, and through the fireroom to organize the deck. This has proven a failure. For four years we have followed this policy, and are no further along than we were when we started. I would therefore recommend that the coming year all our efforts be concentrated toward the organizing the deck-crews of the steamers, and would further recommend that at least six organizers be appointed for this work—one in Boston, three in New York, one in Philadelphia, and one in Baltimore. New York being the largest paying off port, it needs the largest force.

These organizers should be under the uudivided control of the Secretary-Treasurer, or a general organizer, who should have full authority to appoint or lay off at will. Experience has taught us that only under this system ean anything be accomplished.

The International Longshoremen's Association has continued to do business during the past year under the name of "International Longshoremeu, Marine aud Transportworkers' Association," in defiance of the American Federation of Labor. We have continued to refuse to recognize any local of the "International Longshoremen, Marine and Transportworkers Association," following, of course, the policy of the American Federation of Labor as expressed in three conventions, but we are willing at all times to recognize any body of longshoremen doing business under the name of longshoremen.

This refnsal on our part has caused many complaints to be made to the American Federation of Labor, especially against the action of the Sailors' Union of the Pacific. Many of these complaints were received by me only a few days before the meeting of the Executive Council of the American Federation of Labor, with the request that I answer in time for it to be considered at the next meeting of the Executive Council. The impossibility of my answering in a manner to do justice to the Union or myself is apparent to all.

This matter was thoroughly thrashed out at the last convention of the American Federation of Labor held in Pittsburg, Pa., and the following decision was rendered by the convention:

"That each organization shall select two persons, and that the four so selected shall meet within sixty days from the adjournment of this convention to select the fifth person, and in the event of failure to agree upon such fifth person within ten days, the President of the American Federation of Labor, with the approval of the Executive Council, shall select the fifth person.

"The five persons so selected shall constitute an arbitration board, whose decision shall be final and binding on both parties.

"Pending decision of this board all hostilities between the two organizations shall cease.

"And we further recommend that this convention instruct the Longshoremen's Association to discontinue the use of the name of 'International Longshoremen, Marine and Transportworkers' Association,' and that no change in the title be granted, assumed or maintained except in accordance with the findings of the arbitration board."

This was bitterly fought by the Longshoremen's delegates. They said that it was "compulsory arbitration," and that the delegates representing the Longshoremen were not clothed with power to agree to change the name, and that it was a matter that would have to be submitted to their organization.

At the ninth annual convention of the International Seamen's Union a resolution was introduced providing for affiliation with the International Transportworkers' Federation. The convention decided that the question should be referred to a referendum vote of all affiliated organizations. I herewith give the vote as reported:

	Yes	No
Marine Cooks and Stewards of Atlantic Coast	268	4
Sailors' Union of the Pacific	181	88
Marine Cooks and Stewards of the Pacific	16	55
Lake Seamen's Union	70	43
Atlantic Coast Seamen's Union	109	106
Marine Cooks and Stewards of Great Lakes	25	50
Total	669	346

You will notice that less than five per cent. of the full membership have voted on the proposition.

I have received much literature from the International Transportworkers' Federation during the past year, giving a clear idea of the conditions of our fellow-workers in Europe, and showing a need for a closer affiliation between the transport workers of this country and Europe.

During the past year no legislation beneficial to the seamen has been enacted, and I cannot better report on this subject than give your Chairmau's, Mr. Furuseth's final report. (See COAST SEAMEN'S JOURNAL, April 5, 1905.)

My financial report for the fiseal year ending October 30th, 1905, is as follows:

On hand from October 30, 1904	$ 3074 34
Charter and per capita tax from Erie Boatmen	45 70
P. C. tax Marine C. & S. Great Lakes	290 43
P. C. tax Atlantic Coast M. Firemen's Union	359 52
P. C. tax Pae. Coast M. Firemen's Union	936 00
P. C. tax Sailors' Union of Pacific	3344 05
P. C. tax Bay and River Steamboatmen's Union	293 21
P. C. tax Marine C. & S. of the Pacific	773 30
P. C. tax Marine C. & S. of Atlantic	222 18
P. C. tax Inland Seamen's Union	254 50
P. C. tax Fishermen's Union of P. C. & A.	1950 00
P. C. tax Lake Seamen's Union	4502 43
P. C. tax Atlantic Coast Seamen's Union	940 53
Total	$ 16986 19

Disbursements.

Organizing on Atlantic and Gulf	$ 6636 50
Organizing on the Pacific	1000 00
Organizing on the Great Lakes	604 48
Convention of 1904	873 10
Office supplies	13 45
Salaries	672 50
Legislative Committee	431 50
American Federation of Labor	1753 33
Printing	832 25
Postage, Telegraph, Express, etc	83 63
Traveling	1346 35
On hand to date	2739 10
Total	$ 16986 19

In conclusion I wish to thank the officers of the affiliated unions for the courtesy that I have received from their hands during the past year.

Yours fraternally,

WM. H. FRAZIER,

Acting Secretary-Treasurer, International Seamen's Union of America.

Cleveland, O., December 4, 1905.

SECOND DAY.

Secretary-Treasurer Frazier read a supplementary report upon the legislative and organizing work, also a communication from I. N. Hylen, Secretary of the Fishermen's Protective Union of the Pacific Coast and Alaska, describing the conditions in that industry and urgiug the contiuuance of organizers.

The report of the Committee on National Seamen's Home was read as follows:

NATIONAL SEAMEN'S HOME.

To the Tenth Annual Convention of the International Seamen's Union of America, Comrades—Resolution No. 2 before the Ninth Annual Convention at San Francisco, asked for the appointment of a special committee of three to report upon the matter of establishing a Home for aged and decrepit members. The special committee was appointed and recommended that a National Committee of five be elected to make a thorough investigation and submit recommendations, along with facts and figures regarding the probable cost of establishing and maintaining a "Union Seamen's Home," to the Tenth Annual Convention. On motion the report of the special committee was

(Continued on Page 7.)

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions.)

The U. S. Merchant Marine.

In this era of agitation for the public ownership and operation of all sorts of public utilities, it is rather strange that no one has so far come forward to advocate the Government ownership and operation of our merchant marine. The merchant marine is as much of a public utility as the railroad system, and every argument advanced in favor of the public ownership and operation of the railroads applies with equal force in favor of the public ownership and operation of our merchant marine. Here is a platform where all the exponents of the various schemes proposed for the rehabilitation of our merchant marine may come together for a compromise of the whole difficulty. With Government ownership and operation of our merchant marine, all these vexatious and antiquated notions about ship subsidies, free ships and differential bottom duties would be relegated to that historically interesting realm where belong so many ideas and institutions which were once thought to be indispensable to the well-being of mankind. With Government ownership and operation of our merchant marine, there would be no more worrying over those $150,000,000 which we now annually pay to foreign shipowners for carrying our goods in their ships to our customers abroad. With Government ownership and operation of our merchant marine, the service of the latter would be carried on just like the Post-office service is now carried on; that is, regardless of whether it paid for itself or not. If the service did not pay for itself, we could console ourselves with the reflection that neither does a subsidized merchant marine pay for itself. If, on the other hand, it paid for itself, we might use the surplus in providing accommodations on board the ships for, and paying wages to, the seamen which would induce American citizens to man them instead of Mongolians, as is now the case on several steamship lines subsidized by the Government. Finally, with Government ownership and operation of our merchant marine, we would, of course, realize in short order the ambition of every patriotic American citizen to have the Stars and Stripes flung to the breeze in every seaport in the world, for the Government would be after those $150,000,000 which we now annually pay to foreign shipowners, like an insurance president after easy policy-holders' money. What's the matter with Government ownership and operation of our merchant marine, anyway? Respectfully referred to the subsidy grabbers who are now laying the wires for capturing the "pork-barrel vote" in Congress.

The Atlantic Coast Seamen's Unions desire to acknowledge the receipt of Volume XVIII of the COAST SEAMEN'S JOURNAL. Its handsome binding is a credit to the publishers, and its contents will prove of great value for reference purposes, and as a means for obtaining the most accurate information regarding the progress of the American Seamen's Union during the twelve months covered by the volume.

Demand the union label on all products.

The Man Behind the Gun.

A few weeks ago General Ainsworth of the U. S. Army appealed to the public to assist the authorities in checking desertions from the Army by ostracizing the deserters. Judging from the many complaints by privates in the service about poor and insufficient food, small pay, miserable quarters, and "graft" in the commissariat department, which appears in the newspapers, it would seem that the remedy against desertions would be in the direction of redressing grievances complained of, rather than inviting the public to co-operate with the authorities in forcing enlisted men to bear with conditions which are notoriously bad. The following letter to the New York Herald from a private in the Marine Corps makes interesting reading in connection with this subject:

If the army officers who are trying to decide why so many men desert the service would only look into the mess they would be able to locate the whole trouble. What discourages a man more than to get up from the table hungry? By regulations a marine is entitled to $7.50 a month for rations, but he only gets about three-fourths of that which he is entitled to. Coffee is like rain water, with seldom enough condensed milk to color it, and sweetened so you cannot notice it. We never get any butter, but get plenty of good, thick flour gravy and potatoes with the jackets on. Here is the nature of a dinner we receive twice a week: Boiled bacon and cabbage, potatoes with the skin on and bread. No coffee for dinner. Friday nights we get fish, bread and coffee. We have one consolation, however, for there is a post exchange for the hungry man to go to if he fails to satisfy his appetite in the mess hall. Pies, ham sandwiches and good coffee are sold there, but a man has to pay for these out of his little $12.80 a month. How is a man going to save any money if he is kept hungry?

This letter is typical of others written to the newspapers from time to time by enlisted men both in the Army and Navy, and their frequency suggests that there is something radically wrong with the commissariat departments of both services. And, so long as these conditions continue, the public will be much more inclined to ostracize the young man who enlists in the Army and Navy than the one who deserts. Also, this is a subject which should be investigated by the Women's Christian Temperance Union, for nothing so quickly creates a craving for alcoholic stimulants as a diet of badly cooked and unseasonable food. If the good ladies of that society desire to see the Army canteen stay abolished, they had better bestir themselves getting some law through Congress increasing the ration money of soldiers and sailors, and making "graft" in the commissariat departments a misdemeanor punishable with imprisonment and dismissal from the service. The way to make men anywhere contented with their lot is to treat them justly, and make them feel that they are regarded as human beings like ourselves, and not as mere machines.

The New York Bricklayers' Unions and the Mason Builders' Association have renewed for two years the agreement now existing between them, and which expires on December 31. This agreement provides that the bricklayers shall be paid 70 cents an hour, and double for all time over eight hours a day and for all work done on Sundays and legal holidays. The new trade agreement affects about 11,000 bricklayers and carries with it the "fireproofing provision," to-wit, that the installation of the fireproofing arches and partitions, which now constitute 65 per cent of the work of the bricklayers, can not be sublet or done by any but mason builders.

New York Labor Troubles.

Several branches of organized labor in New York are in a state of more or less ferment because of disagreements with the employers. The Teamsters are skirmishing right along with individual truck owners for recognition of their union, and the situation in their bailiwick threatens to reach a climax around the Christmas holidays. As yet the lines between the Teamsters' Union and the truck owners are not sufficiently well defined to indicate where the dispute will end. But that the truck owners are apprehensive of coming trouble is shown by the fact that they have sent a notice to the railroads that conditions may arise at any moment which will make it impossible for them to take care of incoming freight, and that, in consequence, the railroads must look elsewhere for prompt delivery.

The Iron Workers in New York City are also having trouble with the firm of Post & McCord and others, and are preparing for a strike which may spread all over the country. The bosses have called in the assistance of the notorious Farley, who has taken complete charge of all the arrangements for massing an army of strike-breakers in and around New York in readiness for the expected strike of the Iron Workers. This strike also is expected to come to a head before the New Year sets in.

Finally there are the Printers. Most of them have agreements with the employers which expire on January 1, when the eight-hour workday will be demanded everywhere. Most of those who had no agreements with the employers have already begun the fight for an eight-hour day, while some have obtained that concession without any fight. Meanwhile the Printers have been assessing every working member ten per cent of his wages for a defense fund, and by New Year they will have a treasury that will just make the bosses think twice or more times before they make up their minds to invite a fight to a finish.

At the recent election in the State of New York an amendment to the constitution of the State, known as "the labor amendment," was voted upon and carried by a good majority. This amendment empowers the Legislature to enact laws regulating the number of hours to be worked by, and the amount of wages to be paid to, all employes of the State. This power of the Legislature has hitherto been challenged by the courts of the State, as well as by the United States Supreme Court, with the result that many labor measures enacted by the Legislature were subsequently declared by the courts to be unconstitutional. Organized labor of the State now proposes to have all these laws re-enacted, and is besides preparing a few new bills of importance to labor in general to be introduced at the next session of the Legislature.

When they voted for a constitutional monarchy as the lesser evil, the Norwegians probably had in mind the United States as a "horrible example" of how easy it is to "fool the people all the time" with the pomp of spread-eagle republicanism.

(Continued on Page 10.)

Home News.

The sugar and tobacco interests have established a lobby in Washington to fight the Philippine tariff bills.

An appropriation of $11,000,000 was voted by Congress toward the construction of the Panama Canal.

Nine men were burned to death in a fire which destroyed a riverboat on which they slept on Middle River, Alabama.

The case against Senator Mitchell, which had been appealed to the Supreme Court of the United States, will abate by reason of his death on December 7.

Dr. Lawrence F. Flick, of Philadelphia, outlined plans for the international congress on tuberculosis in 1908, in an address at New York.

Secretary Taft decided that no survey for a thirty-five-foot channel for the Delaware River can be made under the Penrose Senate resolution.

Secretary of Agriculture Wilson submitted his annual report, in which he said that four crops—corn, hay, wheat and rice—reached their highest value, and corn its highest production.

Building statistics at Philadelphia, Pa., show the record-breaking figure of $33,756,795 spent for construction during the eleven months of the current year.

Mark Twain celebrated his seventieth birthday by giving a Writers' dinner at Delmonico's, to 190 friends "of the quill" and made one of the happiest addresses of his life.

The American people spent as much money last year for gems and jewelry as they spent for pianos and other musical instruments, and more than three times as much as they spent for sewing machines.

Jews held a mass meeting in New York to commemorate the 250th anniversary of the first settlement of their race in America. President Roosevelt sent greetings and former President Cleveland made the principal address.

Bishop Scannell, of the Catholic diocese of Nebraska, excommunicated all Catholics who, in disregard of his warning, attended the recent wedding of Representative Kennedy and Miss Pritchett. Mr. Kennedy has a divorced wife living.

The annual report of Herbert Putnam, Librarian of Congress, for the fiscal year 1903 shows that the library now contains 1,344,918 books, 82,744 maps and charts (pieces), 183,724 prints (artistic) and 410,352 pieces of music. The law library contains 110,978 volumes.

A statement was issued by the Appropriations Committees of the Senate and House summarizing the estimates for appropriations to be made at the present session of Congress for the next fiscal year. The total for all purposes aggregates $804,296,415.

Colonel Edwards, Chief of the Bureau of Insular Affairs, in his annual report, says that the principal needs of the Philippines are transportation, a market and the establishment of a bank from which farmers can obtain loans at a reasonable rate of interest.

Representatives of the General Synod and the General Council of the Lutheran Church met in Pittsburg and arranged for a joint celebration of the anniversary of the beginning of Lutheran missionary work in America. This is regarded as the first step toward union of the various Lutheran bodies.

According to a bulletin issued by the Census Bureau, about 106 persons out of 1000 in the United States, over ten years old, are unable to write. Of the native white population, only 46 out of every 1000; of the foreign-born white, 128 out of every 1000, and of the negroes 445 out of every 1000 are illiterate.

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Pacific Coast Marine.

It is reported that the establishment of a line of French steamers designed to encircle the globe, and with San Francisco as an important port of call, has been effected.

The lighthouse built on Southampton shoals by W. Concannon has been completed, and on December 6 S. R. Haunsell, the keeper of the light, began his duties at the station.

L. F. Ayson, Commissioner of Fisheries of the New Zealand Government, is at San Francisco to obtain from the United States Fish Commission a large consignment of salmon and white fish eggs, which he will take to New Zealand a few weeks hence, or as soon as the eggs are in a condition to be shipped safely.

The British steamer Pounslow will commence a coasting service on the Mexican Coast in conection with the recently built Tehuantepec Railway. The Nippon Yusen Kaisha line of Tokio, which runs a line of steamers to Seattle, will establish a line between China, Japan and Peru, with a fleet of chartered steamers.

The steamer Lakme is again in service, and has been registered at the Custom-house, with Captain Rameselius in command. The Lakme used to be a well-knowu steam-schooner on this Coast, but for some reason or other she was converted a few months ago into a lumber-carying barge. Now she again appears as a steamer.

Captain I. N. Hibberd, of the Barneson-Hibberd Company, is en route to Vladivostok to investigate the condition of the steamer Dumbarton, which recently went ashore on the Siberian Coast, and which, at last accounts was high and dry and deserted by her crew in the Gulf of Tartary. She was laden with a valuable cargo for Nicolaefsk.

The American steamer Watson, under command of Captain Bartlett, has arrived at San Francisco, sixty-five days from New York, by way of St. Lucia, Coronel and Clipperton Island. The Watson, like the steamer Buckman, arriving a few days ago, is a recent purchase of the Barneson-Hibberd Company, and is designed for service on this Coast.

A new steel vessel, to be known as Barge No. 4, is under construction at Point Richmond, Cal., and is to be launched in about two weeks. It will have a capa city for 2000 barrels of oil in bulk. The boat is to be furnished with a motive power of two gas engines of 125 horse-power each. It will be used for transporting oil to up-river points.

The hospital ship Relief is to be placed in commission shortly and pressed into active service. This ship has been remodeled into a floating hospital, and is receiving minor repairs at the Mare Island Navy Yard. The ship will be stationed at the Panama Canal zone, to be used as a hospital for sick and injured employes, bluejackets and marines at that station.

Eight fishermen who were arrested recently for illegal fishing by Deputy Commissioner George Neale of Sacramento, have been convicted in the Superior Court, and fined $250 each. One of the eight was also sentenced to 100 days in jail for illegally catching salmon while out on bail for the Cache slough offense. It is understood that the cases will be appealed.

Second of the whaling barks to sail again for a cruise in the sperm grounds of the South Pacific, the Andrew Hieks left San Francisco on December 6, with Captain Church in command. Church is a good whaler and thoughtful of his men, and if experience and good treatment to the crew count for anything the Andrew Hicks will return here the coming year with a good account of herself, and incidentally a good catch of bone and oil.

From a proud position in Uncle Sam's Navy as a cruiser to a prison-ship in the same service, is the inglorious end planned for the Nipsic, now out of commission in the Puget Sound Navy Yard at Bremerton. The old vessel will enter upon her new mission the day before Christmas eve, according to orders just received from the Navy Department. The Nipsic is the sole survivor of the great Samoan hurricane, with the exception of one British vessel.

Before the close of another year it is announced that the Mexican and Oriental Steamship Company, a Mexican corporation, with headquarters at Topolobampo, will have a line of steamers running between the Mexican Coast and the Orient, with San Diego as the one port of call in the United States. The company has the backing of the Kansas City, Mexico and Orient Company, which is the Stilwell line, now building toward Topolobampo.

An auxiliary power schooner, with a capacity of 300,000 feet of lumber, is being built by Kruse of San Francisco for the Wendling Lumber Company of Coos Bay. The boat will be named Wascalore, and is to be fitted with two engines of 125 horse-power each, with another engine of eight horse-power for electric lighting purposes. The schooner will have twin propellers. A launch for the United States lighthouse service is also being built by Kruse. It will be 42 feet long and of forty horse-power.

Following is the reinsurance list as posted at San Francisco on December 11: German bark Suzanna, 184 days from Port Talbot for Caleta Buena, 80 per cent. French bark McMahon, 206 days from Swansea for San Francisco, 25 per cent. Italian bark Giuseppe d'Abundo, 184 days from Neweastle, Australia, for Valparaiso, 25 per cent. British bark River Indus, 161 days from Port Talbot for Iquique, 30 per cent. British ship Mooltan, 116 days from Neweastle, Australia, for Mauritius, 20 per cent.

The annual report of the life-saving service for the year ending June 30th shows operations in the thirteenth lighthouse district, comprising the Pacific Coast, as follows: Number of disasters, 55; value of vessels, $815,900; value of cargoes, $48,230; total value of property, $864,130; uumber of persous on board vessels, 410; number of persons lost, 5; number of shipwrecked persons succored at stations, 15; value of property saved, $802,160; value of property lost, $61,970; number of disasters involving loss of vessels, 3.

The new steamer Bessie Dollar, recently launched from a Glasgow yard for the Robert Dollar Steamship Company of San Francisco, sailed on December 10 from Antwerp with a full general cargo, under command of Captain Gow. The Bessie Dollar is a sister ship of the Hazel Dollar, which arrived at San Francisco a few months ago from Glasgow, and is now engaged in trade across the Pacific. The Bessie Dollar will be employed, like her, in transporting lumber and freight between San Francisco and Puget Sound ports to the Asiatic coast.

The Navy Department has decided to sell the Zafiro, now at the Puget Sound Naval Station, where the vessel was recently surveyed. It would cost more to put the vessel in condition for active service than the situation warrants, and it is not deemed worth while to place the ship in ordinary against the time when she might be of value to the Government. This country paid about $80,000 for the vessel in 1898, and she has been of some use as a transport. Orders have been given to have the vessel appraised, with a view to sale at public auction. It is roughly estimated the ship should be valued at $25,000.

Sweeping reductions in freight rates between Tacoma and Portland, effective upon all traffic going through to or from San Francisco, have been announced by the Northern Pacific Railway. It is stated that the road is compelled to meet competition on the part of the steamship lines which have lately been making extensive cuts in freight rates. The new rates, which are effective at once, will decrease the cost of freight transportation between Portland and Tacoma on San Francisco business 25 per cent or more, and will also apply from Seattle.

It is stated that the Bureau of Equipment of the Navy Department has signed a contract with Snare & Triest of New York for the construction of a wharf at California City for the new coaling station. The contract calls for the expenditure of $160,000. The bureau is preparing to let a coutract for sheds and buildings to cost about $200,000. These plans contemplate storage at first of 10,000 tons of coal. Ultimately it is proposed to enlarge the capacity of the station to 100,000 tons, making it the largest coaliug station on the Pacific Coast. The Demayo Coaling Company's coaling machines will be installed.

The Shipowners' Association of the Pacific Coast takes issue vigorously with the commercial bodies of the East and other interests which are asking the Government to delay, beyond the date appointed in 1906, the application to the Philippine Islands of the United States coastwise navigation laws. The basis of the request for this extension of present conditions is the statement that there is not now and will not in 1906 be sufficient American tonnage to handle the commerce between the Philippines and the United States and among the islands—a statement which the Shipowners' Association declares to be unfounded in fact.

Another expedition is being fitted out at Victoria, B. C., to search for pirates' hidden treasure on Cocos Island, the barreu rock on the Central American Coast that is already pockmarked as a result of the many attempts of treasure-hunters to find the doubloons and pieces-of-eight supposed to have been cached there 200 or 300 years ago. This time the searchers will use hydraulie methods, and expect to blow the whole island out of the water, if need be, in order to settle this question about pirates, treasure. At the head of the newly organized company is Captain Fred Hackett, who has been on Cocos before. He has interested men of money in the enterprise.

DIED.

Percy J. Peterson, No. 1042, native of Maine, age 40 years, died in Tacoma, Washington, December 1, 1905.

There is more Catarrh in this section of the country than all other diseases put together, and until the last few years was supposed to be incurable. For a great many years doctors pronounced it a local disease and prescribed local remedies, and by constantly failing to cure with local treatment, pronounced it incurable. Science has proven catarrh to be a constitutional disease and therefore requires constitutional treatment. Hall's Catarrh Cure, manufactured by F. J. Cheney & Co., Toledo, Ohio, is the only constitutional cure on the market. It is taken internally in doses from 10 drops to a teaspoonful. It acts directly on the blood and mucous surfaces of the system. They offer one hundred dollars for any ease it fails to cure. Send for circulars and testimonials.

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F. R. Wall, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. Merchants' Exchange building, California street, near Montgomery; rooms 208-209. Phone Bush 508.

Events in Russia's History.

862—Rurik, the Varangian, establishes the first government.

1598—Feodor I., last of the Rurik dynasty, is murdered.

1613—Michael Federovitz, first of the House of Romanoff, ascends the throne.

1689—Peter I (the Great) begins to rule alone.

1703—Peter founds St. Petersburg as the new capital.

1796—Catharine II, (the Great) gives her subjects a new code of laws; abolishes torture in punishing criminals.

1815—Alexander I, forms the Holy Alliance.

1825—Conspiracy against Nicholas I; insurrection of troops at Moscow, December 26-29.

1830—Nov. 29, Poland begins war for Independence.

1831—Oct. 5, Polish insurrection suppressed.

1832—Feb. 26, Nicholas decrees Poland an integral part of the Russian Empire.

1836—First railroad in Russia. Ran from St. Petersburg to Tsarkoe-Selo.

1856—July 2, partial emancipation of the serfs by Alexander II.

1861—March 3, decree for the total emancipation of the Serfs within two years.

1861—Nov., nobles sign a petition for a constitution.

1862—Jan. 26, increased privileges granted to the Jews.

1862—Oct. 14, reorganization of the Depart of Justice decreed; juries to be employed in trials, etc.

1863—March 3, termination of serfdom.

1864—January 12, provincial institutions established throughout Russia.

1865—Sept. 13, censorship of press relaxed.

1866—March, Assembly of Nobility.

1866—August 8, inauguration of trial by jury.

1880—Oct., Count Loris Melikoff's scheme for administrative reform sanctioned by the Tsar.

1881—Jan., assassination of Alexander II. by a bomb just as he was about to grant a constitution.

1881—Alexander III. succeeds and begins a programme of repression which extended to the end of his reign.

1894—Nicholas II. succeeds to the throne.

1898—Tsar calls for an international peace conference, to assemble at The Hague.

1904—February, war begun against Russia by Japan.

1904—August, birth of the Tsarovitz Alexis.

1904—November, meeting of Zemstovs presidents in Moscow permitted. They demanded a Legislative Assembly.

1904—December, Tsar's manifesto announcing that when a change was shown to be mature innovations in the legislation would be made.

1905—January 5, surrender of Port Arthur.

1905—January 22, police fire on marching strikers in St. Petersburg.

1905—Aug. 29, peace concluded by Treaty of Portsmouth.

1905—October, general strike on all Russian railways.

1905—October 31, Tsar grants constitutional freedom.

COAST SEAMEN'S JOURNAL

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Established in 1887

W. MACARTHUR....Editor | P. SCHARRENBERG, Manager

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, - - - - DECEMBER 13, 1905.

AN OPEN-SHOP DREAM.

The current issue of World's Work, a magazine published in New York, contains an article entitled "The Fight for the Open Shop," written by one Isaac F. Marcosson. The employers' fights for the Open-Shop in various large cities have all been successful, says Isaac, and organized labor is now on the defensive instead of the offensive. The situation on the water front of San Francisco receives some attention and is herewith reproduced for the edification of our readers:

> A vast business is done on the water front. Ships come and go from a hundred ports. One day a big ship came in from Tacoma, where there was a big strike among the stevedores. Its cargo had been loaded by non-union men. The San Francisco stevedores refused to unload it. Then, the shipowners said: "We will have it anyhow." They drove the union men from the docks and guarded the non-union men who went to work. This uprising resulted in the Water Front Association, composed of every employer with interests in a ship or shipping. To-day they maintain on open shop.

Now, what do you think of that? The Open-Shop maintained on the water front of San Francisco and the thousands of good union men who work there entirely unaware of it.

If all of Isaac's statements are so utterly devoid of truth as his assertions relating to the San Francisco water front, he is certainly deserving of special mention in the Munchausen class of authors. In no other port on this or any other continent is the Closed-Shop maintained as effectively as on the water front of San Francisco. More than four years' ago the Allied Employers' Associations made their last desperate but unsuccessful fight for the Open-Shop in San Francisco, and since that time Closed Shop conditions have prevailed in the various trades and callings employed on the water front.

As a whole, the article by Isaac F. Marcosson is a fair sample of the average Open-Shop literature. The only thing really remarkable about it is the fact that the article found its way into a magazine which claims to give its readers an unbiased review of the world's work rather than silly stories which are manufactured out of whole cloth.

"EIGHT HOURS," HERE AND THERE.

While the International Typographical Union is in a contest to establish the eight-hour workday in every union office of the trade throughout the land, and while our Parrys, Posts, and others of the same stripe are endeavoring to convince the public that the country will go to the dogs unless the labor unions are restrained in their pernicious activity to reduce the daily hours of labor to eight, the people in far away Australia are wondering whether the workers in the United States of America are really as far advanced and as progressive as usually described. And they have every reason to seriously doubt our much vaunted progressiveness, at least as far as the introduction of the shorter workday is concerned. According to the best authority the Australian eight-hour movement was first started by Scottish settlers in Otago, New Zealand, in 1848-9. It was adopted in Sydney, New South Wales, on August 18, 1855; in Melbourne, on April 21, 1856; in Queensland in 1865; in South-Australia in 1870; in Tasmania in 1874; and in West-Australia in 1896.

But while the eight-hour day in Australia has been firmly established for many years, and is recognized by all as just and fair, there are associations of employers in America, in the year of our Lord 1905, who contend that they can not continue in business unless their employes work nine, and in some instances ten and eleven hours, a day. It is true, the same contentions were made when the hours of labor were reduced from ten to nine, and it is likely that similar arguments will be made in the future whenever and wherever the workingmen demand a reduction in the daily hours of toil.

The movement for the eight-hour workday has grown from year to year throughout the civilized world and no intelligent person will deny that sooner or later the eight-hour day is destined to become universal. The files of this paper contain numerous examples of the beneficient results which have always followed the adoption of the eight-hour day. The case of the battleship Connecticut, constructed under the eight-hour plan, as against the battleship Louisiana, built in a ten-hour plant, is one of the very recent evidences of the advantage and practicability of the eight-hour day in modern industries.

The facts in the matter are as well known to employers as to employes, and it does seem strange that American workingmen must struggle and strike for the eight-hour day while the workers of Australia celebrate an eight-hour jubilee—the beginning of the second half-century since the inauguration of the shorter workday. We are living in the much praised land of the free and the home of the brave and we are inclined to boast of our great achievements and our enthusiastic citizens are prone to place this nation upon the pedestal of fame, as having reached the acme of prosperity. To those, however, who are inclined to extol the prosperity and comfort of our workers above those of every other land we would respectfully suggest to look across to Australia, where the workers have for many years enjoyed the shorter workday, for which one of America's largest and strongest trade-unions is at present struggling.

Demand the union label on all products!

We learn with regret that two of our brother scribes in Germany have been sentenced to terms of imprisonment for having offended the powers that be. Mr. H. Jochade, the editor of the official organ of the International Transportworkers' Federation is serving three months for daring to criticize a Government official. The editor of the Hafenarbeiter (Dockworker), Mr. H. Doring, must go to jail for two months for having committed a similar crime. German statesmen will some day realize that the forcible suppression of honest criticism is of far more danger to the Empire than the occasional publication of unjust or unfair comment. Publicity was ever the greatest ally of safety and secrecy will ever remain its greatest menace.

Judging by the attitude of a number of "class-conscious" editors the article entitled "Socialistic Fallacies" which appeared recently in the Atlantic Department of the JOURNAL, has evidently touched upon a weak spot in the fine spun web of "scientific" or "dreamland" Socialism. By way of reply several "alleged" Socialist editors have, as usual, taken the opportunity to discharge their mud batteries. Of course, scurrilous attack from that quarter is and has always been regarded as highly complimentary—more so than the bombastic denunciations which emanate periodically from the advertising agency of Mr. Post of Battle Creek.

The California Child Labor Law enacted at the last session of the Legislature has been declared unconstitutional by an Oakland Police Judge on the grounds that the statute "discriminates between children who have parents and those who have not, and those who have parents and have been abandoned, and orphans. State Labor Commissioner Stafford says he will immediately appeal to the higher court and if necessary take the matter to the next Legislature. We are inclined to think that the Oakland Judge will have another guess coming ere long.

Now comes Secretary Shaw of the Treasury Department and says that the investigation of the Marine Hospital Service has revealed a state of things which is nothing less than startling. Mr. Shaw refers to gross extravagance and reckless squandering of public funds in the service and recommends that several hospitals be abandoned. Perhaps the funds are needed to pay the proposed subsidy of $4,625,625 annually to our poverty-stricken shipowners.

Chinese miners in South Africa received £316,074 in pay from January to June of this year. This must be a cheerful item of news for those who fought the Boers in order to give the British an opportunity to develop the country. The British capitalists are now developing the country with Chinese labor and the men who fought are denied employment, many of them being home in England starving.

A brand of strictly non-union tobacco under the deceptive name of "Union Leader" is very extensively advertised in Pacific Coast States. Organized labor and friends should insist upon the little blue label of the Tobacco Workers' International Union (see facsimile on page 16) when purchasing tobacco of any kind and thus assist the tobacco workers in their fight against the American Tobacco Trust.

Seamen's Convention.

(Continued from Page 2.)

accepted and the recommendations concurred in. The following were elected on the National Committee: P. Scharrenberg, Wm. H. Frazier, Daniel Sullivan, L. Fitzpatrick and William Curry.

The members of your National Committee have endeavored to comply with the recommendations contained in the report of the original committee. Owing to the fact that two members of the committee are from the Atlantic District, two from the Lakes and one from the Pacific District, it has been impossible to hold meetings at which more than two members could attend. Hence, all the business of the committee has been transacted through the mails. The members of your committee, with the exception of comrade Fitzpatrick, have frequently exchanged views and are pleased to be able to submit a practically unanimous report. Comrade Fitzpatrick was corresponded with but failed to reply.

Your committee favors the establishment of a National Home for aged and disabled members. We fully realize that it will not only require the raising of a large fund to build the Home but it will be necessary for the membership of our International to contribute a certain amount year after year in order to maintain the Home. We realize also that the Home, while it will necessarily have to be supported by all members, will be of no benefit to members having a family and not wishing to be separated from same. After giving this phase of the question every consideration, we have come to the conclusion that the proposed Home would do the greatest amount of good to the greatest number and is to be preferred to any system of cash benefits that may be devised.

It is the opinion of your committee that the establishment of a Home for our old and incapacitated members will help to bring into still closer fraternal relations the various bodies of maritime workers of America. We will be one long step nearer the Brotherhood of the Sea when our old and disabled comrades will no longer be subject to charity, but will be taken care of in a Home which they themselves have helped to build and sustain while they were yet able to earn a livelihood. It will be necessary of course to adopt certain reasonable restrictions regarding admission to the Home, but this question can be better dealt with after the project is well under way.

Your committee has given the subject matter every consideration and many points have been raised which are after all matters of detail and should not be raised until the building of a Home has been definitely decided upon. We deem it our duty, however, to call attention to the fact that a home could not be successfully conducted without a Hospital-Annex; for the old and disabled have their share of sickness and the Marine Hospital service does not provide for the medical attendance of aged and disabled seamen after they have quit sailing. Another, no doubt large item of expense in connection with the Home will be the cost of transporting members who are to become inmates. In order to give a general idea of the cost and the responsibility to be assumed by our International, if it should be decided to build a Home, we quote from the last yearly report of the Secretary-Treasurer of the International Typographical Union relating to the Union Printers' Home.

"The total Home receipts for the year (June 1, 1904, to May 31, 1905), collected from the membership at ten cents per capita, per month, were $69,-202.62. The expenditure for the same period amounts to $60,732.69. The average number of inmates for the year was 134. The total cost per inmate of conducting the Home during the same year was $435.22."

The Printers' Home is conducted on a very elaborate scale and your committee is of the opinion that a Home could be maintained for considerable less than the figures quoted above.

Your committee recommends that the following proposition be submitted to a referendum vote of the locals; said vote to be taken during the year and official results to be in the hands of the International Secretary not later than four weeks prior to the next convention:

For the purpose of raising a fund to be used in building and establishing a Home for aged and disabled members, each organization affiliated with the International Seamen's Union of America and by virtue of such affiliation being a part and parcel of the said International Seamen's Union of America shall contribute a sum equal to ten per cent. of its total funds on hand, in banks or otherwise invested at the close of the fourth quarter of 1906. The amount payable may be raised by assessing each member or taken out of the Unions' funds at the option of the various organizations.

Beginning with the month of January, 1907, each member of the International Seamen's Union of America shall be assessed ten cents per month, payable monthly, quarterly or semi-annually at the option of the various organizations, into the hands of the Board of Trustees of the Seamen's Home Fund. The assessment of ten cents per month to be continued indefinitely, provided however, if after the establishment of the Home the said monthly assessment is found more than adequate or inadequate to maintain the Home, the monthly assessment may be increased or decreased at any Convention of the International Seamen's Union of America.

If the foregoing propositions are adopted by the referendum vote a Board of Trustees to consist of five members of the International Seamen's Union of America shall be elected at the Eleventh Convention of our International. Said Trustees shall be known as the Trustees of the Seamen's Home Fund, and they shall be held responsible for the safe keeping and investment of all sums paid into the said Seamen's Home Fund. Provision shall be made at the above named Eleventh Convention for the bonding of said Trustees with reliable Surety Companies.

Your committee estimates that approximately $25,-000 will be obtained from the ten per cent. assessment of Unions. The yearly income from the monthly assessment of members will of course depend on the growth of our International. Your committee estimates that in three of four years approximately, $75,-000 will have been accumulated. The foregoing amount we believe to be sufficient for the building of a Home. We also believe that tracts of land will be offered free of charge to the International Seamen's Union of America, provided the Union agrees to erect thereon in a certain specified time a Home for old and disabled seamen, said Home to cost not less than a certain specified amount.

We have considered the question of voluntary contributions and while we realize that they cannot be depended upon, we think that voluntary contributions, without any strings or provisos attached thereto, ought to be accepted.

In conclusion we recommend that a Committee on Seamen's Home be again elected at this convention for the purpose of attending to details and report upon such other Home matters as may be brought up during the convention. We also recommend that the incoming President and Secretary be made members of the committee.

Respectfully submitted,
PAUL SCHARRENBERG,
WILLIAM CURRY,
WM. H. FRAZIER,
DANIEL SULLIVAN.

Delegate Hylen asked unanimous consent for the introduction of a resolution relating to the establishment of a Marine Hospital in the Bristol Bay region.

The resolution was adopted by unanimous vote and copies ordered submitted to the respective committees of Congress and heads of Departments at Washington, D. C.

President Penje appointed the following committees:

Committee on Constitution, J. T. Mahoney, V. A. Olander, T. Milligan, H. J. Fraser, M. Farrell, J. Keville, C. Haase, J. M. Smith.

Committee on Organization, Ed. Rosenberg, M. Robertson, Aug. Gildemeister, F. Benson, S. R. Little, T. Lester, J. Buckley, P. B. Gill.

Committee on Legislation, A. Furuseth, I. N. Hylen, W. H. Jenkins, N. N. Peterson, W. J. Murphy, C. Morrissey, Dan Fulton, John M. Lyons.

Committee on Resolutions, R. H. Walker, W. Macarthur, A. Pearce, Andrew Brandt, J. Brenny, Geo. Albertson, H. Miley.

Mr. Jas. O'Connell, Secretary of the International Machinists' Association and Third Vice-President of the American Federation of Labor was introduced. Mr. O'Connell delivered a fine address which was warmly received by the convention.

The following resolutions were introduced and referred to the appropriate committees:

For organizers among Cooks and Stewards on the Atlantic Coast.

For a load-line on American vessels.

Against local unions retaining members properly belonging under the jurisdiction of other locals.

For an increase in the per capita tax.

Amending Constitution in matter of referendum system.

Amending Constitution in matter of assessment system.

The delegates to the convention of the American Federation of Labor submitted a report covering the general condition of that body and the work of its convention. The convention adopted several resolutions introduced by the delegates from the International Seamen's Union of America, dealing with the following subjects: To prohibit the towing of log-rafts and barges; protesting against the insufficient manning of vessels; to amend the treaties so as to insure the personal liberty of foreign seamen leaving their vessels in American ports; protesting against the employment of Chinese labor on American vessels; for the establishment of a Marine Hospital in Alaska; to extend the provisions of the Chinese Exclusion Act so as to exclude Japanese and Korean labor; to guarantee the personal rights of public and quasi-public employes. In the matter of the dispute between the so-called "International Longshoremen, Marine and Transportworkers' Association," the delegates reported the following recommendation:

"Inasmuch as the action of the American Federation of Labor, as herein noted, constitutes a definite declaration in support of our contention for full and exclusive jurisdiction over all workers in the maritime industry, and a specific instruction to the International Longshoremen's Association to discontinue the use of the title, "International Longshoremen, Marine and Transportworkers' Association" and to cease exercising, or attempting to exercise, the claims implied by that title, your delegates recommend that every possible step be taken to bring the proposed arbitration proceedings to a successful issue. We further recommend that this convention elect two representatives on the arbitration board, and that the Executive Board be authorized to expend such moneys as may be necessary for the purpose in view. We further recommend that the representatives herein provided for shall be subject at all times to the instructions of the Executive Board and that the latter shall have authority to enter into such arrangements as may be proposed by the arbitration board and as may be mutually acceptable to the parties in interest."

The report was referred to the Committee on Resolutions, and later adopted as a whole.

The following resolutions were introduced:

To dispense with all organizers during the coming year.

To inspect watertanks on vessels.

(To be continued.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

HEADQUARTERS, SAN FRANCISCO, Dec. 11, 1905.

Regular weekly meeting was called to order at 7:30 p. m., H. G. Lundberg presiding. Secretary reported shipping fair. A resolution received from Typographical Union, No. 21, protesting against the alleged boycott on the San Fraucisco Bulletin, was indorsed. The Shipwreck Benefit was ordered paid to two members of the crew of schooner Bella, wrecked on the Suislaw River, and to one member of the crew of schooner Ida A, wrecked off Point Reyes. Balloting for officers proceeded with.

NOTICE.—Election of delegates to the California State Federation of Labor will be held next meeting.

E. ELLISON, Secretary pro tem.
S. W. cor. East and Mission sts. Tel. Main 5397.

TACOMA AGENCY, Dec. 4, 1905.

No meeting; no quorum. Shipping medium; prospects uncertain.

JOHN W. CARLSON, Agent pro tem.
3004 McCarver st. Tel. Main 808.

SEATTLE AGENCY, Dec. 4, 1905.

Shipping dull.

OSCAR PEARSON, Agent pro tem.
1312 Western ave. P. O. Box 65. Tel. James 3031.

PORT TOWNSEND AGENCY, Dec. 4, 1905.

No meeting; no quorum. Shipping good; prospects uncertain.

WM. THORBECK, Agent.
114 Quincy st. P. O. Box 48. Tel. 443.

ABERDEEN AGENCY, Dec. 4, 1905.

Shipping medium; prospects fair.

WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

PORTLAND (OR.) AGENCY, Dec. 4, 1905.

Shipping good; prospects uncertain.

D. W. PAUL, Agent.
40 Union ave. Tel. East 4912.

EUREKA AGENCY, Dec. 4, 1905.

Situation unchanged.

C. SORENSEN, Agent.
222 C street. P. O. Box 327. Tel. Main 566.

SAN PEDRO AGENCY, Dec. 4, 1905.

Shipping fair.

HARRY OHLSEN, Agent.
P. O. Box 2380. Tel. Main 774.

HONOLULU (H. T.) AGENCY, Nov. 20, 1905.

Shipping dull; prospects poor.

C. COLDIN, Agent.
Cor. Queen and Nuunan sts. P. O. Box 96.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

HEADQUARTERS, SAN FRANCISCO, Dec. 7, 1905.

The regular weekly meeting was called to order at 7:30 p. m., James West in the chair. Secretary reported shipping very quiet. The amendment to Art. II, Secs. 5-6 of the Constitution was declared lost. Balloting for officers was proceeded with.

EUGENE STEIDLE, Secretary.
54 Mission st.

SEATTLE, WASH., Dec. 1, 1905.

Shipping quiet; plenty of men ashore.

W. SORENSEN, Agent.

SAN PEDRO, Dec. 1, 1905.

Shipping very good; men scarce.

CHAS. M. DAWSON, Agent.

ATLANTIC COAST SEAMEN'S UNION.

HEADQUARTERS, BOSTON, MASS., Dec. 5, 1905.

Shipping good.

JOHN THORMER, Sec. pro tem.
1½A Lewis st.

LAKE SEAMEN'S UNION.

HEADQUARTERS, CHICAGO, ILL., Dec. 4, 1905.

Shipping good.

ALEX. MCKECHNIE, Sec. pro tem.
123 North Desplaines st.

ATLANTIC COAST MARINE FIREMEN'S UNION.

HEADQUARTERS, BROOKLYN, N. Y., Nov. 29, 1905.

Shipping good.

DANIEL SULLIVAN, Secretary.
15 Union st.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC.

HEADQUARTERS, NEW YORK, N. Y., Nov. 25, 1905.

Shipping fair.

H. P. GRIFFIN, Secretary.
166 Christopher st.

On the Great Lakes.

(Contributed by the Lake Seamen's Unions.)

Many Lives Lost.

The worst storm that has visited the Lakes during the past thirty years, struck Lake Superior on November 28. Ten of the big freighters of the Pittsburg Steamship Company went ashore. They are the Isaac L. Ellwood, Mataafa, Crescent City, Edenborn, Maderia, La Fayette, Coralia, Manilla, Maia, and the big 569-foot queen of the Lakes, Wm. E. Corey. Besides the above the following are wrecked: The C. H. Elphick, tug Sidonica, steamer Appomattox, Mary Mitchell, St. Alcona and Consort, Geo. Herbert, steamer City of Holland stranded, schooner J. M. Spaulding, schooner Harvey Bissell, steamer Jim Sheriff, schooner Vruland, schooner Judd, steamer D. C. Whitney, steamer J. H. Onthwaite, steamer Chas. M. Warner, schooner F. A. Georger dismasted on Lake Michigan, and last the Ira H. Owen, which foundered on Lake Superior and drowned all hands. Nine lives were given up in the wreck of the Mataafa, and one man, Jas. Morley, mate, was drowned off the Maderia. Wm. Stnrdevant was washed overboard from the Harold B. Nye and lost, one fireman, Pat Wade, was lost with the La Fayette, and Frank Seeley, John Van Buseon, first and seeond mates; Thos. Smith, wheelsman; Ernest Hensel, ordinary seaman, and Walter Kennedy, oiler of the La Fayette, are in the Budd Hospital at Two Harbors with their feet frozen. The Schlesinger went on at False Presque Isle and was released. The Western Star was also ashore and released.

According to figures compiled recently the death list on the Great Lakes during the season now closing has been the heaviest of any year since big steel vessels began to be used on the Lakes. A total of 215 lives were lost. Of these 116 were lost during the three great storms this fall.

Nationality of Seamen.

The nationality of seamen employed on British vessels is shown by the following paragraph from a London newspaper:

Last year 259,489 persons were employed on British vessels engaged in the home and foreign trades. Of these only 176,975 were British. Of the remainder, 39,832 were foreigners, while 42,682 were Lascars and Asiatic. The proportion of foreigners to every 100 British persons employed has risen from 14.05 in the year 1888 to 22.50 last year. The actual numbers of foreigners on British ships have increased in the period named from 25,277 to 39,832. The Lascars and Asiaties employed on British vessels numbered last year 42,682, as against only 18,427 in the year 1888.

Toward the end of the year 1907 the port of Hamburg will have the biggest drydock in the world. It is to have a lifting power of 35,500 tons; the largest dock, at present, lifts 17,500 tons. The largest ships of the mercantile marine ean be docked in it. In building this dock care is taken that, if necessary, it ean be transported to the lower Elbe, near Brunshausen, which, in the event of war, would be important.

Public Opinion.

A writer in "Charities and The Commons" (the new name for "Charities") quotes a woman organizer of the garment workers who makes a plaint against publie opinion. She had seen public opinion fast asleep while her union was fighting a lockout peaeefully, but instantaneously wide awake and howling when the Chicago teamsters went on strike and hurt something.

The superstition in publie opinion dies hard among the working elasses. They have seen it held np to their awestricken gaze as a fetich for so long a time by so many good folk that most of them have a pain when publie opinion is seoffed at. Yet it ought to be hooted out of eourt in every labor organization when it is in the wrong.

Publie opinion, the world over, is more often wrong than right. That it is universally wrong in China on most questions settled by our own eivilization to our own satisfaction, we white-skins will insist. That it is belated in all monarehieal countries on the fundamental matter of sovereignty, we Americans stoutly declare. That it is absurdly in error in prohibition communities, the majority in our various States decides at the polls. That it is prevalently ignorant, mistaken, sluggish and selfish among the non-wage working classes in America with respeet to the labor movement must be the verdiet of every observer eapable of reading large facts and deriving from them his own convietions.

Professor Baseom long ago said in effeet, that the unorganized workers in a community may struggle along near the starvation point and be overlooked by the community—that is, by publie opinion. The unorganized are dumb, being without a leader, a spokesman, a newspaper organ, a committee, a charafter, a form, a elass opinion of their own.

Few labor unions have been mueh nurtured in their growth by publie opinion. They have taken on their strength in spite of it. In the last twenty years the typographical union has quintupled its membership. Mighty few have been the molders of publie opiniou to help it along. The glass-workers have regulations and an agreement with the employers that give public opinion chills and fever when it turns its dull gaze on that trade, but which persist, in spite of the supposed effectiveness of publie opinion. The building trades in every eity of this eountry have put up their seale of wages year after year while publie opinon has been sereeching blue ruin for business and capital.

What hindrance has alleged public opinion been to Standard Oil sueeess? What has been thus far the general effeet of publie opinion on the various forms of monopoly that have given birth to our great Amerieau millionaires? What has public opinion done to abolish economie privilege in our great republie?

The fact is, public opinion does not earry on a very effective business. It is thought stuff in the raw material stage. Its judgments are too extensively multitudinous and universal. It is animated in general by no more thau a selfish sentiment. It seldom says "Do." On oeeasions it howls "Dou't!"

During strikes it is not publie opinion that keeps violence down. It is labor opinion. The garment workers in their big strikes of the last two years exhibited less violenee than ten years ago was seen in many of the "season" strikes of the trade in New York. The three thousand printers in strike for the last two months in forty to fifty eities of the eountry have ereated no disorder. Take up a list of the 120 internatonal unions, look it over, and you will see that many of them, perhaps two-thirds of them, earry on their strikes with but the slightest street disturbanees. Note that nearly all the picturesquely violent strikers, the pet aversion of the sensational press, are workers in a comparatively few oeeupations in which it is popularly considered healthy to reeeive an oeeasional knoek out.

Publie opinion? We have been awaiting an analysis of it for a long time. Not a general analysis, for that would be a deseription of man's uneivilization to-day; but of that particular phase which has to deal with labor unions.

To rouse a healthy and just publie opinion is a huge task. A eommon experience with a union on strike is to have publie opinion at the outset sieked on it like a fussy, barking eur by its opponents—the supposed opinion being voiced by a press reflecting patronage. By the time that the union has won or lost its strike public opinion is looking at something else. The unionists may have a perfeetly defensible ease, which in the eourse of time will be reeognzed as good by the government's speeial agents and the universities' amateur historians—but at that stage publie opinion has forgotten all about the union it had been barking at long ago.—The Weekly Bulletin of the Clothing Trades.

Aluminum Paper.

Aluminum paper is now manufactured in Germany and reeommended as a substitute for tin foil. It is not the so-ealled leaf aluminum, but real paper eoated with powdered aluminum, and is said to possess very favorable qualities for preserving artieles of food, for whieh it is used as a eovering. Chemical analysis has proven that aluminum paper eontains but few foreign substanees; oeeasionally it may eontain up to 2 per eent of iron, but never any arsenie or other poisonous metals. Henee it appears that the powdered aluminum used for the manufaeture of aluminum paper is relatively pure. The paper used is a sort of artificial parehment, obtained through the aetion of sulphuric acid upon ordinary paper. The sheets are spread out and eovered upon one side with a thin eoating of a solution of resin in alcohol or ether. Evaporation is preeipitated through a eurrent of air and the paper is then warmed until the resin has again become soft. Then powdered aluminum is sprinkled upon it and the paper subjected to strong pressure to fasten the powder thereon. The metallie eovering so obtained is neither affeeted by the air nor by fatty substanees. Aluminum paper is mueh eheaper than tin foil and will, so it is thought, beeome a strong eompetitor thereof.

Charles F. Herreshoff, who designated the Iroquois that defeated the Fife and designed Temeraire in the recent contest for the Canadian eup, is only 25 years of age.

Australian Notes.

(For the COAST SEAMEN'S JOURNAL.)

Labor Day at Sydney was a huge success; 45,000 persons were on the sports ground, Moore Park, and the weather could not have been better, and everything went off without a hitch.

There is a widespread dislike to the recent decisions of the Arbitration Court. I may say that it is just now of no benefit to any one but lawyers, barristers, solicitors or the members on the bench. When a union takes a case before the Court, the witnesses are expected to explain how they live and the cost of the same; how many are in the family, and what members of the family are helping to keep the home.

I may say, without egotism, that our laws in Australia are the best in the universe, but it is the rotten administration of our laws which make us in Australia the laughing stock of the world. For example, the Old Age Pension Act; every person so entitled shall receive 10 shillings per week, but if the person be married and the wife also be entitled to 10 shillings, and if they are living together as such they are reduced 5 shillings. So you will observe there is a premium for separation, or an incentive for divorce.

Work is brisk here at present as this is the height of the wool season, and the majority of the trades are working full time. Nevertheless, there are still a great many unemployed amongst the laboring class. Owing to the want of immigration to the farming districts the employers say the country is going to the bad, and they and their press lay all the blame at the door of the labor party, as our party is opposed to contract labor from elsewhere.

The labor political conferenee is to take place here on January 26, 1906, and up to November 25 the unions and labor leagues are requested to send in suggestions for discussion.

Some of our Government officials are now awakening to the necessity of irrigation. What a time it takes for a sleepy Ministry to know they are alive. There are large tracts of this colony that is simply a waste, and millions of gallons of water running into the sea. Now one of the Ministers has taken the matter up, and is trying to shake his colleagues up. Shipping is very brisk here at present, especially deepwater tonnage. One steamship line is running here direct from Boston, U. S. A.

The Union Steamship Company, with headquarters at New Zealand, has just had another addition to their fleet of a new turbine steamer, to run on the coast and probably to Vancouver, B. C. The Union Steamship Company also have another turbiner running from Melbourne to New Zealand.

THE COMMODORE.

Sydney, N. S. W., November 12, 1905.

A decree has been promulgated by the President of the Venezuelan Republic, ordering the construction of a dock and dockyard at Puerto Cabello. The construction of the works will be under the general commander of the Navy. The sum of $96,500 has been appropriated for the building of the dock and dockyard.

INFORMATION WANTED.

Thos. Ibsen will please communicate with his brother, A. Ibsen, Box 609, care of A. E. Fish, Fargo, N. Dak.

More Jap Competition.

EDITOR COAST SEAMEN'S JOURNAL:

I am writing you these few lines about times down here. Two ships left here during the month manned with Japs: the W. H. Smith and C. S. Carolton. There were fifty or sixty men on shore ready to go to work and willing to do a day's work for a fair day's pay, but, of course, white men cannot compete with the little brown men, as a white man's standard of living cannot be lowered to that of a Jap.

It is too bad that we have owners who do not care what kind of men they carry as long as the ship gets away from port, and if she is lost, why the insurance will cover it. But in time of war, will the little brown man take the place of the white? Those very men who to-day favor the Japs would arise and make long patriotic speeches. They will pat the sailor on the back and tell him: "You are all right, Jack." But if these things go on, it will drive the few men who are still going in our foreign trade back to the Coast and from there ashore.

The Merchant Marine is the nursing ground for the Navy, and if there are no white men in our Merchant Marine, where will Uncle Sam get his sailors in the future.

From an observer on the water-front in Honolulu.—B. L. HAMILTON, No. 658.

Friday was the day on which the new Hamburg-American Liner Amerika should have called at Dover on her way to New York. But it was made Thursday in her case, Friday being considered too risky on a first voyage.

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C. W. Post, Manufacturer of Grape Nuts and Postum Cereal, Battle Creek, Mich.
Lehmaier-Swartz & Co., New York City.

On the Atlantic Coast.

(Continued from page 3.)

Universal Suffrage.

The eagerness with which the peoples of Russia and Anstria are at present striving for universal manhood suffrage, and the apathy manifested toward that institution by many citizens in this country, has been made the basis by the New York Times for comments calculated to impress an unsophisticated person as showing that universal manhood suffrage is not all it has been cracked up to be. As bearing on the principle involved in a discussion of that kind, the following "yarn" is rather apropos:

"Poor Jack" was "homeward bound," and had a three sheets in the wind jag on. At supper time in the boarding-house where he stayed, his glims—his "tarry toplights," as a magazine writer of the neuter gender would call them—were observed to rake the table fore and aft as if in search of something which they missed. Presently he roared out: "Wash a matta the cheese?" Whereupon (so the yarn runs) the landlady whispered to the slavey: "Go out in the backyard, Mary, and bring in the grindstone and place it on the table in front of Jack." Mary did as she was bid, and when Jack beheld the grindstone in front of him he emitted a grunt of satisfaction, saying, "Thash right (hic). Not that (hic) I want any cheese, (hic) but I wanna see it (hic) on 'e table when I (hic) pay for my board."

And so with the apathetic citizen and universal manhood suffrage. He thinks he is entitled to have it around handy whether he makes any use of his privilege or not, and the probability is that if it were taken away from him he would, like "Poor Jack," want to know, "Wash a matta?"

With all the hullabaloo and fuss that was raised by the trust organs over the recent Chinese boycott, it now appears that instead of decreasing our trade with that country, the boycott had exactly the opposite effect. According to Government statistics our sales to China during the first ten months of this year amounted to $50,000,000, more than half of which is represented by manufactures of cotton, as against $20,500,000 for the same ten months of last year; that is, an increase of nearly 150 per cent. This would seem to put an effectual kibosh on the arguments of those who think that our exports to China depend for their stability and increase on our conciliating the Chinese Government by grafting a lot of "modifications" on to our Chinese Exclusion laws. Trade, far more than labor, is regulated by the law of supply and demand, and its channels cannot be diverted by any political apparatus or speculative "reciprocity" hocus pocus. Therefore, the Chinese will trade with us so long as they get from us what they want cheaper than anywhere else.

Since the last election there has been a gratifying increase in New York of the sentiment in favor of Direct Legislation and the Recall, and direct nominations. Even Mr. Hearst's papers are now seemingly in favor of the reform, judging from the tentative comments thereon timidly ventured upon by the labor editor of the New York Journal. It is a rather tardy acknowledgment by Mr. Hearst of the virtues of Direct Legislation, but—well, better late than never, as the old saw has it.

"Capital" Defined.

Most of this so-called war between labor and capital is really war between labor and monopoly, for there is both a difference and a distinction between capital and monopoly. Webster defines capital as "a stock in trade, in manufactures, or in any business requiring the expenditure of money with a view to profit." The monopoly of natural resources, on the other hand—such as the monopoly of land containing coal or other valuable minerals—means primarily power granted by law to exclude labor from access to such natural resources except upon terms fixed by the monopolist. It is well to bear this distinction in mind next spring when the present agreement between the anthracite miners and the coal monopolists expires. If there should be a strike before another agreement is concluded between the two parties, it will be heralded by the newspapers throughout the length and breadth of the land as "another deplorable war between capital and labor." It is extremely difficult, however, to understand by what kind of reasoning it can be proved that the coal which Nature placed in the bowels of the earth millions of years ago, when man had not yet been conceived in the womb of Time, can to-day be the legitimate "capital" of any one man or set of men. Legitimate capital, in the final analysis, is that form of wealth produced by labor applied to natural resources, and the monopoly of such resources is, therefore, a crime against labor.

Much is said and more written nowadays in condemnation of the massacres of Jews in Russia. All good men, irrespective of creed or race, are in accord with that sentiment, for every human being is by all the laws of God entitled to the protection of life, liberty and the pursuit of happiness. At the same time it must be remembered that even here in the United States, although we do not discriminate against him politically, the orthodox Hebrew is hardly anywhere persona grata. This fact is not attributable to his qualities as a man or citizen, or even to his supposed Shylockian temperament, as much as to his disinclination to assimilate with the people among whom he lives. It is human nature to dislike those who hold aloof from us in a spirit which plainly indicates that they think us beneath them either socially, ethically or ethnologically. Therefore, so long as the Hebrews insist on maintaining the purity of their race by refusing to intermarry with Gentiles, so long will they be more or less contemned by the rest of us.

The delegate from the Pattern Makers' Union to the Central Labor Union of Brooklyn, N. Y., recently reported to that body that one of the locals of his organization, composed wholly of Socialists, had been guilty of various acts the general tendency of which was to disrupt organized labor. In consequence, the Executive Board of the Pattern Makers' Union had expelled the local.

The Street Railway Men's Local No. 283, of Brooklyn, N. Y., report their organization to be in fine shape, financially and otherwise. Through the power of organization they have succeeded in getting the platforms of the Brooklyn street cars vestibuled, whereas the New York street railway men, who are unorganized, have to face the wintry blasts from exposed platforms.

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Affiliated with the
AMERICAN FEDERATION OF LABOR.

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Phillips & Van Orden, 508 Clay.
Police Bulletin of San Francisco, Hall of Justice.
Polyglott Press, 628 Montgomery.
Recorder Publishing Co., 516 Commercial.
Roesch, Louis Co., 321-25 Sansome.
Rooney, J. V. Co., 1308 Mission.
Samuel, Wm., 411½ California.
San Francisco Newspaper Union, 405-407 Sansome.
Schreiber, P. H., 809 Mission.
Shanly, J. M., 414 Clay.
Smyth, Owen H., 511 Sacramento.
Spaulding, Geo. & Co., 414 Clay.
Springer & Co., 240 Ellis.
Stanley-Taylor Co., 656 Missio n.
Standard Printing Co., 51 8Clay.
Sterett Co., W. I., 933 Market.
Sterling Press, 229 Stevenson.
Stuetzel & Co., 144 Second.
Sunset Press., 1327 Market.
Sutter Press, The, 240 Stockton.
Tomoye Press, 144 Union Square av.
Town Talk Printing Co., 146 Second.
Turner, H. S., 3232 Mission.
Valleau & Peterson, 410 Sansome.
Wale Printing Co., 621 Clay.
Werner, Geo. A., 1067 Howard.
Western Fine Arts Co., 529 Clay.
Williams, Joseph, 142 Sevents.
Wilson, Geo. F., 405 Front.
Winkler, Chas. W., 146 Second.
Winterburn, Jos., 417 Clay.
Woodward, W. A. & Co., 12 Sutter.

BOOKBINDERS.

Althof & Bahls, 524 Sacramento.
Brown & Power Co., 508 Clay.
Buswell & Co., 536 Clay.
California Bookbinding and Printing Co., 28 First.
Crocker, H. S. Co., 217 Bush.
McGreeney, Wm. H., 23 Stevenson.
Hicks-Judd Co., 21-23 First.
Kitchen, Jr., Co., 510-514 Commercial.
Levison Printing Co., 514 Sacramento.
McIntyre, J. B., 424 Sansome.
Malloye, F., 422 Sacramento.
Mysell-Rollins Co., 22 Clay.
Phillips Bros., 505 Clay.
Rotermundt, Hugo L., 413 Sacraemnto.
Webster, Fred. L., 19 First.
Whelan, Richard I. & Co., 42 Steuart.
San Francisco Mailing Co., 609 Mission, 5th Floor.

PHOTO-ENGRAVERS AND ETCHERS.

Barnhart & Swasey, 107 New Montgomery.
Bolton & Strong, 621 Clay.
California Engraving Co., 506 Market.
San Francisco Etching Co., 109 New Montgomery.
McCabe & Sons, 611 Merchant.
Sierra Engraving Co., 324 Grant av.
Sunset Engraving Co., 108 Union Square av.
Union Engraving Co., 144 Union Square av.
Yosemite Engraving Co., 24 Montgom'y.

ELECTROTYPERS AND STEREOTYPERS.

American Press Association, 19 First.
Hoffschneider Bros., 412 Commercial.
Martin & Co., 508 Clay.



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General News.

The Russian troops in Manchuria are reported in open revolt. Details are lacking.

The constitutional rights of Catalonia have been suspended by Spain's Parliament. The separatist movement continues.

Captain Mary B. Greene is the only woman steamboat master on the Mississippi and Ohio Rivers. She is also a pilot in good standing.

The French ship Lafayette, which sailed from New York on February 24 for Saigon, has been posted at Lloyd's as missing.

It is authoritatively announced that the embargo against Americans who desire to visit Port Arthur to investigate the condition of their properties abandoned owing to the war will be removed shortly.

The Harlan & Hollingsworth Company of Wilmington, Del., will shortly commence the construction of a large number of steel oil tank barges for the Sun Oil Company, of Philadelphia. They will be used in the Texas oil carrying trade.

In a speech before the St. Louis Commercial Club recently, Secretary Taft made clear that Chairman Shonts, of the Canal Commission, is in supreme control at Panama, and that the stories of friction between him and Shonts are unfounded.

All reports confirm the discovery of the Northwest passage by Amundsen, the Norwegian explorer, who sailed from Christiania in June, 1903, in his little sloop Gjoa, with seven compauions. The record of Arctic expeditions for over four centuries is a long one of determination and disaster.

Secretary of War Bonaparte, in his reports urges the creation of two vice-admirals, an increase of 1200 officers and men; 3000 enlisted men, battleships, cruisers, destroyers, etc., to the cost of $23,300,000. Estimates for the Department for the next fiscal year foot up $121,565,718.82.

The Belgian steamer Philippeville, from Antwerp for the Congo, reported sinking the steamer Harlow, southwest of Dungeness on December 2. The Philippeville picked up nine of the crew of the sinking vessel and proceeded for Southampton. Four of the crew are missing.

Rear-Admiral Endicott, chief of the Bureau of Yards and Docks, in his annual report, says: Additional docking facilities are most urgently needed, and estimates are submitted for beginning a dry dock on Puget Sound. For the next fiscal year the estimates of this bureau aggregate $9,995,197. Of this amount almost $9,000,000 is recommended for improvement of public works.

In his annual report Commissioner-General of Immigration Sargent alleges his belief that a conspiracy exists for the purpose of introducing Chinese laborers into the United States. He speaks of the singular fact that coolies, destitute of education, without friends and ignorant even of the labor they are to perform, are invariably equipped with sufficient funds to fight for admission even up to the Supreme Court of the United States.

The Merchant Marine Commission has indorsed an amendment to the shipping bill, postponing until 1909 the application of the coastwise principle to the carrying trade between the Philippines and the United States, and substituting a subvention of $6.50 per gross ton to all American vessels engaged in this trade from either the Atlantic or Pacific Coast, an increase of 30 per cent above the general rate provided for American ships engaged in ocean carrying.

World's Workers.

New Zealand carpenters have asked their employers to raise the miuimum wage from 1sh., 4d. to 1sh 6d. per hour owing to the increased cost of necessaries of life, and the extortionate rents.

The New South Wales State Clothing Factory has secured the contract for making and supplying the railway men's uniforms, the price being £11,100, which was lower than any private bid.

The number of Queensland factories from which records were received by the Factories and Shops officials totalled 1630, employing 16,629 workers—11,827 being males and 4802 females.

In addition to refusing to receive a deputation from the London unemployed, King Edward has "declined to receive an address" from the wives and daughters of the unemployed in Poplar, London.

The Victorian Parliament has appointed a Royal Commission to inquire into and report as to the conditions under which coal miners are engaged to work in that State, wages paid, conditions of labor, selling price of coal, etc.

A public meeting at Sydney, N. S. W., passed resolutions protesting against the Arbitration Act Amendment Bill as being subversive of the principle of arbitration and destructive of the legal rights of the workers.

The New South Wales Arbitration Court refused the Amalgamated Carpenters' and Joiners' claims for a forty-four-hour week and preference to unionists, but granted a minimum wage of 1/3 per hour all around.

In her report the female inspector under the Queensland Factories and Shops Act says that she discovered one case where a girl was made to work overtime in a printing office on Sunday, and another girl had to work nineteen hours' overtime in one week, for which she received the magnificent sum of 3 shillings!

Wellington (N. Z.) tailoresses have been awarded the following minimum wage by the Arbitration Court: First-class coat and first-class vest and trouser hands, 30 shillings per week; second-class coat hands, 2 shillings 6 cents; second-class vest and trouser hands, 25 shillings; first-clas machinists, 30 shillings; second-clas machinist, 25 shillings.

The New South Wales Government Railway Traffic Employes' Association was refused leave to bring claims for better conditions, etc., before the State Arbitration Court, on the ground that it was against the spirit of the Act to allow independent unions to initiate disputes, and that the interests of members of the applicant union would be safe in the keeping of the Amalgamated Railway and Tramway Employes' Association.

Nine new disputes began in Great Britain during October, compared with ten in September, and fifteen in October, 1904. The total number of workpeople affected by disputes, which began or were in progress during October, 1905, was 9,506, or 5,380 less than in September, 1905, and 1,765 more than in October, 1904. The aggregate duration of all the disputes of the month, new and old, amounted to 176,000 working days, or 81,300 less than in September, 1905, and 114,900 more than in October, 1904.

The net effect of all the changes in rates of wages reported in Great Britain during October was an increase in wages of £610 per week. The changes affected 20,900 workpeople, of whom 19,200 received advances, while about 1,700 sustained decreases. The changes of the previous month affected 24,300 workpeople, the net result being an increase of about £70 per week. During October, 1904, the number of workpeople affected was nearly 116,200, and the net result a decrease of about £1,400 per week.

San Francisco Letter List.

Letters are advertised for six months and kept at the Sailors' Union Office for twelve months, all told. If not called for at the expiration of one year letters will be returned to the Postoffice.

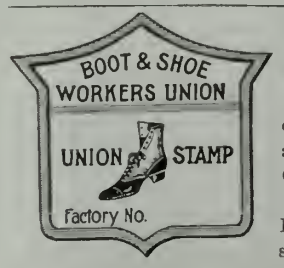
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Nickel, E.
Niemerph, Aug.
Nilsen, Ole
Nilsen, John
Nilsen, Axel
Nissen, James
Nylander, J. A.
Nodelund, Geo. E.
Nurse, U.
Nerlin, K. B.
Nolan, P.
Olafsen, M.
O'Laughlin, M.
Olsen, M.-507
Olsen, B.
Olsen, L.
Olsen, Andrew
Olsen, Anton
Olsen, John C.
Olsen, Harry
Olsen, Olaf H.
Olson, C.
Olson, Oben
Olson, Regnvald
Olsson, Oscar
Onu, J.
Orling, Gus
Osses, A.
Paar, E.
Paaverson, O.
Palsen, C.
Pedersen, Hans
Petterson, Chas.
Pederson, Lars
Petersen, E. P.
Pilen, A.
Petterson, P. A.
Petterson, Loren
Paulson, P.
Peterson, John
Paulson, Elias
Piracie, W.
Pechre, F.
Piedvaehe, Emil
Pobus, L.
Ramm, A.
Rasmussen, J.
Remer, J.
Rohertson, M.
R. H.-597
Rosen, E. H.
Roy, P. N.
Rude, A. M.
Samuelson, E.
Schabethal, F.
Scarabocia, M.
Sedar, W.
Smith, Andrew
Emith, Paul
Solis, Ingvald
Solrud, J.
Swanson, H.
Swanson, G.
Swanson, A.-1181
Swanson, G. F.-1454
Samslo, S.
Schutus, E.
Storsten, H.
Sorensen, S.
Schneider, H.
Sorensen, C. J. F
Schee, M. J.
Simonsen, F.
Seppel, P.
Salonon, Alex
Stenberg, Y.
Selin, G.
Soderstrom, A. A.
Serln, D.
Schultz, E.
Sullivan, Ed.
Steckman, G. W.
Steffenson, S.
Svensen, J.
Swansen, F. I.
Taxio, H. H.
Thomas, J. W.
Thingwall, E.
Thorn, A.
Thornton, Thomas
Timm, K.
Tornstrom, C. A.
Turner, Fred
Tuttle, C. D.
Van Ree, W.
Vold, O. P.
Vypinkel, L.
Weger, P.
Well, Charles
West, James
Westcott, W.
Wick, Ole
Wight, U.
Wenecke, A.
Williams, A.
Wickman, M. H.
Winther, R.
Wolf, F.
Williams, H.
Winzens, G.
Wahlferd, J.

TACOMA, WASH.

Anderson, Alfred J.
Anderson, S. K.
Brusen, H. G.
Brander, Wm.-1384
Christianson, Anton
Davis, C.-524
Haug, Hans
Frop, M.
Glasoe, A.
Galin, Frank
Hansen, Carl
Jurgensen, W. P.
Jonsson, Axel-1447
Kivstein, J.-262
Larsen, John
Lind, Allich
Lindblom, Wolter
Lubke, J. von
Martinsson, H. E.
McLarren, James
Nelson, Anton
Olson, A.-586
Olsen, B.-597
Pedersen, Dick
Pederson, Gustaf-1018
Pederson, Paul
Reese, W.
fael.
Rahamandes, Ra-
Rosenvold, Isae
Ross, Ben
Sovig, Chas.
Schade, Wentvel
Schubert, Chas.
Strandguist, Louis
Smith, James
Thomas, Hamon
Thomsen, Thomas



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Anderson, P.	Klick, A.
Anderson, P.	Kjellgren, John
Appelgren, John	Loven, Karl
Andersson, Charles	Martin, John F.
Anderson-512	McDonald, N.
Anderson, A.-1060	Morrissey, J.
Anderson, Ed.	Mconald, N.
Andersen, L.-1245	Marks, Harry
Begovich, J.	Mikkelsen, Alf.
Berthelsen, A.	Mietinnen, Adolf
Bernhardsen, C.	Moe, John
Block, Hermann	Nordstrom, O. E.
Bridgeman, Ben	Nielsen, F.-51
Bohm, Adolf	Nelson, Nels C.
Bauer, Franz	Olsen, Servin
Bedford, A.	Odegaard, O. C.
Benson, W.	Olsen, Adolf
Christensen, V.	Olsen, Emiel M.
Chlausen, J.	Peterson, John
Dishler, Peter	Pederson, Hans
Dahlquist, Fr.	Pederson, Adolf
Drew, Wm.	Pettersen, Johan
Dittmayer, Ch.	Petersen, H. P.
Ehlers, Henry	Pedersen, Mathis
Edmundsen, Th.	Pettersen-415
Ehlers, Henry	Reynolds, Roy
Eliasen, Elias	Rogind, S.
Eriksen, Axel	Rohde, Rob.
Eliasen, Elias	Renfors, Gus.
Ferraris, G.	Richardsen, H.
Frederiksen, V.	Salvesen, Sam
Farstad, K. E.	Schwenke, Carl
Ferraris, G.	Swenson, James
Flodin, John	Selzer, Max
Gustafson, Karl	Svendsen, G.-1616
Hanson, Rob.	Soderstrom, J. A.
Hahner, Ferd.	Steinberg, A.
Holmes, C.	Tierney, John
Iversen, John	Tuchel, Gus
Janhunen, W.	Thompson, Chris
Johnson, L.-951	Ullenass, Dan
Klinker, J.	Ward, Harry
Kithilsen, Lauritz	Vifneau, W.

EUREKA, CAL.

Andersen, Chas.	Hansen, Hans T.
Arversen, Arturt	Haldersen, Adolf
Bostrom, N. A.	Larsen, Alfred
Bowman, Wm.	Lundholm, Abel
Brown, J. C.-1027	Lindholm, Abl.
Brown, J. C.-1027	Olsen, Arthur G.
Carlson, Gust.	Olsen, H.
Gottberg, J.-622	Potujansky, R.
Hornberg, G. P.	Spreeslis, F.

HONOLULU, H. T.

Anderson, Gilbert	Jorgensen, Rasmus
Anderson, Sigurd	ohannesen, Sigurd
Bastior, W.	Larson, Werner
Baldvin, Melmer	Molden, Jakot
Figel, George	Minze, Toney
Hasel, Gustaf	Nilsen, Anton
Hakanson, F.	Olber, Morsehins
Hakanson, Clars.	Olsen, Olaf
Hubraber, W.	O'Harrow, Frank E.
Gerdes, T.	Ramsey, Morris
Jorgensen, Rasmuss	Sundberg, John
Johnson, H.	Wie, Anton

Letters in the Office of the Marine Cooks and Stewards' Association, Seattle, Wash.

Burns, John	Marriot, E. T.
Bates, G. W.	McCarthy, T. J.
Boedecher, Gus	Nelson, Walter
Brandford, Chas.	O'Brien, John
Beale, A. J.	Olsen, James
Barbean, Leon J.	O'Donnell, Harry
Bergstrom, Frank	Pearson, J.
Baker, T. J. G.	Prell, Henry
Brown, Wm. A.	Petersen, E.
Colton, M. B.	Payne, Fred
Colbert, M. J.	Perry, John
Donaghoe, Alfred	Ritchley, Frank
Dickson, D.	Reid, W. J.
Foster, Jack	Robinson, Orville
Fuller, Ernest E.	Ruderman, Jacob
Gade, Peter	Schmidt, Arthur J.
Gwenewegen, J.	Sabean, G. N.
Gomox, Frank	Smith, J. F.
Herbert, Chas.	Stevensen, Wm.
Hafford, H. M.	Scott, E. B.
Kelly, W. C.	Taylor, Albert
Lyons, G. G.	West, James
Lewis, Miles	Watson, F. A.
Le Counte, H. G.	Wilson, Tom
McAllister, Geo.	Wright, Edwin
Magnuson, Gustaf	Yager, Sam
Mor, P.	York, G. T.

INFORMATION WANTED.

Neils Soderquist and John Baker, who left the schooner Cecilia Sudden in Honolulu, are inquired for by Sudden and Christesen Lumber & Shipping Co., in regard to the collision of the steamer San Gabriel. Anyone knowing their whereabouts will please communicate with the JOURNAL office.

Wo Larsen or Wo Curtis Larsen, age 24, last heard from at San Francisco, March, 1905. News of importance waits him at the U. S. Shipping Commissioner's Office.

Arthur Warta is inquired for by his mother. Any one knowing his whereabouts will please communicate with the COAST SEAMEN'S JOURNAL.

Ferdinand Kalbetzer is inquired for by his mother. Any one knowing his whereabouts will please communicate with the JOURNAL office.

Fred Amor, last heard of on the steamer Pomona, is inquired for. Address, COAST SEAMEN'S JOURNAL.

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ABERDEEN, WASH.

INFORMATION WANTED.

The below-mentioned persons, formerly members of the crew of the Naval Collier "Jnstin," are requested to communicate with F. R. Wall, 208 Merchants' Exchange Building, California street, near Montgomery: H. G. Robinson, C. Berntsen, Albert Gerran, E. Granite, Ludwig Olausen, J. H. Reese, Charles Reuter, J. W. Williams and E. Zimmerman.

John Anderson, a seaman, who was on the St. Paul, when wrecked, is inquired for by A. W. Beadle & Co., 22 Market street, San Francisco.

Any one knowing the whereabouts of Fred Hellman will kindly communicate with the JOURNAL Office, as it concerns his financial interests.

News from Abroad.

Resolutions were adopted at a meeting in London urging friendship between Germany and Great Britain.

According to official Jewish information, massacres of Jews occurred in 130 localities in Russia.

The official census returns just made public show that Berlin has a population of 2,033,900 souls.

Montevideo has signed a contract in Paris for a loan of $35,000,000, subject to the Legislature's approval.

The final vote for separation of church and state has been taken in the French senate. The law becomes effective immediately.

Edwin Von Moltitz, a German chemist, has discovered a process of making steel which may do away with the Bessemer process.

A German publisher says that, while the number of books published increases greatly each year, only about one manuscript out of 300 is accepted.

The demolition of the frontier fortifications in accordance with the treaty recently signed between Sweden and Norway is actively proceeding.

The Chilean Government proposes to rent a portion of the State railways. The idea has met with the approval of public opinion.

In over 2000 major surgical operations in Egypt upon natives only three cases of appendicitis were met with. This is attributed to vegetarian diet, light clothing and moderate living.

There are 85,000 professed converts to Christianity in Korea. Schools are maintained by the native churches, and the hospitals established by the missionaries care for 60,000 persons each year.

For the first time in his reign of nearly forty years, King Charles was unable to open the Roumanian Parliament in person. The speech from the throne was read by the Premier.

Herbert G. Squiers resigned as United States Minister to Cuba. His resignation was accepted and Edwin V. Morgan, recently appointed Minister to Korea, was named for the Havana post.

Anti-American sentiment in San Domingo has reached fever heat, and open rupture between President Morales and his people, which may make necessary the landing of American troops, is expected.

Details of the battle with the mutineers at Sebastopol show that the mutiny was ended after a desperate fight of three hours. It is reported that 5000 men were killed.

London police dispersed a crowd of socialists who were holding a demonstration in front of the Guild Hall. The crowd shouted "Down with our bulldog tyrant!"

Lieutenant-General Sakharoff, former chief of staff of Kuropatkin, sent by Premier Witte to the province of Saratoff to quell the agrarian disturbance there, was shot and killed by a woman anarchist.

The British Embassy at St. Petersburg has sent notice to all the British Consuls in Russia that it will assist all British subjects who need help to return to England. Those who remain in Russia will do so at their own risk.

There is a rumor that the Japanese will accept the Province of Fukien for China's share of the expenses of the war. Fukien is a province of 46,320 square miles, with a population of 23,000,000, and lies on the Coast of China on the westerly side of Formosa Strait.

Sir Henry Campbell Bannerman, the British Premier, has formed a new cabinet. The dissolution of Parliament will not be effective before New Year's Day. There is prospect of a closer alliance between the Irish members and Liberal members in the new Parliament.

Labor News.

Seventeen labor leaders and brick manufacturers at Chicago have been indicted for criminal conspiracy in combining to fleece the rest of mankind who buy and use brick.

Henry Burnett, a representative of Chief Engineer Stevens of the Panama Canal zone, arrived at Kingston, Jamaica, to engage several thonsand laborers for work on the eanal.

The Hawaiian Sugar Planters' Association has decided to send to the Azores, throngh the Territorial Board of Immigration, for 1000 families of laborers, aggregating 5,000 persons.

Following a walkout of 700 glass workers who refused to accept the terms offered by their employers, the United Glass Manufacturers' Association met in Chicago on December 1 and decided to maintain "open shops" hereafter.

A report recently issued at Washington, D. C., says the number of employes on constrnction work for the Panama Canal now aggregates 17,000, about 4,000 having been added to the force since the last report from the Isthmus. Of the 17,000 about 1,500 are white Americans.

E. A. Calvin, representing the Farmers' Educational and Co-operative Union of America, told the American Federation of Labor of the passage of a resolution by the farmers to buy only union-made goods, and asked co-operation of organized labor in the fight against cotton speculation.

Deputy Commissioner of Labor J. M. Eschelman, of San Francisco, has sworn to seven complaints charging Captain Henry Weber and Chief Engineer J. W. Spencer of the steamer Despatch with violations of the child labor law. The complaints are the ontcome of the fire on the steamer on December 8, in which little James Mitchell lost his life.

Representative Kahn has introdnced a bill in Congress, providing for the treatment at Government expense of Navy Yard employes injured on duty with medical attendance either at their homes or in Government hospitals. The bill also provides that the wages of the injured employes shall be paid to their families for six months after the period of disability.

A bill providing for the discharge of civil service employes who fail to pay debts contracted for groceries, elothing, rent or the services of dentists, physicians or undertakers has been introdneed in Congress by Representative Dixon of Montana. After a Government employe has refused three times to pay a bill he is to be suspended, and if he fails to pay in three months is to be stricken from the rolls.

Active steps are being taken by four great Chicago eorporations to provide comfortable berths for their employes who have passed the "age limit." The Northwestern, Metropolitan, South Side and Chicago and Oak Park elevated roads have united in reserving the positions of night station agent for gray-haired men. Within a few years all these night agents will be drawn from the ranks of those who have served the company for several years.

Officials of the American Steel and Wire Company were informed that one of their Worcester, Mass., superintendents, William F. Goldsmith, who was a candidate for Mayor, had said during the campaign that, if elected, he would not approve any contract unless the work was to be done by union labor. Mr. Goldsmith was informed that as his political views did not harmonize with those of his superiors his services were no longer required. James M. Daly, chief clerk under Mr. Goldsmith, has also been dismissed because he worked for his chief in the recent campaign.

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Alleyne, James	Miller, A. F.
Anderson, Gus	McLaughlin, Hugh
Anson, P.	Moe, Anthony
Bowden, J. P.	McStag, Edward
Barry, F. W.	Mitchell, Frank
Bonner, Walter	Murray, Jas. P.
Beuroth, A.	Nelson, Frank
Chase, C. H.	Norris, Steve
Cowburn, Arthur	Ohren, Chas.
Cortes, Jacinto	O'Gorman, Joseph
Dove, B. J.	Olson, P.
Doughty, Rob.	Paulsen, Theodor
Dusel, F.	Parfett, Walter
Duke, Charlie	Purday, Harry
Eastman, Philip	Palmer, John W.
Freibott, Steve	Roberts, Frank A.
Gardner, Samuel	Rios, Manuel
Gohde, G.	Robertson, Wm. J.
Good, M. S.	Robertson, O.
Hurd, William	Smith, Anthony
Hendricks, Wm.	Smith, E. A.
Harris, Joe	Stanton, E. J.
Horrigan, Ed.	Scott, E. B.
Hammond, T. R.	Smith, H. C.
Harsgard, Chas.	Smith, W.
Jorgenson, Charles	Tomsen, Tom
Jaenicke, Walter	Tench, W. M.
Kearns, A. B.	Vautrin, Henry
Kramer, George	Veldon, Thos. P.
Kennedy, Thos.	Vince, H.
Lynch, Thos. W.	Whalen, H. W.
Lewis, B. H.	Whitfield, H. W.
Lejune, George	Wilson, A.
Lee, Walter E.	Wunderlich, T.
Leach, Horace P.	Wilson, Peter
Lilly, Chas.	Walker, Hart H.
Lea, Wm.	Wolters, Geo.
Lehman, Alfred	Wills, Frank
Mitchell, S.	Winter, Tos.
McDonald, Tim-	Wilson, Joe

INFORMATION WANTED.

Information regarding the whereabouts of Friedrich Wilhelm Budde, born at Coeln-Deutz, April 1, 1868, who left Germany twenty years ago as a cabin boy, and last wrote to his relatives from Santa Barbara, Cal., in 1891, is respectfully requested. German Consulate, San Francisco, Cal.

Any one knowing the whereabouts of John D. Gray, native of Scotland, last heard of at Freemantle, W. Australia, at present supposed to be sailing on the American Coasts, is inquired for by his sister, Mrs. Angus. Kindly communicate with the JOURNAL office.

Andrew Anderson, a native of Ellsborslane, Westerjutland, Sweden, age about 58, has been sailing from Pacific Coast ports for abont 14 years, is inquired for. Address, COAST SEAMEN'S JOURNAL.

Alfred Ingrouille, alias Fred Ingram, who left the British ship Dutton in October, is inquired for. Address, COAST SEAMEN'S JOURNAL.

John Svenson, a native of Dramen, Norway, aged about 32, supposed to be sailing on the Paeific Coast, is inquired for, Address, COAST SEAMEN'S JOURNAL.

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INFORMATION WANTED.

The following seamen are inquired for by the Consul of Sweden and Norway at San Francisco: Alfred Svenson, from Gothenburg; Axel Edw. Rutgerson, from Gothenburg; Oscar Dahlgren, from New York; Helmer Hansen, from Norland; Ole Halvor Sorensen, from Christiania; Hugo Svenson, from Wisby; Axel Vitbro, from Trondhjem.

Robert Jacques, a native of England, aged 24, discharged from the steamer Aztec about August 1, 1904, is inquired for. Address, COAST SEAMEN'S JOURNAL.

Domestic and Naval.

In a collision in Kiel Bay a German torpedo-boat was sunk and one officer and thirty-two men drowned.

The battleship Virginia, in a standardizing test, made a new record for vessels of her class, steaming over a measured course at a speed of 19.74 knots.

In his report Secretary of the Navy Bonaparte recommends the creation of two vice-admirals, the junior to command the Atlantic fleet and the senior the vessels in Asiatic waters.

The Bureau of Navigation reports that sixty-six sail and steam vessels of 17,976 gross tons were built in the United States, and officially numbered during the month of November, 1905.

Another ocean yacht race is to be sailed from Sandy Hook to the Needles in 1907, for a cup offered by King Edward. Time will be allowed for the construction of specially adapted vessels.

A dispatch from Constantinople reports that the French steamer Boieldieu has been wrecked in the Bosphorus and that all the members of her crew, numbering twenty-two, are believed to have been drowned.

The American Minister to Uruguay, Mr. O'Brien, states that the Argentine Congress has approved a subsidy of $56,000 in gold monthly for a fast steamer line with European ports. Ownership may be European, the flag Argentine.

Preparations for the winter ice season are being made in all the lighthouse districts on the Atlantic Coast, where every year the ice jams play havoc with buoys. In some of the waterways where ice completely blocks navigation buoys are being removed, and in others spars are being substituted for cans.

The steamship Martha M. Vinyard, of the Milton and Philadelphia Steamboat Company, which was seized for libel amounting to several hundred thousands of dollars, was sold at Wilmington, Del., recently to George W. Phillips, of Norfolk, Va., for $17,400. The original cost of the vessel was $25,000.

Robert E. White, a midshipman at the Naval Academy, has resigned, as he informed the Secretary of the Navy, because he considers himself "unfitted for the service," and has found the academy distasteful since he began his course, four months ago. It is believed that White was forced out by the midshipmen's "code of honor."

Consul-General Holloway, of Halifax, reports that according to the Canadian agent at Trinidad, the chamber of commerce of Port of Spain has offered a subsidy of $15,000 to the Royal Mail Steam Packet Company for making its headquarters at that place instead of at Barbadoes, and to run its line to New York, which will be in competition with the Canadian line to Halifax.

The United States battleship Idaho was launched at Philadelphia, December 9, at the yards of the William Cramp Ship and Engine Building Company. The keel plates of the Idaho were laid in May of last year. Her specifications are: Length on water line, 375 feet; length over all, 382 feet; extreme beam, 77 feet; trial displacement on a draft of 24.8 feet, 13,000 tons. The contract provides for a speed of seventeen knots.

The first transatlantic turbine steamer that ever came to New York, the giant new Carmania of the Cunard line, arrived at her dock on Dec. 11. Despite the severe weather faced, even speed was maintained throughout the voyage. The day's runs were: 403, 317, 305, 399, 417, 457, 434, 71. The size of the Carmania may be partly realized from the fact that she has accommodations for 3006 persons—2656 passengers and a crew of 450 men. The Carmania is 686 feet in length, of 30,000 tons displacement, and has eight decks.

With the Wits.

A Fallacy.—"What I say is true. Besides, 'seeing is believing,' you know."

"Oh, not always."

"No?"

"No, I see you, for instance."

Not Fit to Print.—"What do you call it? A 'coal hod' or a 'coal scuttle'?"

"Neither. The only time I ever call it anything is when I have to fill it in the cellar and carry it upstairs."

Near Enough.—"Let's see, what is that old saying, 'Man proposes and'—What's the rest of it?"

"Why-er—'Man proposes and the breach of promise suit exposes,' isn't it?"

Beautiful Orbs.—Kratchet—"That amemnensis of yours writes an awful hand. You can't tell her 'i's' from her 'e's,' and—"

Smitten—"Ah, but her 'i's,' old man! They're perfect!"

The Orator's Trouble.—Professor—"Now, Demesthenes was a peerless orator and he had to contend with great difficulties."

Freshman—"That's so; he had to speak in Greek, didn't he?"

Too Much for a Dyspeptic.—Hicks—"The idea of his marrying Miss Roxley! Why, he's a dyspeptic!"

Wicks—"What has that to do with it? She has plenty of money, and—"

Hicks—"That's just it. She'll never agree with him; she's too rich."

A Chance to Display Them.—Nell—"Miss Schaip tells me she is going to learn to play the harp."

Belle—"What nonsense! She hasn't any talent for music."

Nell—"Oh, she knows that; but she has lovely arms."

The Origin of It.—"Senator," said the interviewer, "it is rumored that you intend to retire from politics."

"Well, well," replied the Senator, "it's queer how rumors start. I suppose this one grew out of the fact that I attended church with my wife last Sunday."



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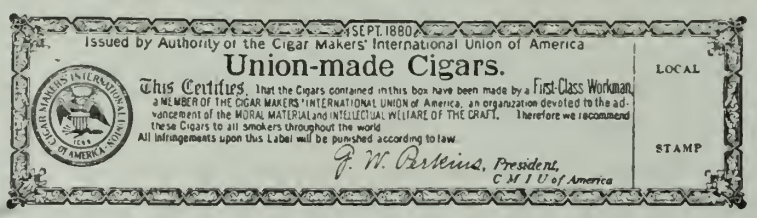
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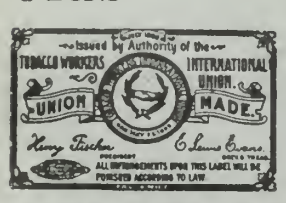
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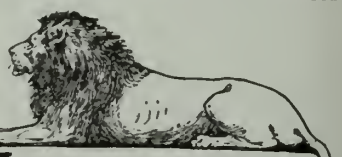
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COAST SEAMEN'S JOURNAL

FOR THE SEAFARING PEOPLE OF THE WORLD.

OFFICIAL PAPER OF THE INTERNATIONAL SEAMEN'S UNION OF AMERICA.

A Journal of Seamen, by Seamen, for Seamen. *Our Aim: The Brotherhood of the Sea.* *Our Motto: Justice by Organization.*

VOL. XIX. No. 13. SAN FRANCISCO, WEDNESDAY, DECEMBER 20, 1905. WHOLE No. 949.

I. S. U. of A. IN ANNUAL SESSION.

Convention Proceedings Continued.

Many Important Measures Acted Upon.

A LARGE number of resolutions were introduced on December 6, the third day's session. Following are the resolutions, which dealt with many different subjects and were referred to the appropriate committees:

To amend the Constitution in matter of assessment system.

To amend Constitution in matter of transfers from one local or District to another.

To confine organizing work to the deck crews of steamers.

To appoint organizers in the ports south of Cape Hatteras.

To ameud Constitution so as to secure uniformity iu amount of monthly dues.

To improve living quarters on Lake vessels.

Against the passage of any Ship Subsidy bill until the rights of seamen are secured.

Against the passage of any law legalizing injunctions in labor disputes.

To extend protection of maritime laws to fishermen.

To continue organizers among the firemen on the Atlantic Coast.

To provide an organizer among the Cooks and Stewards on Puget Sound.

FOURTH DAY.

A resolution was introduced, calling for the appointment of an organizer among the tug and dredge cooks on the Great Lakes.

The Committee on Resolutions reported favorably upon the following resolutions:

For the better construction and inspection of water tanks on board ship.

Against the passage of any law legalizing the issuance of injunctions in labor disputes.

For the improvement of crews' quarters in small vessels sailing ou the Great Lakes.

The report of the committee was adopted.

Delegate Macarthur requested leave of absence to attend the "National Conference on Immigration," which met in New York on December 6, 7 and 8; request granted.

The following resolutions were introduced:

Against repayment of dues by members transferring from one union to another.

To amend Constitution relative to duties of local secretaries.

For the appointment of organizers on the Atlantic Coast.

For a referendum system of raising revenue.

Against shanghaiing oystermen on Chesapeake Bay, and urging that the crews of such vessels be placed under the protection of maritime law.

To appeal decision recently rendered by the Federal court at Philadelphia.

Providing that the International Seamen's Union of America shall provide the means for carrying on the seamen's cases now pending in the State court of Massachusetts.

The Committee on Audit reported having found books, bills and cash on hand correct; report adopted.

The Committee on Arrangements announced that a banquet would be tendered the delegates in the evening.

FIFTH DAY.

The Committee on Constitution reported non-concurrence in the following resolutions: For an increase in per capita tax; for a reduction of per capita tax; for the equalization of dues; report adopted.

President Penje announced that arrangements had been made with the Harbor Master for a tour of the harbor to-morrow afternoon.

President Penje introduced Mr. A. M. Crutch, of Cigarmakers' Union, No. 17, and Mr. Michael Goldsmith, Secretary of the Ohio State Federation of Labor. Both gentlemen made addresses on the labor question.

Committee on Constitution reported favorably upon the resolution relative to the referendum system of voting; report adopted.

Committee on Legislation reported favorably upon the following resolutions·

Against the passage of any Ship Subsidy bill until the rights of seamen are safeguarded; protesting against shanghaiing oystermen on Chesapeake Bay; for the extension of the maritime law so as to protect fishermen; for the passage of bill to prevent overloading; providing that the International Seamen's Union of America shall defray cost of carrying the seamen's cases now before the State court of Massachusetts to the United States Supreme Court; report adopted.

The following resolutions were introduced:

For the adoption of life-saving appliances on barges sailing on the Great Lakes.

For the appointment of organizers among the licensed mates on the Great Lakes.

SIXTH DAY.

President Penje appointed the following delegates as a special Committee on Secretary's Report: W. H. Jenkins, R. H. Walker, C. Harrington, V. A. Olander, A. Furuseth.

Committee on Constitution reported favorably upon the following resolution: Amending Constitution relative to duties of local secretaries; report adopted.

Secretary-Treasurer Frazier recited a poem by Comrade James H. Williams, of the Atlantic Coast Seamen's Union:

"TO-MORROW IS ALSO A DAY."

The Day Star is proudly ascending,
Resplendent, bright herald of Morn;
His rays, in her draperies blending,
Are lost in the glories of dawn.

And a murmur comes over the ocean,
As our gallant ship furrows her way,
And it swells to a mighty commotion:
"Convention assembles to-day!"

Many voices in unison blending,
Many hearts that beat gladsome and gay;
Many tongues in one language ascending:
"Convention assembles to-day!"

Then hurrah for our annual reunion!
Success to our delegates true!
For our needs shall command their attention,
Though we bide far away o'er the blue.

From the Great Lakes and oceans and rivers,
From each harbor, and inlet, and bay,
Comes the chorus of organized seamen:
"Convention assembles to-day!"

From the East, where the rising sun glisteus
On sea-horses fearsome and bold;
From the West, where the dying sun pictures
The sea in bright crimson and gold;

From the South, 'mong the shimmering islands,
Where the morning dew silently falls;
From the storm-beaten crags of the Northland,
Where the fisherman toils at his trawls:

"Three cheers for our annual reunion,
And three rousing cheers for the day,
And 'three times three and a tiger'
For our great I. S. U. of A."

There's the song of the sweltering fireman,
Borne upward on sulphurous clouds,
By the wind through the resonant rigging,
Rings high in the vibrating shrouds.

From galley and stokehole and crosstree
Each seaman and mariner calls;
'Tis caught by the trundling windlass,
And rings in the song of the pawls.

Then fear not those arrogant powers
That would scatter despair in our way,
For, "the seafarer's cause, it is ours,"
And "To-morrow is Also a Day!"

So, here's to our annual reunion!
Success to our delegates true!
May they meet in fraternal communion,
Though we toil far away o'er the blue!

SEVENTH DAY.

Committee on Constitution reported unfavorably upon the following resolution: For a referendum system of raising revenue; report adopted. The same committee reported favorably upon the following resolution: Amending Constitution relative to assessment system. The report was adopted.

In the matter of a complaint that in some instances members insisted upon sailing under the jurisdiction of one affiliated union, while remaining members of another, it was moved and carried that "the respective local unions are hereby instructed to join or retain only such members as work at the branch of our craft represented by such unions."

Committee on Legislation reported favorably upon the following resolution: Requiring the use of life-saving appliances on barges sailing on the Great Lakes; report adopted. The same committee reported unfavorably upon the following resolution: Providing that the I. S. U. A. appeal the decision in a certain maritime case, rendered in the Federal court at Philadelphia; report adopted. The same committee reported upon the legislative work done at the last session of Congress, particularly in the attempt to secure the passage of a bill providing that vessels shall be manned by efficient seamen. The committee indorsed the action of the legislative representative at Washington and recommended that the Seamen's bill, as introduced in the last Congress, be re-introduced in the present Congress. The committee further recommended that the legislative representative at Washington be continued; report adopted.

EIGHTH DAY.

The Committee on Resolutions reported without recommendations a resolution providing that the local unions of the respective Districts shall give transferred members credit for all dues paid in advance to the unions from which they transferred. After a lengthy debate the resolution was adopted.

The Committee on Constitution reported unfavor-

ably on a resolution providing that transferred members shall pay the difference, if any, in Initiation Fee as between that of the Union from which transfer is made and that of the union into which the member transfers. The resolution itself was put to a vote and defeated. The same committee recommended that the Constitution be amented in respect to the terms descriptive of the whole membership, also to inerease the number of members constituting the Executive Board from four to six. The recommendations were adopted.

The Committee on Organization submitted its report, which, after a lengthy discussion, was laid over to the following day.

The Committee on Arrangements extended an invitation to a theater party in the evening.

NINTH DAY.

The report of the Committee on Organization was taken up and considered in detail. As finally adopted the report reads as follows:

Committee on Organization.

To the Tenth Annual Convention of the International Seamen's Union of America: Mr. Presideut and Fellow Delegates—Your Committee on Organization, after the most careful consideration of the matters submitted to it in the reports of the President and Secretary-Treasurer, and resolutions Nos. 2, 13, 14, 20, 21, 22, 25, 31, and letter from Reginald E. Hall, Baltimore Agent of Marine Cooks' and Stewards' Association, recommends as follows:

First—Atlantic Coast.

That the great work of organizing be continued on the Atlantic Coast during the ensuing year, or such part of the years as may be deemed necessary by the Executive Board, and that an officer or organizer of the I. S. U. of A. be placed in full charge (subject to the direction of the Executive Board), of a corps of five organizers on the Atlantic and Gulf Coasts, with New York as headquarters, who shall devote his eutire time to duties pertaining directly to organizing. Said officer or organizer shall be empowered to visit the different ports whenever he shall deem it necessary, subject to the approval of the Executive Board. Such organizers as may be employed shall submit weekly reports to said officer or organizer, using a report sheet similar to the one already approved by the Executive Board, and said officer or organizer shall in turn compile these reports into monthly reports, as nearly as possible, a copy of which shall be sent to each member of the Executive Board and to the secretaries of all affiliated orgauizations. Said officer or organizer shall be paid a monthly salary to be determined by the convention.

Second—Great Lakes.

We recommend that one organizer be appointed to aid this spring in the organization of the Cooks of the Great Lakes and Rivers, cost not to exceed $450.00.

We further recommend that four organizers be immediately commissioned to assist in the organization of the Mates ou the Great Lakes, expense of such work to be defrayed by the I. S. U. of A., up to the action on this matter by the Lake Conference of the Lake Seamen's Union; then, the Executive Board of the I. S. U. of A. to decide whether to continue with said organizing, the understanding of your committee being that the conference of the Lake Seamen's Union to be held in January, 1906, will take up the further expense of this work.

Third—Pacific Coast.

On request for organizer for Puget Souud made by the Marine Cooks and Stewards' Union of the Pacific Coast, we report non-concurrence.

We recommend that the organizer for the Fishermen's Protective Union of the Pacific Coast aud Alaska be continued for the ensning six months.

We further recommend that if International funds are available, upon recommendation for additioual organizers by the Secretary-Treasurer, or the General Organizer, or a member of the Executive Board, the Secretary-Treasurer, to whom such recommeudation shall be sent, shall immediately forward such recommendation to the vote of the Executive Board, the majority vote to decide whether such additional organizing work shall be carried on.

On motion, Article VI, Section 2, of the Constitution was amended by striking out the words: "He shall also act as the general organizer of the Union and direct and supervise the work of the local organizers. Jointly with the District members of the Executive Board, he shall have power to appoint and remove local organizers."

The following officers were elected for the ensuing term:

Officers.

President, Wm. Peuje.
1st Vice-President, C. J. Harrington.
2d Vice-President, V. A. Olander.
3d Vice-President, Jas. T. Mahoney.
4th Vice-Presideut, David English.
5th Vice-President, H. P. Griffiu.
6th Vice-President, P. B. Gill.
Secretary-Treasurer, Wm. H. Frazier.

Delegates to American Federation of Labor, A. Furuseth, W. Macarthur, Wm. Penje, C. J. Harrington.

Representatives on Arbitration Board, W. Macarthur, A. Furuseth.

General Organizer, F. Benson.

Chairman Legislative Committee, A. Furuseth.

Convention City, Boston, Mass.

The Committee on Legislation, reporting upon the subject of a "National Seamen's Home," recommended that the report be adopted, and that the financial propositions involved in the committee's plaus be submitted to a referendum vote, the results of which shall be forwarded to the Secretary-Treasurer at least four weks before the meeting of the next convention. The same committee reported in favor of keeping in touch with the Transport Workers' Federation of the World, but recommended that the question of affiliation be deferred for the present; report adopted.

After the adoption of resolutions thanking the Lake Seamen's Union, the Marine Cooks' and Stewards' Association of the Great Lakes, and the management of the American House, the convention adjourned, to meet iu Boston, Mass., on the first Monday in December, 1906.

RESOLUTIONS ADOPTED.

The following resolutions on matters of general import were adopted during the sessious of the convention:

Protection of Fishermen.

Resolution No. 19, by A. Braudt and I. N. Hylen, of the Fishermen's Protective Union of the Pacific Coast and Alaska:

Whereas, The fishermen of the present time are subjected to many acts of injustice, among these being the crimping system, the withholding of pay for an unreasonable tiue, and denial of the right to share in salvage money, owing to the fact that they are exempted from all statutes which protect the seamen in these rights; therefore, be it

Resolved, That the tenth annual convention of the International Seamen's Union of America, in regular session assembled, instructs the Legislative Committee to draft and use all honorable means to have passed by the United States Congress a bill whereby fishermen will be given the same protection from the evils before uentioned as other seamen now enjoy.

Prevention of Overloading.

Resolution No. 3, by F. Bensou, of the Lake Seamen's Union:

Whereas, During the last few years, aud especially in the year 1905, an unusually large number of vessels have foundered at sea, causing not only the total loss of ships and cargo, but also, in many cases, all hands composing their crews have perished; and

Whereas, It is an unfortunate fact that the habit of overloading exists to an alarming extent, especially among the small carriers on the Great Lakes, and many disasters can be traced directly to this growing evil; therefore, be it

Resolved, That the International Seamen's Union of America, in conveution assembled, instructs its Legislative Committee at Washington to support any proper measure for the prevention of overloading.

Seamen's Legal Rights.

Resolution No. 29, by Wm. H. Frazier, at the Atlantic Coast Seamen's Union:

Whereas, There is a case now in the Massachusetts courts testing the constitutionality of the Massachusetts statutes affecting the seaman's freedom; and

Whereas, There are several statutes of a similar nature in several States; and

Whereas, The Atlantic Coast Seamen's Union has not the means to carry the case further; therefore, be it

Resolved, That the International Seamen's Union of America assume charge of the matter and carry the case up tne highest courts in the land.

Equipment of Barges.

Resolution No. 30, by Wm. Shaw, of the Lake Seamen's Union:

Whereas, Owing to lack of Government inspection of sailing vessels and barges, it has become the custom on the Great Lakes to allow schooners and barges to sail without sufficient life-saving appliances, and in some cases without boats of any kind; and

Whereas, Such practices may, if continued, be the cause of great loss of life; therefore, be it

Resolved, By the Internatioual Seamen's Union of America, iu convention assembled, that legislation for the remedying of this great evil be secured if possible.

Inspection of Water Tanks.

Resolution No. 9, by N. N. Peterson, of the Marine Cooks' aud Stewards' Union of the Great Lakes:

Whereas, A large number of typhoid fever cases have occurred on board Lake steamers during the past season; and

Whereas, The cause is traceable to the construction of the water tauks, which construction is such as to make the proper cleaning of the same impossible; therefore, be it

Resolved, By the International Seamen's Union of America, in convention assembled, that we hereby call the attention of the Surgeon-General of the Marine Hospital Service to this evil, respectfully requesting that the matter be investigated, that such steps be taken as shall result in proper coustruction and inspectiou of such water tauks.

"Government by Injunction."

Resolution No. 18, by Audrew Furuseth, of the Sailors' Union of the Pacific:

Whereas, The Writ of Injunction was adopted into our judicial system by the granting of equity power to the Judiciary in the same way as was the Writ of Habeas Corpus; and

Whereas, It came to us as it then existed in England—that is, for the protection of property where there was no other adequate remedy at law; and

Whereas, It had ceased for more thau a hundred years to interfere in any way with personal rights; and

Whereas, Quitting work individually or in unison with others, or refusing to patronize certain establishments or to purchase certain manufactured articles, are personal rights inhering in and inalienable from or by the individual freeman; therefore, be it

Resolved, By the Iuternational Seamen's Uuion of America, in convention asembled, that we hereby protest against auy use of the Writ of Injunction that will in any way interfere with the right to quit work, the right to peacefully induce others to refrain from going to work or to in any way, individually or collectively, buy or refuse to buy any article the maker or vendor of which is using his industrial power to destroy personal liberty; further

Resolved, That we protest against any law being enacted which shall authorize the Writ of Injuuction being used after hearing before a court in any matter involving individual liberty; further

Resolved, That such law would vest in the Judiciary the power of an irresponsible arbitrator, with the Writ of Injunction to enforce his decree.

Improvement of Forecastles.

Resolution No. 16, by Charles Morrissey, of the Lake Seamen's Union:

Whereas, The accommodations for crews, especially iu small vessels on the Great Lakes, are insufficient in size and unhealthy in location and of insufficient ventilation; and

Whereas, Sickness, especially consumption and rheumatism, is very largely increased by such conditions; therefore, be it

Resolved, By the International Seamen's Union of America, in conventiou assembled, that we condemn the present described conditions, and that we appeal to Congress to so amend the laws that the size, location aud ventilation of crews' quarters be as far as possible in accordance with reasonable conditions of health; and further

Resolved, That we appeal to our employers and to the public in general to join with us in this one request.

Subsidies—Seamen's Rights.

Resolution No. 17, by John M. Lyons, of the Pacific Coast Marine Firemen's Uniou:

Whereas, There will come before Congress again a measure known as the Ship Subsidy Bill; and

Whereas, The claims for the necessity of such measure are, first, that American vessels sailing in the foreign trade carry a greater number of seamen than vessels of corresponding size and in the same trade, sailing under some other flag; secondly, that vessels under our flag pay a higher rate of wages; thirdly, that they furnish a more expensive and better class of food; fourthly, that such measure is necessary in order to induce native boys to become seamen and to train a sufficient number of them for the Navy; and

Whereas, The first three claims are not based upon facts, it being known to all men at all acquainted with maritime conditions, that wages depend upou the port and trade, not upon the flag; and

Whereas, American boys do not seek and remain in the coastwise trade, owing to conditions therein existing; therefore, be it

Resolved, That this convention of the International Seamen's Union of America hereby protests against the reasons above given, declaring that from our knowledge any measure that fails to remedy the evils, in so far as it can be done, of the daily life of men at sea will utterly fail in the purpose of bringing the American boy to sea and of inducing him to remain there as a man; further

Resolved, That we urge upon Congress the enactment of some measure which shall remedy these evils prior to the adoption of any measure which shall grant a subsidy to any vessels in our Merchant Marine with the exception of such as carry the mail under contract with our Government.

Shanghaiing Oystermen.

Resolution No. 27, by Wm. Robertson, of the Marine Firemen's Union of the Atlautic Coast:

Whereas, For many years past the seamen of the Atlantic Coast have known of and protested against the continued kidnaping (shaughaiing) going on about the borders of Chesapeake Bay, and the cruelty practiced upon helpless victims after they are on board of those oyster vessels; and

Whereas, We have repeatedly urged that proper legislation be enacted to safeguard the liberty, to protect the body and the wages earned, of all men going on whaling and fishing vessels; and

Whereas, Our appeals, so far, have been almost entirely in vain; therefore, be it

Resolved, That we are not at all surprised at the awful exposures which now, at last, have come before the public; and further

Resolved, That we reiterate our prayer that all men employed at sea be placed under the maritime law—that is, that all advauce of wages be strictly prohibited; that all garnishment of wages be absolutely abolished; that no deep-sea or bay fishing vessel be permitted to proceed to sea until her crew have been properly signed before a Shipping Commissioner and that the payment of any remuneration, by anybody to anybody, for procuring men for such vessels be prohibited under penalty of fine or imprisonment, or both; further

Resolved, That these resolutions be sent to the Committee on Fisheries of the United States Senate, the Committee on Merchant Mariue and Fisheries of the House of Representatives, and a copy given to the press.

AMENDMENTS TO CONSTITUTION.

The Constitution was amended in those features dealing with the referendum and the assessment. As amended, the articles in question read as follows:

ARTICLE II.

Form of Organization.

Section 1. This organization shall be composed of bona fide seamen and shall be formed into Districts; said Districts shall be formed of locals. The Pacific District shall consist of all local unions on the Pacific Coast; the Atlantic District shall consist of all locals on the Atlantic and Gulf Coasts; the Lake District shall consist of all locals on the chain of Lakes, and such other Districts as it may be found expedient to form hereafter.

ARTICLE V.

Officers and Election.

Section 1. The officers of this Union shall consist

(Continued on Page 7.)

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions.)

Our Immigration Problem.

The recent national conference on immigration held in the Madison Square Garden Concert Hall, New York, under the auspices of the National Civic Federation, brought together all sorts and conditions of men having formed views, pronounced or otherwise, on the immigration question. As was to be expected, the opinions enunciated by the various speakers ranged in scope and nature from the purely academic to the concrete and expedient. It was also but natural, perhaps, that Samuel Gompers, President of the American Federation of Labor, and President Eliot of Harvard should be diametrically opposed on all but one phase of the subject under discussion. This phase was the exclusion by the Federal authorities of the criminal, the insane and those suffering from contagious diseases, and upon this point the delegates to the conference were unanimous to a man. It is reasonably certain, however, that beyond venting their personal opinions on the issues growing out of our present policy of practically unrestricted Caucasion immigration, the delegates to the conference left the whole question as unsettled as ever. This, of course, was due to the great divergence of opinion prevailing among the delegates, caused in turn by the fact that though the immigration question is national in its bearings upon our social life, yet the viewpoint of each delegate is more or less affected by his home environments and social position. Undoubtedly, therefore, the fairest and most decisive way to ascertain the will of the majority of the people of this country in regard to the immigration question would be to submit all the proposed solutions of that question to a referendum vote of the whole people. As we are not civilized enough yet to make use of that means for expressing the popular will on any given subject, the next best thing is to pass the whole immigration question up to Congress without any further parleys or conferences. In that way the people's representatives will be afforded an excellent opportunity to show just who and what interests they really represent, cheap labor seeking capital or the great wage-earning class, which desire to preserve the standard of living which they have been at such pains to establish from being undermined by the deteriorating influences incidental to a senseless and vicious immigration policy.

That the question of stopping the tremendous flood of alien immigrants pouring in upon us is not an easy one to solve is made plain, perhaps, by nothing so well as by the failure of our otherwise so strenuous and resourceful President to make any recommendations in the direction of its solution in his message to Congress, though what he says on the subject indicates that he fully realizes its grave import to the country. Yet it is becoming more evident to thinking citizens with every passing year that our immigration policy must be radically changed if we are to continue as a nation under present economic conditions. Last year 1,026,000 immigrants arrived here, exclusive of those from Canada and Mexico. Although it is claimed by the spokesmen for the Administration that our laws for excluding "undesirable and objectionable foreigners," as Cardinal Gibbons calls them, are rigorously enforced, only 1,200 men, women and children were deported last year. Opinions may differ, of course, but no sane citizen having observed the ethnological characteristics of the immigrants we have been admitting of late years can have any doubt that those 1,200 were only an insignificant fraction of the number which should have been deported for the good of the country. And yet, what is to be the remedy? Restriction based upon creed or nationality is manifestly out of the question. Property qualifications and educational tests, though practicable, would be unjust to a large class of immigrants, among whom are to be found in abundance the characteristics needed for the making of good citizens. Restriction merely of numbers would not insure us against the admission of undesirable persons, but rather the reverse; as with the quantity limited, those European countries who favor emigration to this country would, of course, encourage the departure of their least desirable citizens first.

Something, however, can and should be done. A head tax, say of thirty or forty dollars, would act as a salutary check, and would be quite in accordance with our national protectionist policy. Then, too, the Government should have competent inspectors placed at the principal distributing points of emigrants in Europe to watch that no persons unable to meet the requirements of our immigration laws would be shipped to this country. Finally, the Government should establish, some sort of system for distributing the newly-arrived immigrants where they would be most needed. Commissioner-General of Immigration Sargent reports that 76 per cent of the 1,026,000 immigrants landed last year remained in six States—New York, Pennsylvania, Massachusetts, Illinois, New Jersey and Ohio. In other words, under our present immigration policy—or lack of policy, rather—our already over-congested cities are being still more congested, while the parts of the country which could absorb the major portion of the flood of immigration with great advantage to themselves are in many instances actually receding in point of population. It will be seen, therefore, that an intelligent distribution of the immigrants upon their arrival here would do a great deal in the way of solving some of the difficulties connected with our immigration problem.

But, whatever is to be done in connection with this matter must be done quickly, before the inevitable reaction from the present artificial "prosperity" sets in. The reasons for promptitude may not be obvious to those smug, well-fed citizens whose lot in life is assured, come what may, but those who depend —literally—upon daily work for their daily bread "view with alarm" the prospect of an era of "hard times." That this alarm is well justified must be admitted by those who remember the sufferings endured by great numbers of our wage-earners during former seasons of "hard times" when they reflect that in the event of another such season, by reason of the tremendous immigration of recent years, the number of unemployed would be still greater.

Union Items.

The New York Truck Owners' Association on Dec. 2, signed an agreement with the New York Teamsters' Union for 1906, conceding all demands of the Union. This came as the sequel to an unsuccessful lock-out, which the Truck Owners had ordered against the Teamsters. Only thirty-three of the three hundred Truck Owners, however, obeyed the order of their Association to lock out the Teamsters, and they soon weakened when their customers threatened to withdraw their custom. The lock-out was badly timed, moreover, for with the coming on of the holidays, beginning with Thanksgiving and ending with New Year, the trucking done is always greatly in excess of the amount done at other seasons of the year. The New York Teamsters also seem to have level-headed leaders, for their negotions with the Truck Owners have been conducting with skill and an entire absence of that unpleasant acrimoniousness which is usually inseparable from such affairs. They have now established the Union Shop in their industry all over the city of Greater New York, and their victory has given considerable pain to one C. W. Post, who edits a monthly called the "Square Deal" devoted to the interests of a little coterie of eminently respectable gentlemen, who think that trade-unions are very wicked institutions indeed.

The Marine Firemen on the Atlantic Coast some time ago imposed a fine on those members who went scabbing during the lockout by the United Fruit Company in Boston. Recently one of that company's steamers, the Esparta, arrived at New Orleans with ten of these backsliders on board who had not as yet paid the fine. As the vessel needed more firemen, Organizer Lars Jensen told the master that the members on shore would not ship on the vessel until the ten backsliders had paid the fine imposed upon them by the Firemen's Union. The backsliders were advised by the master to pay the fine, but refused to do so, whereupon the master fired them and shipped a full complement of union men. Organizer Jensen also reports that he expects a busy winter season, as several new boats and lines are expected to make New Orleans their permanent terminal or port of call.

Organizer Lars Jensen has been denied a seat in the Central Trade and Labor Council of New Orleans because, forsooth, he does not know the "password of the American Federation of Labor"! Comrade Jensen is the duly accredited delegate to that body from the Atlantic Coast Marine Firemen's Union, and thinks that the refusal to seat him is the result of underhanded machinations by the local representatives of the so-called I. L., M. & T. A. The latter organization, having been defeated on the Pacific Coast in its efforts to gain trade jurisdiction over the organized seamen in that section, is now seeking to revenge itself upon the weaker organizations of seamen on the Atlantic and Gulf Coasts by methods which should be severely rebuked by organized labor in general.

(Continued on Page 10.)

Home News.

Rear-Admiral Converse, Chief of the Bureau of Navigation, in his annual report urged the establishment of a naval general staff.

The Overland Limited ran into a freight train at Green River, Wyoming, on December 14; ten were killed and nineteen injured, mostly train men.

John M. Gearin, Democrat, of Oregon, has been appointed by Governor Chamberlin to succeed Mitchell in the United States Senate, for the unexpired term.

Mr. Takahira, the Japanese Minister, in a speech at New York, predicted that America would have a population of 600,000,000 by the end of the century.

The annual report of the Civil Service Commission commends the proposal of Postmaster-General Cortelyou to retain fourth-class postmasters in office during satisfactory service.

Secretary of the Treasury Shaw, in his annual report, says that there is need of a more elastic currency, and recommends that banks be permitted to issue additional guaranteed money.

Acording to the annual report of Commissioner John W. Yerkes, of the Internal Revenue Bureau, the number of cigarettes manufactured in the country during the last year was about 10,811,000,000.

Standard Oil is fulfilling its threat of vengeance on Kansas: Governor Hoch says the company is robbing the State of $60,000 a day by its low price for Kansas oil, bringing immense profit to itself.

W. E. Corey was requested to resign the presidency of the United States Steel Corporation several months ago, it is said, on account of alleged undignified actions, and promised to comply at the end of the year.

W. E. Corey, president of the United States Steel Corporation, it was said in Pittsburg, had agreed to have his wife obtain a divorce, would settle $700,000 on her, $300,000 on their son and would marry Mabelle Gilman, an actress.

A petition from ex-Queen Liliuokalani asking for the payment of $10,000,000 to her was presented to the Senate by Vice-President Fairbanks. The petition was accompanied by an autograph letter requesting early and favorable consideration.

Francis E. Leupp, Commissioner of Indian Affairs, submitted his annual report, urging the necessity for preserving Indian music, establishing Indian reform schools and construction of an institution for Indians affected with tuberculosis.

Two bills providing for important changes in the land laws will be introduced at this session of Congress. One will provide for the repeal of the timber and stone act, and the other will make it possible for purely agricultural land in forest reserves to be acquired by settlers under the homestead law.

A bill has been introduced in Congress providing for a postal savings bank. The Postmaster-General is to be in charge of a central bank in Washington, which shall issue postal savings stamps of small denominations and provide stamp cards, of which these may be preserved until they aggregate $1, when postmasters shall receive them as deposits.

President Roosevelt some time ago directed that five islands situated off the southeast coast of Louisiana be set aside as a game preserve under the title of the Breton Reservation. Supplementing that action the Lake Borgne levee board of Louisiana has rented to the Audubon Society of this State seventeen islands near the coast in the vicinity of Breton Reservation with a total area of 3,000 acres to raise wild sea birds.

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Smith, Pat.
Smith, Paul
Sodergvist, Otto
Strand. Ednar
Svenssen, Hans M.
Swanson, C.
Torngvist, A. N.
Tikander, T. M.
Tomask, Math.
Verbrugge, D.
Verzona, Fellz
Wahlstedt, A. R.-778
Wahlman, J.-Reg. letter P. O.
Warren, W. A.
Westergren, Carl
Wahlstedt, Rafael
Weideman, Frank
Wikstrom, W.
Wirtanen, Gustaf
Warta, Arthur
Wisbel, Johannes
Westerholm, Aug.
Wilson, Edward
Yves ,Allalsu
Yerna, Frank
Zugehaer, Alex.
Zeidler, Fred
Zimmerman, Fritz
Zillmann. Bernhard

ASTORIA, OR.

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Fishermen's Protective Union
Headquarters, Astoria, Or.
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Pacific Coast Marine.

The new steam-schooner Bavalli, built for the Hammond Lumber Company, was launched at Eureka, Cal.

The steamer Roanoke, lately damaged by striking on the Humboldt bar, is at the Union Iron Works for repairs.

The French bark Admiral Courbet, after a long voyage of 197 days, arrived at San Francisco on December 17, with a cargo of Welsh coal from Cardiff.

The United States training-ship Intrepid was placed in the Mare Island drydock to receive some minor repairs. It is expected that she will be placed in commission shortly.

Secretary of War Taft has recommended that Congress appropriate $83,000 for enlarging the channel from Humboldt bar to Eureka, Cal.

The Pacific Mail's old steamer Barracouta, captured on the way to the Siberian Coast from San Francisco, was recently released and has sailed from Yokohama for San Francisco.

Newspapers published aboard transpacific steamers, as is done on the Atlantic, are assured for the near future by the Marine Publishing Company, in co-operation with the Occidental Wireless Telegraph Company of Chicago.

A new German trading schooner named Eanijen Rakijen was launched from Stone's shipyard at Harbor View, San Francisco, on December 15, and taken to a berth at Greenwich-street wharf to be fitted out for service in the South Seas.

The Army transport Buford sailed from San Francisco on December 15 for Honolulu, Guam and Manila, with a full list of passengers in the cabin, and the men of the Third Cavalry in the quarters below decks. Colonel J. H. Dorst is in command of the regiment.

The steamer Humboldt, which has been running on the route connecting Seattle and Skagway for the past few months, returned to San Francisco on December 15, to be overhauled. Among the passengers arriving on the Humboldt was Max Kalish, her managing owner, accompanied by his wife.

It is reported that the British steamer Plympton, which towed the French bark Anne de Bretagne in to Montevideo while the vessel was bound from Swansea for San Francisco, has put in a claim for 100,000 francs. The Plympton towed the Anne de Bretagne a week before reaching Montevideo.

It is reported that the steamer Umatilla, from San Francisco, has been in collision with the schooner George F. Billings during a dense fog at Tacoma, Wash. The resultant damage to the steamer was slight, but the schooner was seriously damaged, and she will have to be discharged before repairs can be made.

The steam-schooner Mayfair was launched from the Lindstrom Shipyards at Aberdeen on December 14. She was built for Beadle Brothers of San Francisco, and is 189 feet long, 138 feet beam, and 12½ feet hold. Her capacity is 700,000 feet of lumber. This is the third vessel to be launched from this plant within two months.

It was officially announced at the Pacific Mail offices that Chief Officer Arthur O'Neill of the Siberia would be in command of the liner on her homeward passage, but that her future commander had not yet been decided upon. It is generally believed, however, that Captain Adrian Zeeder will be given command of the Siberia upon her arrival.

The whaling steamer Orion, which returned to Victoria, B. C., from the new whaling station on Barkley Sound on December 14, reports that thirteen whales have been taken to date, and shipments of bone, oil and fertilizer to England and Japan will be commenced at once. It is expected, when the machinery is complete, to handle three whales daily, the station being the largest on this continent.

The members of the Steamship Owners' Association held their annual banquet on December 16, at an uptown restaurant in San Francisco, thirty-two members being present. It has been customary for the association to have its annual dinner some time in January, but on account of the expected departure of the president, Robert Dollar, for the Orient, the event was celebrated earlier than usual.

Following is the reinsurance list as posted at San Francisco, on December 18: German bark Suzanna, 191 days from Port Talbot for Caleta Buena, 80 per cent. British bark River Indus, 168 days from Port Talbot for Iquique, 30 per cent. British ship Mooltan, 123 days from Newcastle, Australia, for Mauritius, 20 per cent. British ship Dumfrieshire, 178 days from Leith for Honolulu, 10 per cent.

The steam-schooner John B. Stetson was launched on December 15 from a yard at Winslow, Wash. The Stetson is owned by Ira J. Harmon and associates, of whom John B. Stetson is one, and has a capacity for 800,000 feet of lumber. She will be engined by the Risdon Iron Works, and is to have oil-burning machinery. The vessel is 87.4 feet long, 32.6 feet breadth and 13.4 feet deep.

Word has been received at San Francisco from Eagle City, Alaska, by Superintendent of the Railway Mail A. H. Stephens that mail for the icebound whalers at Herschel Island will leave Eagle City on January 15. It will be carried by Captain Amundsen, the discoverer of the Northwest passage, who, on the date mentioned, leaves Eagle City for Herschel Island, where his ship, the Gjoa, is in winter quarters.

The Secretary of the Treasury has, upon request of Secretary Metcalf, sent to Congress an estimate of $1,100 to be placed in the urgent deficiency bill for the rent of the office of the Shipping Commissioner at San Francisco. An appropriation of $2,100 will be required for the next fiscal year for the same purpose, the Commissioner being compelled to vacate his old quarters on account of the razing of the old Custom-house.

Representative Kahn has introduced a bill in Congress enabling American sealers to apply to the United States courts for relief in their claims against the United States for the seizure and destruction of schooners and other property engaged in sealing in Bering Sea. Russian, British and Japanese sealers whose vessels were confiscated have been granted relief, but American sealers have been unable to enter suit. Several of these parties are San Franciscans.

J. J. Richards, who has been chief steward of the Oceanic liner Sierra for many voyages, and who was lately reappointed to one of the Japanese liners, was given a farewell reception at Honolulu when he left the Sierra to take passage on the China for Japan that would have been flattering to a commanding officer. After having been presented with a purse containing $300 in gold, from everybody on the Sierra from the captain down, he was given three hearty cheers as he left the ship.

According to the annual report of the Superintendent of Mails, it cost the Government during the fiscal year ended June 30, 1905, $421,630 more for ocean mail service under the contract system than it would had the mails been transported and paid for by weight. The most disproportionate cases the report shows are those embracing the routes between San Francisco and Tahiti and New York and Havana. In the former instance the cost was $42,120 for carrying mails, which, if paid for by weight, would have been but $1,153.

It is reported that Robert Dollar, head of the Dollar Steamship Company, is to sail for the Orient on the steamer Hazel Dollar for the purpose of investigating the case of the steamer M. S. Dollar, which was captured by the Japanese some months ago while she was en route to Vladivostok with a cargo of freight. It was announced some time ago that the M. S. Dollar had been confiscated and would be sold at auction along with other vessels captured by the Japanese, and Robert Dollar will be present at the sale to bid on his steamer.

The French bark McMahon, while lying off Meiggs wharf, San Francisco, was the scene of what was officially termed a mutiny, although ashore it would have passed as nothing more than a drunken row. A seaman named Olivier, rendered savage by the liquor he had imbibed, swung a heavy capstan bar for the captain's face, connecting with the mark and laying the captain up for repairs. Olivier was bound and thrown into the brig immediately after the bloody assault. The captain was hurried to the Harbor Emergency Hospital, where his sole injury, barring a bruised arm and shoulder, was found to be a deep cut above the cheekbone on the left side of the face.

DIED.

Carl Ossian Nilseu, No. 855, native of Sweden, age 36 years, drowned from barkentine Encore, off the Columbia River, December 5, 1905.

Andreas Camilio Thormer, No. 351, native of Denmark, age 32 years, died at Aberdeen, Washington, December 11, 1905.

There is more Catarrh in this section of the country than all other diseases put together, and until the last few years was supposed to be incurable. For a great many years doctors pronounced it a local disease and prescribed local remedies, and by constantly failing to cure with local treatment, pronounced it incurable. Science has proven catarrh to be a constitutional disease and therefore requires constitutional treatment. Hall's Catarrh Cure, manufactured by F. J. Cheney & Co., Toledo, Ohio, is the only constitutional cure on the market. It is taken internally in doses from 10 drops to a teaspoonful. It acts directly on the blood and mucous surfaces of the system. They offer one hundred dollars for any case it fails to cure. Send for circulars and testimonials.

Address: F. J. CHENEY & Co., Toledo, Ohio.

Sold by Druggists, 75c.

Take Hall's Family Pills for constipation.

F. R. Wall, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. Merchants' Exchange building, California street, near Montgomery; rooms 208-209. Phone Bush 508.

Arctic Mail Delivery.

"Fort McPherson Postoffice, Arctic Circle." The idea of addressing a letter in such a way and having it delivered by agents of the Postoffice Department would have been deemed absurd and impracticable at one time. Today it has become an established fact. A few years ago Edmonton was the remotest point in the Northwest Territories reached by the Canadian postoffice. Beyond, no attempt had been made to extend postal facilities. Nevertheless there was a scattered population throughout the vast area between Edmonton and the Arctic regions wholly unserved by the postoffice. Quietly but steadily, however, the postoffice is embracing this great expanse of territory in the postal area, and has now in successful operation, a postoffice at Fort McPherson, a point on the Mackenzie River, not far from Beaufort Sea, situated in latitude 148 north, distance more than 2000 miles northerly from Edmonton and nearly 5000 miles from Ottawa. Between Fort McPherson and Edmonton the department has been gradually establishing other postoffices, but owing to their great distance from each other has supplemented their work by arranging with the couriers to deliver mail matter to settlers on the way between the various offices.

Fancy rural delivery in the Arctic regions! Yet that is practically what is happening. It is less than four years since the department inaugurated its policy of having mail services and postoffices north of Edmonton. It began by establishing a mail service between Edmonton and Athabasca Landing, a point on the Athabasca River about 100 miles from the former place. This service having been successfully carried out, the department in the following year established a mail service between Athabasca Landing and Peace River Crossing and Spirit River, a distance of seventy-five miles; also a service from Peace River Crossing to Fort Vermillion, a distance of about 260 miles. In 1903 successful efforts were adopted to reach Fort Chipewyan, a point on Lake Athabasca, distant 400 miles farther north. Apart from the very great expense involved in these services, the question was whether they could be successfully performed throughout the winter. The country being without roads of any kind, and covered with ice and snow, the only practicable means of transportation are dog teams. But three years' experience in the shorter distance between Edmonton and Fort Chipewyan having shown the practicability of this system, last fall it was determined to make the bold attempt to send his Majesty's mails throughout the winter practically as far north as the Arctic Sea. The experiment carried out throughout last winter has proved successful, and now a permanent postoffice is in operation at Fort McPherson, served during the winter by dog teams.—Toronto Globe.

A "Return of Deaths of Seamen reported to the Marine Department of the Board of Trade" is issued by the Department each month, and copies may be seen at all free mercantile marine offices, and sailors' homes throughout the country. The return shows the names of all British seamen whose deaths have been reported during the month, together with their age, nationality, and last place of abode; the cause, date, and place of death and the name, official number, and port of registry of the ship on which they were serving.

COAST SEAMEN'S JOURNAL

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, - - - - DECEMBER 20, 1905.

NAVAL AUTHORITIES DISAGREE.

The personnel of our Navy is receiving a great deal of attention these days, indeed, it is quite fashionable for men of affairs to air their views upon this very important subject. Several of our recognized naval authorities have also had their say and it appears that there is a more or less pronounced difference of opinion as to value of seamanship in modern naval warfare. For an instance, Admiral Dewey, the hero of Manila Bay, disagrees with Congressman Grosvenor, Chairman of the House Committee on Merchant Marine and Fisheries. Admiral Dewey, at a banquet given in Chicago recently, is reported as having said:

> In these days seamanship does not count so greatly. The persons who complain of the lack of material for our growing Navy do not look beyond the fishermen of the Maine coast. But the day of the New England fisherman is passing. What the Navy wants now is men who can handle a machine; wideawake young Americans, and the establishment of the training station in the vicinity of Chicago is but an illustration of where the Government expects to secure the best men for the service.

Mr. Grosvenor, in a statement given to the press recently, said:

> We are building a big Navy, and appropriate something like $100,000,000 a year for it. But to-day we cannot effectively man one-half of our warships because we have not the men trained to the sea in sufficient numbers. There never was a nation formidable upon the sea that was not strong in her Merchant Marine. Russia had a most formidable Navy on paper—any nation that has money can build a Navy—but Russia found that when she went to fight she had no fighting material. And it is more than likely that when the next great war comes—and it will come—the American people will find themselves where Russia did.

Here we have the views of two authorities, and we can take our choice. Admiral Dewey says: "Seamanship does not count," and "what the Navy wants is men who can handle a machine." In other words, Mr. Dewey thinks that all this talk about the lack of material for our Navy is nonsense. Admiral Dewey also intimates where the Government expects to secure the "best men" for the service. According to this authority the "best men" are no longer found among the trained seamen of the New England fishing fleet or of our Merchant Marine; far from it, the best men are to be secured from our inland States.

What is really wanted, says our first-mentioned authority, is the wide-awake young American, who can handle a machine! All these beautiful old theories (?) about "the man before the mast in peace being the man behind the gun in time of war" have been completely upset and the day when seamen and seamanship were factors in naval warfare has passed.

Let us, however, consider the statements of our second authority, before arriving at conclusions. Congressman Grosvenor says: "To-day we cannot effectively man one-half of our warships because we have not the men trained in sufficient numbers." Alas, we fear Mr. Grosvenor is one of those persons who do not look inland when in need of seamen. But the Congressman clings to other ancient notions; he says: "There never was a nation formidable upon the sea that was not strong in her Merchant Marine." Fudge! Mr. Grosvenor, that day has passed, or to be correct, is passing. Has not our own Admiral Dewey said that our Navy wants young American machinists rather than seamen?

Captain Mahan, Lord Brassey and other eminent naval authorities, who have all agreed upon the one point that "there can be no naval effectiveness without skilled seamanship," must take a back seat if we accept Admiral Dewey's contentions. Yet with all due respect to that gentleman, who ought to know whereo he speaks, we cannot and will not subscribe to his ideas. For once Congressman Grosvenor's views meet with our approval, and though he has, in his official capacity, opposed every measure which would improve the condition of the men in the Merchant Marine and has done his very best to drive American men and boys from the sea, we endorse every word of his statement herein quoted. In this connection, we take the opportunity to remind Mr. Grosvenor of that old maxim, which has been handed down from generation to generation and is as true to-day as it has ever been: "That the nation that would be well served on the sea in time of war must serve her seamen well, not with empty glorification immediately before and after the battle, but with substantial justice in time of peace."

As a reply to Admiral Dewey no words can be found more fitting than the following excerpt from the Appendix, entitled "The American Seaman," which was submitted to Congress by former Representative Livernash of California:

> Sea power is not necessarily a matter of ships of war only, even though at the moment they be adequately manned. No nation can afford to maintain in times of peace a trained naval force in the regular service sufficiently extensive for the requirements of a long, exhausting war. Dependence must be on the Merchant Marine to recruit the broken complements; and in that stage where two warring nations have resort to such recruiting it may fare ill with the one whose Merchant Marine is the less skilled.

It is reported in the press that the authorities of Maryland will appeal to Congress during this session to enact a law which will prevent the wanton sacrifice of human life aboard the oyster boats of Chesapeake Bay. The resolution relating to the subject which was adopted at the Seamen's Convention, and is published elsewhere in this issue, states in concise language what is wanted. The Federal Government must exercise absolute supervision over the oyster fleets in all waters of the State and the shanghaiing and cruelties practiced in that industry will soon be a thing of the past.

EXCLUDE THE JAPS AT HOME!

The San Francisco Labor Council at a recent meeting, after fully discussing the evils consequent upon unrestricted immigration of cheap Asiatic labor to this country, unanimously adopted the following resolutions:

> Whereas, Notwithstanding the efforts of organized labor during the past year to create among the people of the Western Coast a sentiment favorable to enforcing of Japanese and Korean exclusion; and, whereas, from the present indication our efforts are being crowned with success and are now having the desired effect upon our Eastern co-workers; and, whereas, Japanese and Koreans are arriving in increased numbers at the Pacific ports of this country, particularly in San Francisco, where a large proportion of them remain, filling positions formerly held by white people; and, whereas, we know from past experience that all legislative bodies have been very slow to act on such measures and we believe that considerable time will be wasted unless more enthusiasm is shown by the masses; therefore, be it
>
> Resolved, That the San Francisco Labor Council again calls upon its affiliated unions to take such steps as they deem advisable to check this impending evil; and, be it further
>
> Resolved, That a committee of twelve or more be appointed to visit all unions in this city and vicinity for the purpose of appealing to them to cease patronizing any firm, store or employer who continues to employ cheap Asiatic labor; and, be it further
>
> Resolved, That all mercantile, political and fraternal organizations be requested to lend all possible assistance toward accomplishing the results aimed at by the exclusion bill which was adopted by the Japanese and Korean Exclusion League and is about to be placed before Congress; and, be it further
>
> Resolved, That the central labor unions of this Coast be urged to take similar action.

The Council's action is timely. The people of the Western States must be consistent if they desire to impress the nation with their seriousness of purpose. The most effective way to show the Japanese, and incidently our own people who know nothing of the conditions existing on this Coast, that no Asiatic labor is wanted is to begin a strict exclusion policy at home as suggested in the above resolution. If the Japs are unable to find employment in Western cities they may possibly travel eastward and thus help to aronse in the East that healthy sentiment in favor of exclusion which is so sadly lacking at present. But after all, the brunt of the battle for Japanese exclusion must be borne by Westerners, for here is the dumping ground of the new arrivals. California and other Western States forced this nation to adopt the Chinese Exclusion Act and history will doubtless repeat itself in the fight for the enactment of a Japanese and Korean Exclusion Law.

President Roosevelt may swing his big stick and call the proposed exclusion of Japs preposterous, but if the people of the Pacific slope are true to themselves the little brown men will be excluded, sooner or later, regardless of the President's personal views of the matter.

Let us all lend a hand in this fight for preserving the purity of our race and thereby maintain and improve our superior standard of living. An ounce of practice is worth more than a pound of protest, therefore let us begin by excluding the Jap at home and in our immediate vicinity and thereby hasten the exclusion from all America.

And now "Herb." George, President of the defunct local Citizens' Alliance, has decided to leave California and look for new and richer pastures in the East. George is a fraud: he came to San Francisco as the great, though self-styled, "Union Buster of Colorado"; now he intends to leave us, but he never busted anything in San Francisco save his own reputation as a buster.

Demand the union label on all products!

One of San Francisco's daylies is boycotted by the local Building Trades Council because, it is alleged, that paper has "repeatedly and willfully slandered and libeled" and "lied about" the mechanics and laborers affiliated with the said Council. All that is said against the paper in question is probably true; in fact, the boycotted paper has not only slandered and libeled and lied about men, but it has committed similar crimes against women. Yet the JOURNAL deems it a duty to protest against this boycott as we would protest against boycotting any publication that employs union labor in all its mechanical departments and lives up to all rules and regulations of the organizations whose members it employs.

If organized labor would attempt to place on the boycott list every paper which has at one time or another slandered and libeled and lied about its members, there would scarcely be a strictly "fair" publication in the country. The American Federation of Labor has on several occasions discountenanced boycotts of this nature. At the San Francisco convention of that body a similar case was disposed of by instructing the Executive Council to revoke the charter of the New Orleans Central Labor Council unless that body refrained from officially boycotting a certain paper which lived up to all rules and regulations of the local printing trades. The report of the American Federation of Labor Executive Council relating to the New Orleans boycott is applicable to the present case in San Francisco, as it clearly defines the position of organized labor in the matter of newspaper boycotts. Following is the principal part of the report in question:

While we all reserve to ourselves the right of patronizing or refusing to patronize any publication, because of the views and judgment expressed in its columns, yet, as trade-unionists, we have not the moral right to "boycott" any publication because of the expression of opinion through its columns.

We do not undertake to say that the statements complained of, as published by the editor, are justified or otherwise; we are not in a position to know, but whatever the expressions may have been, the untrammeled freedom of the press is so important to the well-being, not only of organized labor, but to human, civilized life, that no conceivable circumstance could arise that would warrant trade unionists, in their organized capacity, in placing publications upon a "boycott" list for the expression of opinion.

In a recent newspaper interview Mr. Lloyd C. Griscom, United States Minister to Japan, is accredited with the following statement:

There is no question but that the travel of Japanese to the States has fallen off completely since the objection was raised by the papers on the Coast some months ago. The Government has taken the matter up and will only issue so many passports to a certain number of countrymen each month. In this way the number to leave their own land is less than before in years.

This is almost too good to be true. Let us hope that the Chinese Government will take similar action and issue "only so many" passports to the seemingly unlimited number of business men, professional men, students and travelers who desire to "visit" America.

To our readers, advertisers and friends we extend the compliments of the season!

Seamen's Convention.

(Continued from Page 2.)

of one President, six Vice-Presidents and one Secretary-Treasurer. They shall be elected at the annual convention for the term of one year, and each shall hold office until his sucessor qualifies.

ARTICLE XII.

Amendments.

Section 1. This Constitution can be amended in the following manner: By the Convention in regular session, in which case a two-thirds majority shall be required to carry such amendment.

Sec. 2. The Convention may by a two-thirds majority refer any amendment to a referendum vote. All propositions submitted to referendum by the Convention or the Executive Board shall be voted upon in the manner prescribed, as follows:

1. The Secretary-Treasurer shall issue a notice of referendum vote in the official paper, stating the question to be voted upon and the limit that has been fixed to the time in which such vote shall be taken and the results returned.

2. He shall prepare and cause to be printed and distributed to local unions and the branches thereof a sufficient number of ballots containing the subject-matter to be voted upon. Such ballots shall be arranged with voting squares for "Yes" and "No," and members shall signify their choice by marking a cross (X) in either square. The ballots shall bear the seal of the International Seamen's Union of America, and none but such official ballots shall be used by local unions for this purpose.

3. Members shall be qualified to vote (a) if they are in good financial standing in their local union, and (b) if their local union is in good financial standing with the International Seamen's Union of America.

4. The Convention or the Executive Board may order the polls kept open during any number of consecutive meetings, not exceeding four, or any number of consecutive days, not exceeding seven. Local unions may regulate the manner of voting and of canvassing the vote, but shall permit no member to vote more than once on the same proposition.

5. Within twenty-four (24) hours after the vote has been counted secretaries of local unions shall return all used ballots to the Secretary-Treasurer, together with a report of the results obtained in headquarters and the branches. Such report shall bear the seal of the local union and shall be certified to by the chairman of the meeting in which such report is made.

6. The Secretary-Treasurer shall deliver said returns to the Ballot Committee, which shall be composed of three members of a local union to be designated by the Executive Board, and who shall be elected for this purpose by the said local union. Such committee shall canvass the returns and make a transcript thereof to the Secretary-Treasurer, who shall cause the same to be printed in the official paper.

7. If the proposition has received a majority of all the votes cast by local unions in good standing, the Secretary-Treasurer shall declare the same carried.

ARTICLE XIII.

Assessments.

1. The following rules must be closely observed by local unions contemplating a strike or in danger of being locked out. Failure on the part of any local union to comply therewith shall work a forfeiture of all claim to financial assistance.

2. In case a disagreement occurs between any local union and its employers, which may result in a strike or lockout, the matter in dispute shall first be submitted to the local District Grievance Committee for adjustment. Should such committee fail to reach a settlement, the Secretary-Treasurer shall immediately be communicated with. He shall at once proceed to the seat of trouble or appoint some member, preferably a member of the Executive Board, to act as his deputy there. Together with the District Grievance Committee, or a sub-committee thereof, he shall use all honorable means to reach a peaceable settlement. If his efforts shall prove futile, he shall order a vote to be taken by all the local unions represented in the District Grievance Committee on the question of indorsing the proposed strike and of calliug a strike of all members employed on the vessels belonging to the employers involved.

3. Should such vote be decided in the affirmative by a two-thirds majority, the Secretary-Treasurer shall at once make a report to the members of the Executive Board, giving a full statement of the difficulty, the efforts at settlement, the number of men involved, or liable to become involved, and also his recommendations as to the course to be pursued, and the Executive Board shall have the power to submit to a vote of the membership the proposition of levying an assessment for the support of such strike.

4. Such vote shall be taken in accordance with the provisions of Article XII; provided, that the Executive Board may, in case of urgency, order the results obtained in local unions transmitted by telegraph.

5. Assessments shall not be levied in excess of one dollar ($1.00) per month per member, nor for more than three (3) months in any one fiscal year.

6. Assessments shall be payable to the Secretary-Treasurer from the treasuries of local unions upon the basis of the average number of members in good standing during the preceding year.

7. If any local union is financially unable to meet the assessment, such local union shall file a statement of its financial statement with the Executive Board, which shall have the power to release such local union from payment of assessment in whole or in part.

8. The Secretary-Treasurer shall supervise the distribution of the defense fund thus raised. Benefits shall be payable therefrom only to members after they have reported daily for watch and picket duty for two weeks, then at the rate of three dollars ($3.00) per week, and such pay shall continue until the strike or lockout is declared off, or until the member obtains employment.

9. During the progress of the strike or lockout the secretaries of local unions affected shall make weekly reports to the Secretary-Treasurer, showing the amount of money paid out for benefits.

10. The Executive Board shall have the power, when satisfied from facts or information in its possession, to declare the strike or lockout at an end, so far as financial aid from the International Seamen's Union of America is concerned.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

HEADQUARTERS, SAN FRANCISCO, Dec. 18, 1905.

Regular weekly meeting was called to order at 7:30 p. m., Ed. Anderson presiding. Secretary reported shipping fair. Elected delegates to the convention of the California State Federation of Labor. Balloting for officers was proceeded with. The usual donation was made to sick members in hospitals and sanitariums.

NOTICE.—Next regular meeting postponed to Tuesday, December 26.

E. ELLISON, Secretary pro tem.

S. W. cor. East and Mission sts. Tel. Main 5397.

TACOMA AGENCY, Dec. 11, 1905.

No meeting; no quorum. Shipping and prospects fair.

JOHN W. CARLSON, Agent pro tem.

3004 McCarver st. Tel. Main 808.

SEATTLE AGENCY, Dec. 11, 1905.

Shipping dull.

OSCAR PEARSON, Agent pro tem.

1312 Western ave. P. O. Box 65. Tel. James 3031.

PORT TOWNSEND AGENCY, Dec. 11, 1905.

No meeting; no quorum. Shipping very slack.

WM. THORBECK, Agent.

114 Quincy st. P. O. Box 48. Tel. 443.

ABERDEEN AGENCY, Dec. 11, 1905.

Shipping medium; prospects fair.

WM. GOHL, Agent.

P. O. Box 334. Tel. 225.

PORTLAND (OR.) AGENCY, Dec. 11, 1905.

Shipping good; prospects uncertain.

D. W. PAUL, Agent.

40 Union ave. Tel. East 4912.

EUREKA AGENCY, Dec. 11, 1905.

No meeting; no quorum. Shipping good, prospects poor.

C. SORENSEN, Agent.

222 C street. P. O. Box 327. Tel. Main 566.

SAN PEDRO AGENCY, Dec. 11, 1905.

Shipping fair.

HARRY OHLSEN, Agent.

P. O. Box 2380. Tel. Main 774.

HONOLULU (H. T.) AGENCY, Dec. 4, 1905.

Shipping dull; prospects poor.

C. COLDIN, Agent.

Cor. Queen and Nuuanu sts. P. O. Box 96.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

HEADQUARTERS, SAN FRANCISCO, Dec. 14, 1905.

Regular weekly meeting was called to order at 7:30 p. m., Ed. Audersen in the chair. Nich. Uddfolk, No. 19, shipwrecked on the schooner "Bella," was allowed the full Shipwreck Benefit.

EUGENE STEIDLE, Secretary.

54 Mission st.

SEATTLE (WASH.) AGENCY, Dec. 7, 1905.

Shipping dull; many men ashore.

W. SORENSEN, Agent.

SAN PEDRO (CAL.) AGENCY, Dec. 7, 1905.

Shipping fair; very few men ashore.

CHAS. M. DAWSON, Agent.

ATLANTIC COAST SEAMEN'S UNION.

HEADQUARTERS, BOSTON, MASS., Dec. 12, 1905.

Shipping good.

JOHN THORMER, Sec. pro tem.

1½A Lewis st.

LAKE SEAMEN'S UNION.

HEADQUARTERS, CHICAGO, ILL., Dec. 11, 1905.

Shipping about over for this season. All vessels are laying up on their arrival.

ALEX. MCKECHNIE, Sec. pro tem.

123 North Desplaines st.

On the Great Lakes.

(Contributed by the Lake Seamen's Unions.)

Lakes' Death Harvest.

The following table, compiled by the Cleveland Leader, gives the total number of lives lost during the sailing season of 1905:

Lives lost	213

How Lives Were Lost.

Drowned during storms	116
Fell overboard	39
Fell into ship's hold	20
By various accidents	15
Lost in collisions	9
Death from exposure	4
By explosions	4
Suicides	4
Passengers lost	2

Where Victims Met Death.

Lake Superior	95
Lake Erie	40
Lake Huron	38
Lake Michigan	15
Lake Ontario	10
Detroit-St. Clair Pass	11
Soo Passage	6

Compared with previous years, the list of dead in 1896 was 66 in 1897 it was 88; 95 in 1898; an even hundred in 1899; 110 in 1900; 122 in 1901; 140 in 1902; 94 in 1903, and 49 in 1904. Last year but 2 sailors lost their lives in what might be called shipwrecks. This year the number lost in storms was 124.

Lake Erie, which led the list of dead for a number of years, the past season gave place to Lake Superior, where ninety-five sailors were lost, as compared with forty for Lake Erie, thirty-eight for Lake Huron, fifteen for Lake Michigan, ten for Lake Ontario, eleven for the Detroit-St. Clair River passage and six for the Soo passage.

Thirty-nine fell overboard and were drowned and twenty met death by falling in the hold. Fifteen were killed by accidents to machinery either on shipboard or on docks, and the loss of nine lives was due to collision. Four were killed by explosions and four committed suicide. Four died on shipboard from exposure or natural causes.

Of the millions of passengers carried on Lake boats, but two were lost. One was a suicide, and the other passenger simply disappeared.

As soon as the statistics can be compiled, a detailed account of the exact number of deaths of members belonging to the Lake Seamen's Union and the amount of benefits paid, individually and collectively, will be published.

The world's largest steamship, the Kaiserin Augusta Victoria, 684 feet long, 25,000 tons, was launched on August 24, at the Vulcan yards, Stettin. The new boat belongs to the Hamburg-American Line and will have a net tonnage of 21,000. The engines indicate 17,200 horsepower; the speed will be 17 knots an hour, so that the trip from Europe to New York will be made in seven and one-half days. In addition to the regular dining room, the ship will be supplied with a restaurant a la carte and with electric elevators and an electrically lighted bathroom.

A tigress in Burmah that had a record of having killed more than 800 persons was killed lately by two English engineers.

Steel Trust Winter Quarters.

Subject to a few changes at the last minute, the following line-up has been decided on for the steamers and barges of the Pittsburg Steamship Company this winter:

Duluth—Cornell, Cambria, Ellwood, Empire City, Fairbairn, Howard, Houghton, McDougall, Malicota, Manola, Marina, Mariposa, Morse, Murphy, Saxon, Rockefeller, Shaw, Superior City, Van Hise, Bryn Mawr, Corliss, Fritz, Holley, Nasmyth, Thomas, Ericsson, Watt, Marieopa, Siemens, Nos. 117, 131, 134 and 137.

Ashland—Bell.

Milwaukee—Gilbert Neilson.

South Chicago—Frick, Gary, German, Perkins.

Erie—Corona, Grecian, Maunaloga, Wawatam, Krupp, Maida, Manda, Smeaton, Briton, Eads, Maritana, Griffin.

Conneaut—Fulton, Rensselaer, Carrington, Martha, Hill, Masaba, Queen City, Stephenson, Linn, Bunsen, No. 130.

Cleveland—Colgate, Palmer, Malta, Corsica, Black, Coralia, Poe, Zenith City, Bessemer, Joliet Gates, Nos. 132 and 133.

Fairport—Jenney, LaSalle, Marnba, Wol-

Ashtabula—Roman, Cort, Trevor, Mariska, Mather.

Lorain—Princeton, Marcia, Marsala, Roebling, Magna, Maia.

Lunacy in London.

London has 26,739 persons on its lists of lunaties. Of these, 24,282 are supported by the rates. The county council is at its wits' end trying to devise accommodations for the rapidly increasing numbers of the city's insane. January 1, 1904, England and Wales, with about 32,000,000 inhabitants, had 117,199 insane persons—an increase of 3,234 over 1903. The ratio of the insane to every 10,000 of the population went up from 34.14 to 34.71 in twelve months. This almost incredible and dangerous increase is far beyond the recorded increase in the Kingdom's population. Indeed, the decade 1894-1904 shows that the number of the insane was as 1 to 327 in 1894 and as 1 to 288 in 1904. At this rate of increase the end of England's supremacy in many lines is in sight. Luckily, before it is too late, legislation may devise methods of meeting the matter and securing a remedy.

Up to date all efforts at a successful explanation have been unavailing. The expense of fitting up quarters for these people has forced London and other places to a serious consideration and investigation of the whole problem and all points connected therewith.—London Daily Mail.

United States Vice and Deputy Consul John J. Stephens, Plymouth, England, reports official notification that when submarines are diving near the approaches to Plymouth they will be accompanied by a tender (usually a torpedo boat) flying a large red danger flag, Ships should give this tender a wide berth.

The wine cellars of Spain are filled with alcohol vapor, as much as half an ounce of absolute alcohol being found in six cubic feet of air.

The Panama Canal.

The cost of the sea level canal is estimated by the Engineers at about $230,000,000. Although this amount seems much larger than the amount necessary for the construction of the lock canal, it is said by the advocates of the sea level plan to be in reality only comparatively slightly higher. It was pointed out in a recent meeting of the Board of Consulting Engineers that a lock canal would necessitate between $30,000,000 and $40,000,000 as payment for the private grounds and the lands belonging to the Republic of Panama, which would be inundated by the construction of the lock system. This item, in the view of the majority of the Board, is entirely done away with by the adoption of the sea level canal.

As for the time it will take to construct the sea level canal several members of the Board have expressed the opinion that the construction of the sea level canal will not in reality take so very much more time than that of the lock canal, and if no unexpected difficulties are met with it should not require more than two or three years addition. The locks would have been so large, in their view, that even the drawing of the plans for them would have taken considerably more than a year, and the building of cement construction calls for a higher class of workmen than the ordinary laborers used for the digging of the canal. The tropical conditions of the Isthmus, the sea level advocates contend, also militates more against this class of labor. The majority of the engineers take the position that the building of the sea level canal should not take more than fifteen years.

It is expected that ships will be able to go through the canal under their own power. When two ships will have to pass each other in the canal one will have to stop and wait to allow freer navigable conditions for the individual ship in the restricted space.

Railway Accidents.

Recent disastrous railway accidents in Germany will probably lead to the general introduction and use of wireless telegraphy on all the State railways. Two years ago exhaustive practical experiments were commenced and continued until recently on the military railway leading from Berlin to Zossen. The telegraph stations on the route were each fitted up with a transmitter and receiver, while the trains were equipped with the same apparatus. The ordinary telegraph wires along the track were also used to facilitate the work. The experiments proved conclusively that the different stations could at any time communicate with a train running at full speed and warn it of impending danger. The use of wireless telegraphy in this connection would especially safeguard trains on one-track railways from danger. It is not expected that the expense of supplying stations and passenger trains with the necessary apparatus will be much beyond the budget allowed each year for the purpose of repairing old signals and introducing new appliances and inventions which have for their aim the protection of life and limb in railway travel.

A Growl from the Galley.

During the past year there has been much "caloric" wasted in discussing the alleged derelictions of duty on the part of members of the Marine Cooks' and Stewards' Association. The SEAMEN'S JOURNAL being the only medium by which the various units composing the I. S. U. A. can exchange their views we desire the privilege of talking back.

One of the maxims of war is that the "best defense" is to take up a "strong offensive." We are therefore desirious of calling attention to some of the derelictions on the "other side." We have no desire to create ill-feeling, where nothing but kindly feelings exist—for the Lord knows that the Cooks have few friends enough—but we write for the purpose of calling attention to the narrow, unreasonable, and ungenerous tone of comment adopted by a few of the owners, agents and masters of vessels in their dealings with the authorized agents of the Marine Cooks and Stewards.

After many years "hash pounding," "scraping and contriving," we have come to the conclusion that shipping men—owners, agents, and masters—are to be divided into three classes. 1st. Those who are honest and honorable gentlemen, and there are many of them who have the interest of the seamen at heart, and endeavor to treat them as they would wish to be treated themselves. 2d. Those who desire to be called honest and honorable, but who really don't care a "tinker's dam" if their men are well-fed, well-housed, and considerately treated, or not, so long as the work is done and dividends are declared, acting upon the old principle, "When Jack is dead Bill will take his place." 3d. Those who are not honest nor honorable, and make no pretense to be so, who associate and do business through the crimp and boarding master, endeavor to keep the "Doctor" in a condition of serfdom, causing friction between him and the sailor at every opportunity by furnishing an insufficient amount of supplies and those of the poorest quality; virtually placing the galley at a disadvantage. Again, this class of men treat "Doc" with inconsiderate harshness at every opportunity, causing him to become careless in his duties, which, of course, leads to drunkenness in port, causing him to leave his vessel before the expiration of the period shipped for, thus creating a class of men who are opprobiously called "one trippers," men who are the prey of butchers, grocerymen, whisky sharks and cigar peddlers.

Another evil contended with is that our worst element, the discouraged, the discontented, the union scab, can count with confidence upon the material support of the crimps who are employed by the "other side." They do not hesitate to promote corruption and chicanery among our dissatisfied members and do not shrink from aiding and abetting any iniquity that is contemplated, so long as it will hit the Union in the neck.

It is not too much to say that the class of owners, etc., to which we refer, wish us to do wrong, wish us to be injured by our "bad actors," exult when they do wrong, and ill conceal their vexation when anything is done by the Union for the promotion of concord, peace and good will.

Wise and beneficent measures have been proposed by the Union which have been met with captious criticism and contempt and rejected for no other purpose but to cause disagreements and ill-feeling. Those who rejoice over our mistakes—and we make mistakes because we are men and not angels—and who place obstacles in the way of our improvement have, of course, a reason for doing so. They desire to monopolize all the virtues of the "water-front," the pimp, the crimp, and the bucko, all embryonic angels; put up jobs are unknown, and from their point of view the "Doctor" is a drunk, a bum, and incapable; all rascality and discrimination is born at the foot of Mission street and the resort at East street is the place where each and every man employed ought to be wearing a white robe and a golden crown, singing, "We are too good to live."

At the very best then, the men of whom we complain are encouraging evil that good may come of it—to them—and this puts them in a class, concerning whom we have high authority for saying, "Their damnation is just."

A DISGUSTED COOK.

The Emperor and Empress of Germany have let it be understood that they will not receive presents of any kind on the twenty-fifth anniversary of their wedding, which will occur next year.

Some time ago a brown bear in the Bronx Zoological Park, New York, was suffering from toothache. It took the combined strength of four men to pull the molar, after which the bear's former amiability returned.

A new French Order of Merit is on the point of being instituted.

INFORMATION WANTED.

Thos. Ibsen will please communicate with his brother, A. Ibsen, Box 609, care of A. E. Fish, Fargo, N. Dak.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS

LAKE SEAMEN'S UNION

(Lakes District International Seamen's Union of America.)

121 and 123 North Desplaines Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, WIS.....133 Clinton Street
Telephone 240 South.
BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.....87 Bridge Street
Telephone 552.
CLEVELAND, O.....171 East River Street
Telephone Bell Main 1295.
TOLEDO, O.....719 Summit Street
Telephone Black 6981.
NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES.

DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3724.
ASHLAND, WIS.....515 East Second Street
Ashland Phone 1563.
SUPERIOR, WIS.....1721 North Third Street
Telephone Peoples 4615.
BAY CITY, MICH.....919 North Water Street
OGDENSBURG, N. Y.....94 Hamilton Street

SUB-AGENCIES.

MANITOWOC, WIS.....809 South Eighth Street
ERIE, PA.....107 East Third Street
Telephone Bell 599 F.
CONNEAUT HARBOR, O.....992 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
Telephone 1944 South Chicago.
SANDUSKY, O.....1107 Adams Street
PORT HURON, MICH.....931 Military Street

HOSPITALS AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.
CHICAGO, ILL.; DETROIT, MICH.; CLEVELAND, O.

RELIEF STATIONS.

Ashtabula Harbor, O.
Buffalo, N. Y.
Duluth, Minn.
Erie, Pa.
Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Wis.
Houghton, Mich.
Ludington, Mich.
Manistel, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault Ste. Marie, Mich.
Sheboygan, Mich.
Sturgeon Bay, Wis.
Superior, Wis.
Toledo, O.

We Don't Patronize.

FOOD AND KINDRED PRODUCTS.

Bread—McKinney Bread Company, St. Louis, Mo.; National Biscuit Company, Chicago, Ill.
Cigars—Carl Upman, of New York City; Kerbs, Wertheim & Schiffer, of New York City; The Henry George and Tom Moore.
Flour—Washburn-Crosby Milling Co., Minneapolis, Minn.; Kelley Milling Co., Kansas City, Mo.
Groceries—James Butler, New York City.
Meats—Kingan Packing Company, of Indianapolis, Ind.
Pipes—Wm. Demuth & Co., New York.
Tobacco—American and Continental Tobacco Companies.

CLOTHING.

Buttons—Davenport Pearl Button Company, Davenport, Iowa; Krementz & Co., Newark, N. J.
Clothing—N. Snellenberg & Co., Philadelphia, Pa.; Clothiers' Exchange, Rochester, N. Y.; Strawbridge & Clothier, Philadelphia, Pa.; Blauner Bros., New York.
Corsets—Chicago Corset Company, manufacturers Kabo and La Marguerite Corsets.
Gloves—J. H. Cownie Glove Co., Des Moines, Iowa; California Glove Co., Napa, Cal.
Hats—J. B. Stetson Company, Philadelphia, Pa.; E. M. Knox Company, Brooklyn, N. Y.
Shirts and Collars—United Shirt and Collar Company, Troy, N. Y.; Van Zandt, Jacobs & Co., Troy, N. Y.; Cluett, Peabody & Co., Troy, N. Y.; James R. Kaiser, New York City.
Textile—Merrimac Manufacturing Co. (printed goods), Lowell, Mass.
Underwear—Oneita Knitting Mills, Utica, N. Y.
Woolens—Hartford Carpet Co., Thompsonville, Conn.; J. Capps & Son, Jacksonville, Ill.

PRINTING AND PUBLICATIONS.

Bookbinders—Geo. M. Hill Co., Chicago, Ill.; Boorum & Pease Co., Brooklyn, N. Y.
Newspapers—Philadelphia Democrat, Philadelphia, Pa.; Hudson, Kimberly & Co., printers of Kansas City, Mo.; W. B. Conkey Co., publishers, Hammond, Ind.; Times, Los Angeles, Cal.
Shoes—Harney Bros., Lynn, Mass.; J. E. Tilt Shoe Co., Chicago, Ill.
Suspenders—Russel Manufacturing Co., Middletown, Conn.

POTTERY, GLASS, STONE AND CEMENT.

Pottery and Brick—J. B. Owens Pottery Co. of Zanesville, Ohio; Northwestern Terra Cotta Co. of Chicago, Ill.; C. W. Stine Pottery Co., White Cottage, Ohio; Harbison-Walker Refractory Co., Pittsburg, Pa.; Utica Hydraulic Cement and Utica Cement Mfg. Co., Utica, Ill.

MACHINERY AND BUILDING.

Carriage and Wagon Builders—S. R. Baily & Co., Amesbury, Mass.; Hassett & Hodge, Ameshury, Mass.; Carr, Prescott & Co., Amesbury, Mass.
General Hardware—Landers, Frary & Clark, Aetna Company, New Britain, Conn.; Iver Johnson Arms Company, Fitchburg, Mass.; Kelsey Furnace Company, Syracuse, N. Y.; Brown & Sharpe Tool Company, Providence, R. I.; John Russell Cutlery Company, Turner's Falls, Mass.; Atlas Tack Company, Fairhaven, Mass.; Henry Disston & Co., Philadelphia, Pa.; American Hardware Co. (Russell & Erwin Co. and P. & F. Corbin Co.), New Britain, Conn.; Merritt & Company, Philadelphia, Pa.
Iron and Steel—Illinois Iron and Bolt Company, of Carpentersville, Ill.; Carborundum Company, Niagara Falls, N. Y.; Casey & Hedges, Chattanooga, Tenn.; Gurney Foundry Company, Toronto, Ont.; Sattley Manufacturing Company, Springfield, Ohio; Page Needle Company, Franklin, N. H.; American Circular Loom Company, New Orange, N. J.; Payne Engine Company, Elmira, N. Y.; Lincoln Iron Works (F. R. Patch Manufacturing Company), Rutland, Vt.; Art Metal Construction Company, Jamestown, N. Y.; Erie City Iron Works, Elie, Pa.; David Maydole Hammer Co., Norwich, N. Y.; Singer Sewing Machine Co., Elizabeth, N. J.; National Elevator and Machine Company, Honesdale, Pa.; Pittsburg Expanded Metal Co., Pittsburg, Pa.; Peckham Manufacturing Company, Kingston, N. Y.
Iron, Architectural—Geo. L. Meskir, Evansville, Ind.
Stoves—Germer Stove Company, Erie, Pa.; "Radiant Home" Stoves, Ranges and Hot Air Blast, Erie, Pa.; Wrought Iron Range Co., St. Louis, Mo.

WOOD AND FURNITURE.

Bags—Gulf Bag Company, New Orleans, La., branch Bemis Bros., St. Louis, Mo.
Baskets—Williams Manufacturing Company, Northampton, Mass.
Brooms and Dusters—The Lee Broom and Duster Company, of Davenport, Iowa; M. Goeller's Sons, Circleville, Ohio; Merkle-Wiley Broom Co., Paris, Ill.
Carriages—Crane, Breed & Co., Cincinnati, Ohio.
Cooperage—Northwestern Cooperage and Lumber Company (otherwise known as the Buckeye Stave Company), of Ohio, Michigan and Wisconsin; Elgin Butter Tub Company, Elgin, Ill.; Williams Cooperage Company and Palmer Manufacturing Company, of Poplar Bluff, Mo.
China—Wick China Company, Kittanning, Pa.
Furniture—American Billiard Table Company, Cincinnati, Ohio; Brumby Chair Company, Maricetta, Ga.; O. Wisner Piano Company, Brooklyn, N. Y.; Krell Piano Company, Cincinnati, Ohio; N. Drucker & Co., Cincinnati, Ohio; St. Johns Table Company, St. Johns, Mich.; Grand Rapids Furniture Manufacturing Association, Grand Rapids, Mich.; Derby Desk Co., Boston, Mass.
Gold Leaf—W. H. Kemp Company, New York, N. Y.; Andrew Reeves, Chicago, Ill.; George Reeves, Cape May, N. J.; Hastings Company, Philadelphia, Pa.; Henry Ayers, Philadelphia, Pa.
Lumber—Trinity County Lumber Company, Groveton, Texas; Reinle Bros. & Solomon, Baltimore, Md.; Himmelberger Harrison Lumber Company, Morehouse, Mo.; Union Lumber Company, Fort Bragg, Cal.; St. Paul and Tacoma Lumber Company, Tacoma, Wash.; Gray's Harbor Commercial Co., Cosmopolis, Wash.
Leather—Kullman, Salz & Co., Benicia, Cal.; A. B. Patrick & Co., San Francisco, Cal.; Lerch Bros., Baltimore, Md.
Rubber—Kokomo Rubber Company, Kokomo, Ind., B. F. Goodrich Rubber Company, Akron, Ohio; Diamond Rubber Company, Akron, Ohio.
Paper Boxes—E. N. Rowell & Co., Batavia, N. Y.; J. N. Roberts & Co., Metropolis, Ill.
Paper—Remington-Martin Paper Co., Norfolk, N. Y. (Raymond Paper Co., Raymondsville, N. Y.; J. L. Frost Paper Co., Norwood, N. Y.); Potter Wall Paper Co., Hoboken, N. J.
Typewriters—Underwood Typewriter Company, Hartford, Conn.
Watches—Keystone Watch Case Company, of Philadelphia, Pa.; Crescent Courvoiseer Wilcox Company; Jos. Fahy, Brooklyn Watch Case Company, Sag Harbor.

MISCELLANEOUS

Advertising Novelties—Novelty Advertising Company, Coshocton, Ohio.
Burlap—H. B. Wiggins' Son's Company, Bloomfield, N. J.
Bill Posters—Bryan & Co., Cleveland, Ohio.
Railways—Atchison, Topeka and Santa Fe Railroad; Missouri, Kansas and Texas Railway Company.
Telegraphy—Western Union Telegraph Company, and its Messenger Service.
D. M. Parry, Indianapolis, Ind.
Wellman, Osborne & Co., Lynn, Mass.; Thomas Taylor & Son, Hudson, Mass.
C. W. Post, Manufacturer of Grape-Nuts and Postum Cereal, Battle Creek, Mich.
Lehmaier-Swartz & Co., New York City.

On the Atlantic Coast.

(Continued from page 3.)

Walter Macarthur, of the Sailors' Union of the Pacific, spent the time intervening between the conventions of the American Federation of Labor and the International Seamen's Union of America in New York City. During his stay there the various seamen's organizations took advantage of his allocutionary powers to have him address several mass-meetings. Besides the mass-meeting held under the auspices of the Atlantic Coast Seamen's Union, Comrade Macarthur also addressed the Cooks and Stewards and the Marine Firemen at their respective meeting halls. The other speakers on these occasions were Comrades William Robertson and Daniel Sullivan of the Marine Firemen, and Henry P. Griffin of the Cooks and Stewards' Association. All the mass-meetings were duly announced by the local press, and were well attended. A noticeable feature connected with them was the interest with which the men listened to Comrade Macarthur's recital of the history of the formation and subsequent progress of the Sailors' Union of the Pacific, and its share in bringing about the passage of the several laws which have done so much to improve the lot of American merchant seamen.

The Sailors on the Atlantic Coast also report conditions fair, and, as a matter of fact, are doing more shipping than all those people put together, who had so much to say a couple of years ago about breaking the Sailors' Union up "inside of six months." The "American Seamen's Federation," which began its career with such an "up-and-at-'em-boys" slap-dashery a couple of years ago, is now reduced to the status of the ordinary coastwise shipping master with desk room in the rear of some gin mill. That is to say, the men in charge have to ship enough scrubs to pay all the expenses incurred in running their offices, including their salaries, for the Atlantic Carriers' Association is not doing business any longer on the same side of the street. The result is that they have a hard time making a living owing to the sharp competition of the other shipping masters, and their plight may be judged from the fact that they are hustling for the shipping of cattle tenders, the lowest branch of the whole business.

The "new woman" will not be denied even though she may not vote or grow whiskers. The latest census returns show that more than 5,000,000 women are employed in our industrial life, and that there are now three times as many women stenographers as there were ten years ago, while the number of women bookkeepers and accountants has doubled. The number of women engaged in other occupations also shows a corresponding increase. With so many charming bread-winners to choose from, it is small wonder that the average young man prefers marriage to a "career."

There is one consolation in being a poor man nowadays, anyway. No one is sufficiently interested in him to ask: "Where did he get it?"

The great need of the age is men who will preach less Christianity and practice more humanity.

Fag Ends.

A merry Christmas to everybody!

Work for the Initiative and Referendum and the Recall!

One stayer in a good cause is worth a hundred quitters.

A life entirely free from care would not be worth the living.

The political boss comes high, but free-born American citizens we must have him.

This is the time to lay in a supply of New Year resolutions.

Few strive so hard yet harvest less of lasting joys and happiness as he who leads an idle life devoid of cares and gainful strife.

It is the same old Congress that the country has on its hands again, making believe that there is the devil to pay and "nothing doing."

"The political boss must go," is the latest slogan of the perennial reformer, which interpreted, means that some one one is looking for the boss's job.

In politics it is particularly true, as every member of the Grand Army of Defeated Office-Seekers can testify, that "many are called but few are chosen."

After four years' "work" on the Panama Canal no one knows yet whether it is going to be a sea level canal, or a lock canal, or just an ordinary engineering fiasco. It is to laugh!

The displacement of the battleships in our Navy has been almost doubled in the last fifteen years, but the ration money of the bluejackets has had its purchasing power reduced thirty-three per cent in the same time.

It is now that the shivering fancies of the dungaree-clad sailorman on the Banks of Newfoundland interpret every moaning blast of the icy nor'wester as saying: "What have you done with last summer's earnings?"

President Roosevelt's message to Congress this year was so long that the newspapers had to print it in installments. Mr. Roosevelt has evidently "got wise" to the philosophy that "language was given to man to conceal his thoughts with."

"The beautiful snow" is with us again, likewise Santa Claus, Tom and Jerry, La Grippe, Old Boreas, the coal man, and other camp-followers of bleak December. All in favor of an early spring please hold up their right hand.

A zephyr fanned the placid sea. The crescent moon rose on our lee, and threw her pallid rays upon the scene. The starry beacons of the night diffused their faint and twinkling light, and decked each wavelet with a glimmering sheen. (Extract from the "Bloody Marlinspike, or The Able Seaman's Revenge.")

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

Affiliated with the
AMERICAN FEDERATION OF LABOR.

WM. H. FRAZIER, Secretary-Treasurer.
1½A Lewis St., Boston, Mass.
AFFILIATED UNIONS.

ATLANTIC COAST SEAMEN'S UNION.
Headquarters:
BOSTON, MASS., 1½A Lewis St.
Branches:
BANGOR, ME., 211 Broad St.
PORTLAND, ME., 377A Fore St.
NEW BEDFORD, MASS., 7 South Water St.
PROVIDENCE, R. I., 464 South Main St.
NEW YORK, N. Y., 51-52 South St.
NEW YORK, N. Y., 68 West St.
PHILADELPHIA, PA., 129 Walnut St.
BALTIMORE, MD., 604 East Pratt St.
NORFOLK, VA., 228 Water St.
MOBILE, ALA., 104 Commerce St.
NEW ORLEANS, LA., 937 Tchoupitoulas St.
BRUNSWICK, GA.

ATLANTIC COAST MARINE FIREMEN'S UNION.
Headquarters:
BROOKLYN, N. Y., 15 Union St.
Branches:
BOSTON, MASS., 284 Commercial St.
JERSEY CITY, N. J., 35 Hudson St.
PHILADELPHIA, PA., 129 Walnut St.
BALTIMORE, MD., 1736 Thames St.
NORFOLK, VA., 89 Church St.
NEWPORT NEWS, VA., 2314 Washington Ave.
MOBILE, ALA., 104 South Commerce St.
NEW ORLEANS, LA., 937 Tchoupitoulas St.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.
Branches:
NEW YORK, N. Y., 166 Christopher Stt.

FISHERMEN'S UNION OF THE ATLANTIC.
Headquarters:
BOSTON, MASS., Commercial Wharf.
Branch:
GLOUCESTER, MASS., 141½ Main St.

INLAND SEAMEN'S UNION.
Headquarters:
WHITEHALL, N. Y.

LAKE SEAMEN'S UNION.
Headquarters:
CHICAGO, ILL., 121-123 North Desplaines St.
Branches:
MILWAUKEE, WIS., 133 Clinton St.
BUFFALO, N. Y., 55 Main St.
ASHTABULA HARBOR, O., 87 Bridge St.
CLEVELAND, O., 171 East River St.
TOLEDO, O., 719 Summit St.
NORTH TONAWANDA, N. Y., 152 Main St.
DETROIT, MICH., 7 Woodbridge St., East.
SUPERIOR, WIS., 1721 North Third St.
ASHLAND, WIS., 515 East Second St.
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List of Union Offices
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Of San Francisco, Cal.

Abbott, F. H., 314-316 Battery.
Altvater Printing Co., 2593-2595 Mission.
Althof & Bahls, 524 Sacramento.
Art Printery, The, 41-43 Eighth.
Barnhart & Swasey, 107 New Montgomery.
Barry, James H., The Star Press, 429 Montgomery.
Belcher & Phillips, 508 Clay.
Ben Franklin Press, 123 Seventh.
Bensen & Liss, 776 Bryant.
Berry Bros., 320 Sansome.
Bickell, L. A., 19 First.
Black Cat Press, 402 McAllister.
Boulin-Leichner Co., 519 Filbert.
Brown, Andrew, Printing Co., First and Mission.
Brunt, W. N. Co., 102-104 Second.
Budde, H. F., Cal. Press, 407½ Turk.
Caldwell, J. E., 526 Montgomery.
Clayburgh, Leilich & Schneider, City Hall Square.
Church Press, 23 Davis.
Collins, C. J., 16 Hayes.
Cook, The Morton L., 144 Second.
Crocker, H. S. Co., 217 Bush.
Cubery & Co., 587 Mission.
Danish Printing Co., 410 Kearny.
Daily Racing News, 21-23 First.
Day & McClinton, 538 Sacramento.
Drake & Baker, 850 Market.
Drum Bros., 638 Mission.
Eagle Printing Co., The, 344 Kearny.
Eastman, Frank & Co., 509 Clay.
Eastman & Mitchell, 28 First.
Fording & Halle, 22 Clay.
Francis-Valentine Co., 5 Anna Lane, off Eddy.
Gabriel Printing Co., 320 Sansome.
Galloway Publishing Co., 146 Second.
Gilmartin Publishing Co., The, 19 First.
Guedet Printing Co., 935 Market.
Golden State Printing Co., 73 Third.
Golden West Press, 146 Second.
Hancock Bros., 809 Mission.
Harvey, John D., 509 Clay.
Hayden Printing Co., 417 Montgomery.
Hicks-Judd Co., 21-23 First.
Hiester, Wm. A., 529 California.
Hughes, E. C. & Co., 511 Sansome.
Illinois-Pacific Glass Works, 10-16 Main.
Jalumstein Printing Co., 310 Hayes.
Knarston Printing Co., 529 Washington.
Lafontain, J. R., 535 California.
Latham & Emanuel, 511 Sacramento.
Leader, The, 532 Commercial.
Levingston, L., 540 Clay.
Levison Printing Co., 514 Sacramento.
Luce & Iler Co., 406 Sansome.
Lynch, James T., 514 Kearny.
Lyon, W. T. & Co., 161 First.
Majestic Press, The, 314 Eighth.
McCracken Printing Co., 509 Kearny.
Medina & Co., 221 Sacramento.
Meyerfeld, Alfred M., 414 Pine.
Monahan, John & Co., 412 Commercial.
Moore-Hinds Co., 28 First.
Morris & Bain, 108 Market.
Murdock, C. A. & Co., 532 Clay.
Mysell-Rollins Co., 22 Clay.
Nevin, C. W. & Co., 532 Commercial.
Occidental Mystic Press, 6 Cottage Row.
Pacific Goldsmith Publishing Co., 146 Second.
Partridge, John, 306 California.
Pernau Bros., 543 Clay.
Phelan, F. M., 111 Cook.
Phillips & Van Orden, 508 Clay.
Police Bulletin of San Francisco, Hall of Justice.
Polyglott Press, 628 Montgomery.
Recorder Publishing Co., 516 Commercial.
Roesch, Louis Co., 321-25 Sansome.
Rooney, J. V. Co., 1308 Mission.
Samuel, Wm., 411½ California.
San Francisco Newspaper Union, 405-407 Sansome.
Schreiber, P. H., 809 Mission.
Shanly, J. M., 414 Clay.
Smyth, Owen H., 511 Sacramento.
Spaulding, Geo. & Co., 414 Clay.
Springer & Co., 240 Ellis.
Stanley-Taylor Co., 656 Mission.
Standard Printing Co., 518 Clay.
Sterett Co., W. I., 933 Market.
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Stuetzel & Co., 144 Second.
Sunset Press, 1327 Market.
Sutter Press, The, 240 Stockton.
Tomoye Press, 144 Union Square av.
Town Talk Printing Co., 146 Second.
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Valleau & Peterson, 410 Sansome.
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Williams, Joseph, 142 Seventh.
Wilson, Geo. F., 405 Front.
Winkler, Chas. W., 146 Second.
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Woodward, W. A. & Co., 12 Sutter.

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Althof & Bahls, 524 Sacramento.
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Buswell & Co., 536 Clay.
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McGeeney, Wm. H., 23 Stevenson.
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Whelan, Richard I. & Co., 42 Steuart.
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Bolton & Strong, 621 Clay.
California Engraving Co., 506 Market.
San Francisco Etching Co., 109 New Montgomery.
McCabe & Sons, 611 Merchant.
Sierra Engraving Co., 324 Grant av.
Sunset Engraving Co., 108 Union Square av.
Union Engraving Co., 144 Union Square av.
Yosemite Engraving Co., 24 Montgom'y.

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General News.

The Senate in executive session ratified the treaty between the United States and Denmark.

Forest Supervisor Lukens will superintend the planting of 200,000 trees in Southern California this winter.

Three hundred sacks of Australian mail were destroyed in the Overland Limited wreck at Ahsay, Wyoming.

Secretary Shaw's estimate for collecting the revenue from customs for the fiscal year ending June 30, 1907, is $9,199,241.

A New York railway corporation was fined $1,000 for violation of its franchise, the first action of the kind in the city's history.

The St. Petersburg correspondent of the London Times reports that 440 officers have been dismissed by the general staff as untrustworthy.

Acording to the Tokio correspondent of the Telegraph China proposes to keep a permanent garrison of 100,000 troops in Manchuria. Japanese officers will command the troops.

British Conservatives are obliged to admit that Sir Campbell-Bannerman has formed a stronger cabinet than they thought possible. Liberal papers are enthusiastic.

Officers of the German gunboat Panther went ashore at a small town in Brazil and arrested a former German subject, named Steinhoff, as a deserter from the German Army. An official protest was made by the Brazilian Government, and Brazilian cruisers are watching the Panther.

Japan, according to reports from the East, is to establish a line of steamers with South America. The purpose is to get cheap wheat from Argentina. Rice eating, even in the army, is giving way a good deal to bread made from wheat or from a mixture of wheat and rice or other cereals. As will be seen by reference to Japan's wonderful work in 1904-1905 in trade, that country is bound to go out to the ends of the earth to buy and sell.

The foundering of the new steel barge Delawanna and the loss of four persons on board, including Captain John B. Munsey and his wife, was reported at Boston, Mass., by the tug Scranton, which had been towing the Delawanna from New York. The barge went down about eight miles east by south from Minot's Light. One of the crew of the Delawanna was saved. So quickly did the barge founder that the crew of the tug had absolutely no time to assist the tow.

The five-masted schooner David Palmer, built for William F. Palmer, of Boston, managing owner of the Palmer fleet of schooners, was launched at Bath, Me., on November 28. The schooner was built for the general carrying trade, with a capacity of 5000 tons and at a total cost of $135,000. The timbers in her frame are said to be the heaviest ever put into a sailing vessel. The David Palmer is 305.4 feet in length, 48.4 feet beam, 27.2 feet deep and has a gross tonnage of 2965.

A fish tale without equal is told about the steamer Hellig Olav, which, it was reported, had gone aground on November 6, near the Kattegat. The ship's captain confirmed the story of the grounding of the liner on an uncharted rock, which tore a small hole in the hull. The pumps were put to work and a run was made for Copenhagen, which was reached in safety. There it was found that the pumps had kept the water down and practically the ship was dry. It was discovered also that the action of the pumps had drawn into the breach of the steamship's bottom six eels and a large flounder, which had become tightly wedged in the aperture and prevented the further inrush of water.

World's Workers.

The daily wage for skilled labor in Italy is: For machinists, 55 to 70 cents; masons, 50 to 60 cents; carpenters, 50 to 70 cents, and cotton workers, 30 to 50 cents.

The Sydney Tobacco Workers' Union reports that the interview with officials of the Tobacco Trust resulted unsatisfactorily, and that they will now seek a conference with the management of that monopolistic concern.

The Sydney Laundry Employes' Union unanimously decided to federate with the Victorian and Southtralian kindred organizations, also to take the necessary steps to bring about the organization. Queensland laundry employes are unorganized, and will therefore not participate in the benefits to be derived by this federation.

The lockout in the engineering trades in Sweden, which began on June 10, and by which some 17,000 workmen were affected, has terminated. Work was resumed on November 13. The settlement was brought about by a committee, including representatives of employers and workpeople, the formation of which was due to the initiative of the Ministers of Finance and of the Interior.

Of the 162,030 members of 929 Trade Unions, which made returns to the French Labor Department as to the state of employment of their members during September, 12,407, or 7.7 per cent were out of work in the month, as compared with 8.6 per cent in the previous month, and 10.5 per cent in September, 1904. The foregoing figures are exclusive of the unions of miners in the Nord and Pas-de-Calais departments.

Forty-one disputes (one described as a lock-out) were reported to the Italian Labor Department as having begun in September, as compared with sixty in August. The number of workpeople directly affected by thirty-four of the September disputes was 10,959, as compared with 11,129 affected by fifty of the disputes of August. Agriculture and the transport trades were chiefly affected by labor disputes in September.

Thirty-five disputes were reported to the Austrian Labor Department as having begun in September, the number of workpeople taking part in thirty of these being 2,237. The trades in which disputes were most frequent were building and wood-working, in each of which there were eight in September. The results were reported in the case of twenty-five disputes, seven of which terminated in favor of the workpeople, five in favor of the employers and thirteen in a compromise.

Five instances of recourse to the Law on Conciliation and Arbitration were reported to the French Labor Department as having taken place during September, the Justice of the Peace having taken the initiative in four cases, and the workpeople in one. In two cases the proffered mediation was declined by the employers. In two of the remaining three cases conciliation committees were formed, and one dispute was settled. In the remaining case the dispute was settled by the Justice of the Peace in person.

Forty-five disputes were reported to the French Labor Department as having occurred during September, the same number as in the previous month; the number occurring in September, 1904, was fifty-three. The number of workpeople taking part in thirty-seven of the new disputes was 15,057, as compared with 7,538 who took part in forty-four of the disputes of the previous month, and 17,341 who took part in the disputes of September, 1904. The trades in which disputes were most frequent in September were the metal, textile and transport, with ten, seven and six disputes respectively.

San Francisco Letter List.

Letters are advertised for six months and kept at the Sailors' Union Office for twelve months, all told. If not called for at the expiration of one year letters will be returned to the Postoffice.

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Abrahamsen, Aslak
Adolf, C.
Agerup, Rich.
Aghtzky
Alonso, J. S.
Allmers, F.
Amundsen, Dan
Andersen, Edvin
Andersen, E. G.
Andersen, Henry
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Andersen, H. K.
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Monrroy, P.
Morris, W. S.
Morrisse, D.
Morrison, H.
Mundrick, Max
Musterton, Arthur
Nilsen-501
Nilsen, Sigurd
Nilsen, E. W.
Nilssen-737
Nissen, Jens
Nordberg, Oscar
Nordin, Erik
Nothgedacht, H.
Nyland, August

Olsen-511
Olsen, O. H.
Olsen, Erik
Olson, Osvald
Olsson, C. O.
Olsson, L.
Olsson-543
Olsson-470
Olsson, Waldemar
Opderbeck, E.
Osterberg-708
Ostlund, Ed.
Out, Joe
Oversen, Andreas
Peterson-1037
Pettersen, Victhor
Pettersen, Chas. E.
Pettersen-1019
Pettersen, Soren
Petterson-851
Petterson-725
Petterson, Axel
Phllips, Max
Pickelmann, L.
Pinlya, M.
Platner, W.
Pols, H. J.
Priffer, Markus

Riffer, Martin
Rockwell, Theo.
Rosan, Oscar
Roscheck, Paul
Rosenblum, J.
Rosenquist, Alf.
Ross, Joseph A.
Roth, H. G.
Rus-661
Rus, Max
Rusch, Harry
Sjolund, Artor
Skutvit, J. J.
Smevik-1313
Smith, C. H.
Smith, M.
Sodcrlund, A. L. K.
Soderquist, Nells
Scheltens, G.
Soderlund, A.
Sohst, Ad.
Sonberg, Axel
Sorensen-1492
Sorensen, John
Speckmann, M.
Stahn, Otto
Steen, Randolf
Stenberg, A.
Stenroth
Stratten, James
Strunge, Klahw
Stromberg, Werner
Svanson-1386
Svendsen-1050
Swanson, O.
Swanson-1252
Swanson, F. O.
Swendsgaard, J.
Thuestad, M. J.
Thulin, F.
Tierney, John
Tollefsen, John
Telske, Gustav
Trepln, C.
Trockel, Fritz
Tyrholm, Johan

Unruh, Paul
Urnberg, J. M.
Von Aspern, Wm.

Wlberg, John
Wldin, Andrew
Wifstrand, C. F.
Wigre, Alf.
Wikman, John
Wikstrom, Wm.
Wilde, Chas.
Wilde, Herman
Wilsson, Chas.
Willman, Wm.
Wind, John
Winter, John
Wirnhof, P.
Wischerapp, F.
Zimmerman.

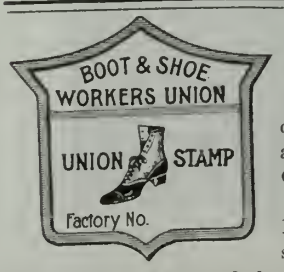
SEATTLE, WASH.

Anderson, Ingar
Anderson, Lars
Anderson, E. G.
Anderson, G. F. A.
Alburtsen, J.
Anderson, N. A.
Anderson, Gust.
Anderson, A. W.
Aagard, Chr.
Anderson, J.-760
Anderson, Chas.
Anderson, A.-650
Anderson, Anton
Anderson, Simon
Ayliffe, A. J.
Berkelund, Rasmus
Bertelsen, Alf.
Bjorkgren, Otto
Blom, R.
Blomberg, G.
Brandt, W.
Brunstrom, U. A.
Candow, D. A.
Christoferscn, Geo.
Cella, E.
Coglan, Joe
Conroy, M.
Connel, O.
Calberg, Oscar
Calo, Augustln
Christiansen Frederick
Courtney, Ed.
Denver, Geo.
Dahlman, J. A.
Donovan, J.
Dorsch, F.
Daniels, C.
Danielson, Gustaf
Danielson, Axel
Denk, Adolf
Doran, Eugene
Duls, J.
Eckland, Otto
Eckman, G. E.
Ellingsen, P.
Enevolsen, I.
Elo, Oscar
Evans, S.
Elneff, R. H.
Erlksen, Fred
Eriksen, M.
Fraser, James
Fredericksen, Hans
Flodin, J.
Friske, C.
Froitzheim, R.
Fisher, C.
Gade, H. M.
Gabrielsen, M.
Giesler, O.
Grillish, J.
Gunderson, M.
Gjerlow, Ingaard
Gorver, John
Gronberg, Carl
Guldberg, Randolf
Halversen, Halver
Hansen, Geo.
Hansen-1366
Hardy, W.
Helln, L. K.
Hermansen, A.
Hogberg, Wm.
Hansen, H. A.-1211
Hanen, M.
Hage, A.
Harlof, H.
Hager, E. J.
Hansen, N.
Hirschman, J.
Helman, C.
Heldenburg, C. G.
Hahn, J.
Hollappa, Oscar
Horscley, Robin
Iverssen, Ole J.
Jacohs, Geo.
Jacobsen, A. L.
Jacobsen, Oscar
Jacobson, J. P.
Jcnsen, C. H.-569
Jensen, J. G.
Johanson-1489
Johnson, C. J.
Johnson, K. O.
Johanson, B.-1222
Johanson, P.
Johanson-1338
Jchansen, K.
Johansen, Paul
Johansson, Evert
Johannesen, Johannes
Johnsen, J. W.
Johnsen, A.
Johnsen, John
Johnson, August
Johnson, C.-1489
Karlsson, Julius
Kelly, P.
Kalning, J.
Kirsteln, J.
Kornls
Knudsen, F.
Larsen, E.
Lafstrom, A.
Larsen, Hans
Laurln, J. O.
Leahy, W.
Lelsen, W.
Lankow, E.
Larsen, H. C. M.
Lahtonen, F.
Larsen, Axel
Larsen, E. G.
Lawson, A.
Larsen, M.
Laatz, L.
Lle, K.
Lle, J. L.
Lewls, George H.
Lind, Carl
Lind, Oscar

Matiasen, M.
Mahoney, J. P.
Mattson, F.
Mann, E.
McCarthy, John
Meyer, G.
Millard, W. G.
Miller, James
Miller, Harry
Moore, William
Moore, J. C.
Millard, W.
Miller, J.
Meyer, Geo.
Morgan, O. O.
Murphy, D.
Morgan, Oskar
Morrison, D.
Murphy, D.
Neilson, H. M.-754
Nelson, Jacob
Nelson, Nels
Nickel, E.
Niemerph, Aug.
Nilsen, Ole
Nilsen, John
Nilsen, Axel
Nissen, James
Nylander, J. A.
Nodelund, Geo. E.
Nurse, U.
Nerlin, K. B.
Nolan, P.
Olafsen, M.
O'Laughlin, M.
Olsen, M.-507
Olsen, B.
Olsen, L.
Olsen, Andrew
Olsen, Anton
Olsen, John C.
Olsen, Harry
Olsen, Olaf H.
Olson, C.
Olson, Oben
Olson, Regnvald
Olsson, Oscar
Onu, J.
Orling, Gus
Osses, A.
Paar, E.
Paaverson, O.
Palsen, C.
Pedersen, Hans
Petterson, Chas.
Pederson, Lars
Petersen, E. P.
Pilen, A.
Petterson, P. A.
Petterson, Loren
Paulson, P.
Peterson, John
Paulson, Elias
Piracle, W.
Pcchre, F.
Piedvache, Emil
Pohus, L.
Ramm, A.
Rasmussen, J.
Remer, J.
Robertson, M.
R. H.-597
Rosen, E. H.
Roy, P. N.
Rude, A. M.
Samuelson, E.
Schabethal, F..
Scarabocla, M.
Sedar, W.
Smith, Andrew
Smlth, Paul
Solis, Ingvald
Solrud, J.
Swanson, H.
Swanson, G.
Swanson, A.-1181
Swanson, G. F.-1454
Samslo, S.
Schutus, E.
Storsten, H.
Sorensen, S.
Schnelder, H.
Sorensen, C. J. F.
Schee, M. J.
Simonsen, F.
Seppel, P.
Salonon, Alex
Stenberg, Y.
Selin, G.
Soderstrom, A. A.
Serin, D.
Schultz, E.
Sulllvan, Ed.
Steckman, G. W.
Steffenson, S.
Svensen, J.
Swansen, F. I.
Taxlo, H. H.
Thomas, J. W.
Thingwall, E.
Thorn, A.
Thornton, Thomas
Timm, K.
Tornstrom, C. A.
Turner, Fred
Tuttle, C. D.
Van Ree, W.
Vold, O. P.
Vyplnkel, L.
Weger, P.
Well, Charles
West, James
Westcott, W.
Wick, Ole
Wight, U.
Wenecke, A.
Williams, A.
Wickman, M. H.
Winther, R.
Wolf, F.
Williams, H.
Winzens, G.
Wahlferd, J.

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Anderson, S. K.
Brusen, H. G.
Brander, Wm.-1384
McLarren, James
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Haug, Hans
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Galin, Frank
Hansen, Carl
Jurgensen, W. P.
Jonsson, Axel-1447
Kivstein, J.-262
Larsen, John
Lind, Allich
Lindblom, Wolter
Lubke, J. von
Martinsson. H. E.
Olson, A.-586
Olsen, B.-597
Pedersen, Dick
Pederson, Gustaf-1018
Pederson, Paul
Reese, W.
fael.
Rahamandes, Ra-
Rosenvold, Isac
Ross, Ben
Sovig, Chas.
Schade, Wentvel
Schubert, Chas.
Strandguist, Louis
Smith, James
Thomas, Hamon
Thomsen, Thomas

ABERDEEN, WASH.

Anderson, Chas.
Anderson, P.
Anderson, P.
Appelgren, John
Andersson, Charles
Anderson-512
Anderson, A.-1060
Anderson, Ed.
Andersen, L.-1245
Begovich, J.
Berthelsen, A.
Bernhardsen, C.
Block, Hermann
Bridgeman, Ben
Bohm, Adolf
Bauer, Franz
Bedford, A.
Benson, W.
Christensen, V.
Chlausen, J.
Dishler, Peter
Dahlquist, Fr.
Drew, Wm.
Dittmayer, Ch.
Ehlers, Henry
Edmundsen, Th.
Ehlers, Henry
Eliasen, Elias
Eriksen, Axel
Eliasen, Elias
Ferraris, G.
Frederiksen, V.
Farstad, K. E.
Ferraris, G.
Flodin, John
Gustafson, Karl
Hanson, Rob.
Hahner, Ferd.
Holmes, C.
Iversen, John
Janhunen, W.
Johnson, L.-951
Klinker, J.
Kithilsen, Lauritz
Knudsen, H.-419
Klick, A.
Kjellgren, John
Loven, Karl
Martin, John F.
McDonald, N.
Morrissey, J.
Mconald, N.
Marks, Harry
Mikkelsen, Alf.
Mietinnen, Adolf
Moe, John
Nordstrom, O. E.
Nielsen, F.-51
Nelson, Nels C.
Olsen, Servin
Odegaard, O. C.
Olsen, Adolf
Olsen, Emiel M.
Peterson, John
Pederson, Hans
Pederson, Adolf
Pettersen, Johan
Petersen, H P.
Pedersen, Mathis
Pettersen-415
Reynolds, Roy
Rogind, S.
Rohde, Rob.
Renfors, Gus.
Richardsen, H.
Salvesen, Sam
Schwenke, Carl
Swenson, James
Selzer, Max
Svendsen, G.-1616
Soderstrom, J. A.
Steinberg, A.
Tierney, John
Tuchel, Gus
Thompson, Chris
Ullenass, Dan
Ward, Harry
Vifneau, W.

EUREKA, CAL.

Andersen, Chas.
Arversen, Arturt
Bostrom, N. A.
Bowman, Wm.
Brown, J. C.-1027
Brown, J. C.-1027
Carlson, Gust.
Gottberg, J.-622
Hornberg, G. P.
Hansen, Hans T.
Haldersen, Adolf
Larsen, Alfred
Lundholm, Abel
Lindholm, Abl.
Olsen, Arthur G.
Olsen, H.
Potujansky, R.
Spreeslis, F.

HONOLULU, H. T.

Anderson, Gilbert
Anderson, Sigurd
Bastior, W.
Baldvin. Melmer
Figel, George
Hasel, Gustaf
Hakanson, F.
Hakanson, Clars.
Hubraber, W.
Gerdes, T.
Jorgensen, Rasmuss
Johnson, H.
Jorgensen, Rasmus
ohannesen, Sigurd
Larson, Werner
Molden, Jakot
Minze, Toney
Nilsen, Anton
Olber, Morsehns
Olsen, Olaf
O'Harrow, Frank E.
Ramsey, Morris
Sundberg, John
Wie, Anton

INFORMATION WANTED.

Ronald Miller, aged 18, a native of England, left the British ship "County of Merioneth" at Adelaide, Australia, in April, 1905, now supposed to be on the Pacific Coast, is inquired for by relatives. Kindly communicate with the JOURNAL office.

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INFORMATION WANTED.

The below-mentioned persons, formerly members of the crew of the Naval Collier "Justin," are requested to communicate with F. R. Wall, 208 Merchants' Exchange Building, California street, near Montgomery: H. G. Robinson, C. Berntsen, Albert Gerran, E. Granite, Ludwig Olausen, J. H. Reese, Charles Reuter, J. W. Williams and E. Zimmerman.

John Anderson, a seaman, who was on the St. Paul, when wrecked, is inquired for by A. W. Beadle & Co., 22 Market street, San Francisco.

Any one knowing the whereabouts of Fred Hellman will kindly communicate with the JOURNAL Office, as it concerns his financial interests.

News from Abroad.

The Irish Nationalist party convention took a firm stand for home rule.

The New Zealand elections resulted in an overwhelming victory for the government of Premier Seddon.

The number of medical students at the universities of Germany has decreased by 22 per cent in the last decade.

The latest news from Russia is very bad. Revolution is spreading throughout the interior. Open mutiny has broken out in seevral regiments at Moscow.

At Grahamstown, South Africa, a pair of ostriches were sold recently for $5,000, which is a record price. The plucking from the chicks of this pair realized from $50 to $62.50 a bird.

The Daily Telegraph, London, gives particulars of the sacking of Harbin by mutinous Russians. It says the Chinese quarters are in ruins and four hundred Russians were dead in the streets.

It has been decided to hold the third International Congress of American Republics in Rio Janeiro on July 21 next, and Secretary Root has reiterated his determination to attend the congress.

A circular signed by Cardinal Logue and Bishop Sheehan, of the Diocese of Waterford, has been ordered to be read in the churches throughout Ireland warning the younger generation of the evils of emigration.

Word has been received at the Jewish relief headquarters in London that the work of the traveling commissioners in Russia is being hampered by the telegraphers' strike, as they are unable to maintain communication.

Prof. Bashford Dean, of Columbia University, plans to spend several months in Japan, where he will continue his studies on the development of the ancient sharks. He will be the guest of the Imperial University of Tokio.

Baroness von Suttner, of Austria, was adjudged the winner of the Nobel peace prize by King Haakon at a ceremony attended by all of the Norwegian dignitaries. Presentations to other winners were made at Stockholm by King Oscar.

A Russian officer, who has just returned from Manchuria, says that a spirit of mutiny prevailed among a large portion of the army and that the prisoners from Japan had been saturated with revolutionary ideas by agitators during their captivity and were ripe for open rebellion.

The French Government, through its Council of Ministers at Paris, has accepted the invitation to be represented at the celebration to be held in the vicinity of Jamestown, Va., in 1907. A French squadron will be sent to Hampton Roads to participate in the naval celebration.

General Weyler, the former War Minister of Spain, has taken personal offense at a speech delivered by General Luque, the new Minister of War, in which the latter said he proposed to restore discipline in the army. Military men foresee the possibility of an encounter.

The Swedish gunboat Psilander and the steamship Wrangel have been ordered to Cronstadt. The steamship Drottning Sophia and the cruiser Ornen left Karlskrona for Riga. The mission of these vessels will be to protect the Swedes, as well as to bring home those who wish to return.

Via Finland and Berlin comes a confirmed report that the Lithuanians have separated from the Russian empire and set up a provisional government. The peasants have closed all distilleries and breweries and have confiscated the estates of those who have fled. Hitherto they have had to buy the privileges of cutting wood in the forests and fishing in the streams. The Baltic provinces are in a deplorable state.

Labor News.

Bookbinders of Washington, D. C., have been successful in establishing a flat wage scale of $18 a week there.

Nineteen crafts use the union label of the American Federation of Labor. There are fifty-five other union labels in use in this country .

Bradstreet fixes the loss in wages during the Chicago teamsters' strike at $10,000,000, and the loss to employers in increased expenses and diverted trade at $12,000,000.

Over 200 laborers are suffering great privations on the desert between Yuma and San Bernardino, having been lured from Los Angeles by unscrupulous employment agencies.

The Executive Board of the United Mine Workers of America has decided to pay in a lump the assessment of the organization amounting to between $11,000 and $12,000 in support of the strike of the International Typographical Union.

The Church Association for the Advancement of the Interests of Labor, acting as mediator, is doing all in its power to bring about a settlement of the eight-hour day issue in the printing industry before the national strike goes into effect on January 1.

Rev. Frank Okazki, pastor of the Japanese Baptist mission in Seattle, supported by leading Christian Japanese residents, is planning a colony for immigrants from his country. It is planned to establish the colony somewhere on Puget Sound. Okazki desires to establish the colony in order that he may better spread Christian teachings among his people.

Jacob Riis pointed out, in a talk on "Settlements and Their Meaning" before the Asaeog Club at New York that there are exactly nine less tenements in Brooklyn than in Manhattan. In Manhattan there are 18,129 tenement homes, and 18,120 in Brooklyn. In the greater city, Mr. Riis said, there are 350,000 dark rooms; of these 139,928 are in Brooklyn.

The Chicago Employers' Association, at a meeting on December 14, is reported to have formulated plans for the establishment of a standing army of laborers, both skilled and unskilled, and representing every branch of trade, to be prepared to go to any city in the United States to fill the places of strikers when necessary. Employment bureaus will be maintained in all cities in the United States with a population of 50,000 or more where non-union workmen can register.

The Anthracite Coal Miners' Convention began its session at Shamokin, Pa., on December 14. About 500 delegates were present when John Mitchell, president of the United Mine Workers of America, called the convention to order. This convention is regarded as more important than any held since Mitchell came into the hard-coal field in 1900 with the avowed purpose of duplicating the organization in Western Pennsylvania and the Western States, which held contracts with the bituminous coal operators.

Plans for a large Japanese immigration movement are being arranged at Honolulu as the result of the making of contracts by which the Olaa plantation, on the Island of Hawaii, is to lease 5000 acres to prospective settlers from Japan. M. Aoki, a member of the Japanese Parliament, who has been instrumental in bringing the deal about, will arrive next month to complete the plans. Contracts have been signed which provide that the plantation shall buy the sugar cane to be raised by the Japanese. It is reported that other plantations will make similar arangements with Japanese, thus attracting thousands of laborers.

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Lea, Wm.	Wolters, Geo.
Lehman, Alfred	Wills, Frank
Mitchell, S.	Winter, Tos.
McDonald, Tim-	Wilson, Joe

INFORMATION WANTED.

Information regarding the whereabouts of Friedrich Wilhelm Budde, born at Coeln-Deutz, April 1, 1868, who left Germany twenty years ago as a cabin boy, and last wrote to his relatives from Santa Barbara, Cal., in 1891, is respectfully requested. German Consulate, San Francisco, Cal.

Any one knowing the whereabouts of John D. Gray, native of Scotland, last heard of at Freemantle, W. Australia, at present supposed to be sailing on the American Coasts, is inquired for by his sister, Mrs. Angus. Kindly communicate with the JOURNAL office.

Andrew Anderson, a native of Ellsborslane, Westerjutland, Sweden, age about 58, has been sailing from Pacific Coast ports for about 14 years, is inquired for. Address, COAST SEAMEN'S JOURNAL.

Alfred Ingrouille, alias Fred Ingram, who left the British ship Dutton in October, is inquired for. Address, COAST SEAMEN'S JOURNAL.

John Svenson, a native of Dramen, Norway, aged about 32, supposed to be sailing on the Pacific Coast, is inquired for, Address, COAST SEAMEN'S JOURNAL.

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INFORMATION WANTED.

Arthur Warta is inquired for by his mother. Any one knowing his whereabouts will please communicate with the COAST SEAMEN'S JOURNAL.

Fred Amor, last heard of on the steamer Pomona, is inquired for. Address, COAST SEAMEN'S JOURNAL.

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INFORMATION WANTED.

Niels Soderquist will please communicate with the JOURNAL office.

Joseph Clark, native of County Rush, Dublin, Ireland, is inquired for by his mother. Any one knowing his whereabouts will please communicate with the JOURNAL office.

Robert Jacques, a native of England, aged 24, discharged from the steamer Aztec about August 1, 1904, is inquired for. Address, COAST SEAMEN'S JOURNAL.

Wo Larsen or Wo Curtis Larsen, age 24, last heard from at San Francisco, March, 1905. News of importance waits him at the U. S. Shipping Commissioner's Office.

The following seamen are inquired for by the Consul of Sweden and Norway at San Francisco: Alfred Svenson, from Gothenburg; Axel Edw. Rutgerson, from Gothenburg; Oscar Dahlgren, from New York; Helmer Hansen, from Norland; Ole Halvor Sorensen, from Christiania; Hugo Svenson, from Wisby; Axel Vitbro, from Trondhjem .

Domestic and Naval.

The Union Steamship Company, with a capital stock of $5,000,000, was incorporated in Trenton, N. J.

The armored cruiser Taukuba, of 13,750 tons displacement, was launched at Kure, Japan, on December 10. The Crown Prince was present.

The Spanish steamship Altamira, Captain Arrola, which sailed from Fernandina, Fla., October 1, for Bilbao, Spain, has been given up as lost.

The Nantucket lightship sprang a leak in a storm recently, and her fires were put out. Before her wireless apparatus became disabled she signaled that she was helpless.

Directly following the "reprimand" of Midshipman Merriwether for killing his man in the prize ring, comes the suspension of a number of middies for brutal hazing.

The ship John Ena, from Philadelphia for Manila, which put into Cape Town on November 15 with her cargo of coal overheated, has discharged her entire cargo, and will proceed for Hilo, H. T., in ballast.

The steamship Ecuador of the Pacific Steam Navigation Company, of about 2,000 tons, is reported on the rocks or sunk off Ballenita, Ecuador, and, as the coast in that section is very rocky, grave fears are entertained.

R. J. Leslie, member of the Canadian Parliament and part owner of the Halifax steamship Lunenburg, and ten of the crew were lost as a result of the striking of the vessel on the rocks near Magdalen Islands.

The new battleship Louisiana on her screw standardization test over the measured mile course exceeded her contract speed considerably. She made a mile at the rate of 18.294 knots an hour and her average for five speed runs was over 18.61 knots.

A memorandum issued by the British Admiralty states that the next estimates for the Navy will show a reduction of $7,500,000 beyond the reduction of $17,500,000 made last spring. The Admiralty considers the building of four large armored ships anually necessary.

The schooner Floreneia, while on her voyage from Bluefields, Nicaragua, to Port Limon, Costa Rica, was wrecked. Among those lost were Frederick M. Wood, British Consul at Port Limon; two Americans, John Libant and W. M. Rather, the latter from Texas, and three sailors.

The Standard Oil Company has contracted with the Harlan & Wolff Company, of Belfast, Ireland, for the construction of a monster tanker for the Philadelphia, New York and European oil trade. The new craft is to cost $680,000, and will be 496 feet long, and 60 feet breadth of beam. This will be the first tanker ever built in Ireland.

The owners of the Norwegian ship Helga have directed the captain to abandon and terminate the voyage of the ship. The Helga was previously reported as having put into Sydney while bound from Newcastle, Australia, to Honolulu, totally dismasted. Repairs to the vessel will cost £5,000, not including general average expenses.

The Senate Committee on Commerce on December 14, took up the shipping bill of the Merchant Marine Commission, and after considering it, ordered that it be favorably reported to the Senate. No substantial change was made in the bill. Senator Mallory signified that he would prepare a minority report, not against the mail subventions to new lines, which have been unanimously approved by the Merchant Marine Commission, but against the proposed subventions at the rate of $5 per ton to tramp vessels, steam and sail.

With the Wits.

Mechanical.—"That's my best work," said the poet, after reading his verses. "No, if I were you I'd have it patented."

The Way With Them.—"He's what I call a 'budding genius.'"

"Who? Bragg?"

"Yes; like all budding things, he's inclined to blow."

Later News.—"Miss Roxley's engagement to Jack Poorman has been—"

"Announced! Yes, I expected as much."

"No; denounced. The old man had a say."

Preparing the Soil.—"I notice the young widow Prettyman doesn't have her widow's weeds so much in evidence now."

"No; she's clearing those weeds away. I believe she sees signs of a second crop of orange blossoms."

A Standard of Measure.—First Clerk—"So they've cut down your lunch hour one-third, haven't they?"

Second Clerk—"Just exactly. I used to have time to smoke three cigarettes, but now I can only manage to get away with two."

A News Item.—"How d'ye do?" he said to the clerk in the office of the great metropolitan daily. "I'm Henry Hawbuck, of Saugatuck Corners."

"Yes," said the clerk; "well, sir?"

"Well, I'm sojournin' in the metropolis for the day."

Quite the Contrary.—"You misjudge me," said the hypocrite, reproachfully. "I admit I am a poor, weak mortal, but lying is not one of my failings."

"It certainly is not," agreed the hard-headed man. "It is one of your successes."

Directly Under It.—"It's funny," said the long-winded bore, "but nobody ever seems glad to see me."

"And haven't you ever found out the cause of your unpopularity?" inquired his candid friend.

"No; I can't discover it."

"Well, well, it's right under your very nose."



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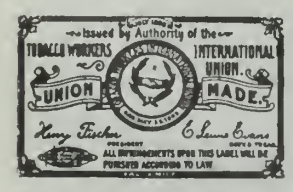
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COAST SEAMEN'S JOURNAL

FOR THE SEAFARING PEOPLE OF THE WORLD.

OFFICIAL PAPER OF THE INTERNATIONAL SEAMEN'S UNION OF AMERICA.

A Journal of Seamen, by Seamen, for Seamen. *Our Aim: The Brotherhood of the Sea.* *Our Motto: Justice by Organization.*

VOL. XIX. No. 14. SAN FRANCISCO, WEDNESDAY, DECEMBER 27, 1905. WHOLE No. 950.

THE "RED RECORD" UP-TO-DATE.

Brutality on Maryland Oyster Vessels.

Newspaper Exposures of Methods in Vogue.

THE investigation of the death of three men on an oyster dredge near Deal Island, Md., under circumstances which indicate to newspaper observers that they had been foully dealt with by their masters, has brought to light the startling fact that a veritable system of "white slavery" prevails in the oyster business in the upper waters of Chesapeake Bay, says the Literary Digest. The newspapers, and particularly the Philadelphia Press, have adduced volumes of evidence showing that the oyster-boat captains have not only treated their men with great brutality and injustice, but that they also recruit their crews by "shaughaiing," through unscrupulous characters under the guise of shipping agents, the outcasts and unfortunates who haunt the river fronts of Philadelphia and New York. This nefarious trade and outrageous practise are spoken of as having been going on for a long time. The Philadelphia Telegraph says that "the tales of brutal coercion and even murder which are now being told are simply repetitions of what has been told for years." Gov. Edwin Warfield, of Maryland, who is now taking steps to put an end to the evil, speaks of "the wholesale taking of life, and inhuman and almost barbarous treatment of men regularly enrolled as seamen aboard oyster-boats" as a common practice of long standing which has cost "more than three thousand lives;" and the Philadelphia Inquirer remarks:

There is really nothing unique about the stories of brutality that come out of Chesapeake Bay. Some instances where men have been shanghaied and driven to their deaths on the Baltimore oyster-boats have just come to light in such a manner as to hold the attention of the public, that is all. As a matter of fact this sort of thing has been going on for many years. Outrageous treatment of the men, cruelties almost beyond belief, murders that have been common enough —this constitutes the normal life aboard a Chesapeake oyster-dredger.

All this has been known to the authorities, and yet nothing has been done. It is the shame of Maryland. The old sea tales of the period when the oceans were plowed by sailing-vessels and steamships were unknown were always filled with the horrors of life before the mast under brutal captains, but even buccaneering days could not furnish examples of cruelties more atrocious than to-day accompany the search for oysters in the Chesapeake. So difficult has it become to secure crews that men are lured to Baltimore from Philadelphia; that raw immigrants just landed on the docks are drugged and thrown aboard an oysterman and driven to work under blows.

This inhuman, this barbarous system has never been broken up. Under the noses of the authorities in Baltimore shanghaiing has been going on. The stories of cruelty brought back by half-starved and badly battered crews have gone for naught. Baltimore has been content to let matters alone. The State of Maryland can maintain an oyster navy to drive boats from forbidden grounds and to prevent Virginia dredgers from encroaching on Marylaud territory, but there is never any time to search out the brutes who commit crimes and carry on in so high-handed a manner.

The oyster dredging business is now at its height; and Marshal Langhammer, of Baltimore, reports that large numbers of impressed and maltreated seamen have escaped and come to him asking for assistance, justice, and revenge. "The stories I have heard from the lips of these poor wretches," says the marshal, "have been heartrending"; and they convince him that the rumors of "brutality aboard the oyster fleet are not exaggerated." The wrongs which seem to be most commonly perpetrated by these "iron-hearted, hard-fisted sea wolves of the Chesapeake" upon their employes are to underfeed, overwork, threaten, beat, and whip them, aud finally to cast them ashore without paying them the wages agreed upon. The methods resorted to by the shipping agents to lure the shanghaied seamen aboard are graphically illustrated by the following story related by a man named Grim, who was "crimped" by an agent in Philadelphia. Says this victim, as quoted in the Press of that city:

I was engaged by a runner in the shipping office in Front street, below Walnut. There were about twelve of us who were taken out to the Baltimore & Ohio station. Before going there they gave us some rum—that was the worst stuff I ever tasted. On the way to Baltimore half the men were drunk. When we reached Baltimore we were hustled into a wagon and taken to an office, where tin cups of rum were again given us. Then we were taken aboard a small launch and brought to the oyster-boat. We were no sooner on the boat before the captain and his two sons began their brutal treatment. The captain had a double-barreled shotgun, and day after day he threatened to throw us overboard. William Merz, who came from this city, was on the boat, and was sick from the first. He would have died in the hold of the vessel if we had not made a determined stand to have him sent ashore. They gave him water to drink in which cabbage had been boiled two days before. Another man was sick, when the captain dragged him across a pile of oysters by the neck. He declared that if he didn't stop playing sick he would send him where he couldn't see daylight. A negro on board was assaulted by the captain's son and was brutally beaten and kicked.

The Philadelphia Press declares in its report on the situation that it is openly charged in Maryland that political influence is largely responsible for the long toleration of the Chesapeake Bay outrages. "In many instances," says The Press, "State officials have shielded the guilty captains." Other papers are also inclined to take this view, and furthermore seem to think that on account of the great political power which is possessed by the men engaged in the oyster-dredging business, the State of Maryland will be unable single-handed to suppress the trouble. Hence a call has been made upon the federal Government for assistance, which Governor Warfield has heartily endorsed in the following words:

As Governor of the State of Maryland I will welcome an opportunity to confer with President Roosevelt, Governor Pennypacker, and any other State or Federal officials who wish to see eliminated a despicable system, unparalleled for brutality.

The Philadelphia Dispatch discusses the subject matter editorially, as follows:

The tragedies that have been and no doubt are still being enacted on the oyster boats of the Chesapeake Bay, with which the news columns of the daily papers are now rife show that men can be virtually kidnapped from the streets of Philadelphia and sent into slavery on the Chesapeake oyster boats, most of them to be put ashore penniless after months of bitter toil, some of them even to be murdered and flung overboard. Such a condition of affairs seems incredible in this civilized community so well protected by the Courts and the police, and yet that it actually exists there can be no shadow of a doubt.

Perhaps the most remarkable feature of the atrocious system is the audacity of those who profit by it. Men are lured into low water-front resorts, plied with dosed liquor until they are helpless and shipped in squads to Baltimore, where they are guarded until distributed among the wretched craft that work the oyster beds. Once aboard, there is no escape for them, for the boats remain down the bay for months at a time.

It is no excuse that the men so entrapped and lured into slavery are drunkards and often members of the class known as wharf rats, for no matter how abject and fallen they may be, such a system is a bold strike against universal liberty, and what effects and endangers the life and liberties of these besotted drunkards, would, if continued, endanger the life and liberty of the most respectable citizen. To entrap free men on the streets and drag them into slavery savors too much of the press gang methods in England a century ago.

The Baltimore authorities plead that they are unable to check the system. If this be true, it is time that the Federal Government undertook the task.

The Philadelphia Item makes the significant remark that the charges which are now brought forward were "threshed out years ago and found to be true." The same paper thinks that the present renewal of the charges "shows that the authorities have done nothing to break up the practice."

The Brooklyn (N. Y.) Eagle says:

As oysters are taken from beds that, in at least some instances, are far enough from the shore to justify marine, rather than local jurisdiction, and as that authority has been exercised on previous occasions, it would be well if government would use a little more expedition and industry in putting an end to conditions in the Chesapeake that for years have been an abomination, albeit they have been oversensationalized in the yellow press. Enough is known of the methods of the brutal captains of oyster boats to justify a demand for wholesale imprisonments. These captains, who represent the ultimate of commercialism, do not hire their crews in a manful fashion, but engage with keepers of resorts ashore to supply them with ignorant immigrants who are shanghaied while drunk, or who are ignorant of the work planned for them, and who, after securing a load of shell fish are set ashore in lonely places without pay, food or shelter.

These men are slaves while at sea, and the knockdown argument is applied to keep them busy. They are kicked, clubbed, rope's ended, and, in some instances they have been killed, and nobody is punish-

ed. One reason for this laxity is that the village communities from which the oyster captains are supplied have been used to this kind of thing all their lives, and have ceased to regard as cruel or unusual a conduct that would stir the wrath of all civilization if it were exhibited in our cities. It is therefore necessary that government, which has made a few feeble forays into this department of industry from time to time, should really exert itself and put a stop to barbarism. The traditions of the sea have always been severe, but because apprentices were mast-headed and whaled fifty years ago it is no reason why grown men should be abused by crimps and brutes to-day. A month of vigorous work would reform the people of the Chesapeake.

The Washington, D. C., Star, describes the situation and condemns the methods in vogue on oyster vessels in unmeasured terms and concludes with the following:

Here, then, is a gang of pirates—for they are no less—working within a few miles of the federal capital, plying their atrocious traffic for months at a time without molestation. The oyster navies of Virginia and Maryland are absurdly inadequate to cope with the evil. The forces of the United States alone are competent to round up the brutes and release their victims. And when this has been done, and the criminals have been jailed, some provisions should be made for a regular federal patrol of these waters, to insure, if possible, against repetitions of such offenses against the laws of humanity.

Coal in Spitzbergen.

According to Export, a German publication, coal mining has been commenced at Advents Bay, on the west coast of Spitzbergen. The discovery of coal is one of the results achieved by the Swedish expedition sent out to study the geology of Spitzbergen. Two expeditions for mining coal were fitted out, partly in Norway, with English and American capital. About 200 tons of coal were mined this summer, of which ninety tons were taken by a Spitzbergen whaling company. The coal burns well, but is liable to loss from weather changes, which would prevent its being stored in the open for any length of time.

The expense of mining is considerable, as it must include strong bulwarks for protection against ice. Freights are high, as ships desiring to carry coal must go in ballast to Spitzbergen. However, the whaling and tourist ships which visit Spitzbergen should get coal here. The English party will stay at Spitzbergen this winter, but the American expedition will return to Norway. Next year the American company will continue its work into the winter. It may be mentioned that a cryolith mine has been in operation for some time at Iwigtut, Greenland.

Consul- General Holloway, of Halifax, says a great many Americans are migrating to Canada. It appears that the immigration into Canada from the United States during the year ended June 30, 1905, as compared with the preceding year shows a decrease of 1,628. There was, however, a net increase of 15,935 in the total number of immigrants into Canada for the year. Of the total entries (1,182) made in Canada during the month of June by persons from the United States, 444 were from the Dakotas, 258 from Minnesota, 94 from the State of Washington, 56 from Kansas, 50 from Wisconsin, 42 from Michigan, 38 from Montana, 29 from Illinois, 23 from Oregon, and 22 from Idaho. A heavy influx of settlers from the United States into the Nicola and Similkameen valleys, British Columbia, is reported.

What will be the largest carpet in the world is being made in London. It will cover 63,000 square feet and will serve as the "ground" for winter sports in the Olympia, London. Its cost will be $25,000.

Zenith of Race Reached.

The American race has reached its zenith, according to at least one man of noted authority. Prof. Edward Ross, sociologist of the University of Nebraska, who a few years ago, was asked to resign from the faculty of Leland Stanford University on account of his radical socialist views, lectured to University students recently on the subject, "The Sources of Americanism." In the course of his remarks he declared that the American race—and he insisted that there is a distinct American race—had progressed as far as it is likely to progress.

The loss of the vast frontiers, the equal distribution of population and the tendency toward grouping of vast numbers in the large cities were given as his reason for believing that the race had run its onward course. The noted educator explained that he did not mean by this that the race would begin to show decline and decay at once. He proclaimed the American race the greatest in the world, but predicted that it would have to stand still for a long time now and that neither progress nor decline would be noticeable for years.

There is a distinct American race, contrary to most opinion, the Professor said. This race has been most progressive. It is true that most of our progress has been due to the natural resources of the country, yet a great deal of it is due entirely to the peculiar stable inherent qualities of our people.

If our population in 1880 had been made up exclusively of English, French, Germans or any other race of European people we would not have made the great progress that has been made. Though we were the dumping ground of Europe in the Colonial days, we got better people than we left behind. The immigrants were not better mentally or more noble, but were superior in strength and energy. Our frontier life made the nation. The people met the hard knocks of life and grew strong from their contact with nature.

Anthropologically speaking, however, the American race has reached its zenith. We no longer have any frontier and the loss of this important element in our progress has been weakening. The population of the country is coming to be equally distributed throughout the country. Our young men are now going chiefly to the man-stifling cities. There they have smaller families. There are more celibates now. The city is a blast furnace in which men are made incandescent with fervid heat. The next moment they turn into cinders.

The nation has never recovered fully from the effects of the Civil War. Half a million of our best men were sacrificed in that conflict, and now the flower of the South is gone. In proof of this I call your attention to the fact that the leaders in statesmanship before the war came from the South, but not now. The South was robbed of its statesmen, while in the North the rot of graft crept in. The race has been diluted by a stream of unselected immigrants. In colonial times we got many of the best of the European people. We are now tapping a lower strata.

Americans are taller than their European cousins. We are a tall and a slim race. The check bones show distinctly in the pictures. Look at the symbolic pictures of Uncle Sam and John Bull. Uncle Sam is shown as tall and slim, while John Bull is the opposite. The chief traits of the American race are energy and will power. Americans always go in for efficiency and results. They praise the rich and condemn the poor. The activity of the American has placed a damper on lust. The social relations in America are higher than in Europe as a result.

Americans intend to speak the truth, but their desire to win leads to a combat between the desire for truth and the aim to win. The intense activity of the race has robbed it of comfort. With all its energy and perseverance the people have yet to learn how to relax and enjoy their leisures.

Americans have failed in literature and art because the men have been busy with world-building, while the women alone have given attention to art.—Chicago Chronicle.

Canada-Australia Line.

On August 14, the Canadian Minister of Trade and Commerce entered into an agreement with the Union Steamship Company, of New Zealand (Limited), as managing agents of the Canadian-Australian Royal Mail Line, for the continuance of the Australian steamship contract for a further period of one year from the first day of August, 1905. This renewal contract provides for the same four-weekly mail service to be furnished for a further term of twelve months from the first day of August, 1906, unless either party gives notice three months before July 31, 1906. The Canadian Government is to pay a subsidy of £37,090 18s. 2d. per annum, this being an increase of £3,000 upon the Canadian subsidy previously paid. A like increase of £3,000 is to be made to the subsidy paid by the Australian Government. The total subsidy under this new arrangement to be received by the Canadian-Australian Royal Mail Line from the different governments is, it is understood, £64,500.

Illiteracy in Russia.

Consul Liefield, of Freiburg, Baden, calls attention to the fact that according to the Russian census of 1897, published last June, 78.9 per cent of the population can neither read nor write. He reports that the census shows that of the 126,586,525, which constitute the total population of the Empire, 99,070,436, or 78.9 per cent, are illiterate. One hundred and four thousand three hundred and twenty-one students attended universities or other higher institutions of learning. The secondary schools contained 99,948 pupils; the primary schools, 1,072,977, and the military schools, 77,441. On the basis of social standing the census shows 96,896,648 peasants, 13,386,392 lower city dwellers, 8,297,965 nomads and semibarbarous inhabitants, 2,928,842 Cossacks, 1,220,169 hereditary nobles, 630,119 personal nobles and officials, 588,947 priests and ministers of all denominations, 342,927 hereditary and personal citizens of honor, and 281,179 merchants.

Speaking the other night at Manchester, Winston Churchill, who is 34 years old, said: "In politics a man may be described as a young man of promise until he is past the age of 65. Youth less mature is often the object of hostile criticism".

The London County Council now uses motor repair wagons to attend to breakdowns on the street railways.

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions.)

A Clergyman's Conversion

To see ourselves as others see us is an experience which may be as pleasant as it is sometimes embarrassing. As in all other matters of the kind, much depends upon the point of view, and more upon the personality and disposition of the beholder. The Rev. Warren H. Wilson, of Brooklyn, N. Y., has for a year past been a fraternal delegate to the Brooklyn Central Labor Union. Writing to Mr. Charles Stelzle, secretary of the Presbyterian Unions, headquarters Chicago, Ill., Mr. Wilson gives his impressions of his fellow delegates to the Central Labor Union as follows:

It opens the eyes to come into personal contact with the leaders of labor. It robs one forever of the vision of the labor leader pictured as a hulking bully, thick-necked, hard-fisted, arrogant, an agitator preferring a fight to a job. The members of the Central Labor Union of Brooklyn are not trouble-makers, neither are they bullies. They are a cordially fraternal company of thinking men, among whom, aside from the other considerations, it is for a thinking man an honor to be numbered. From my first appointment as a fraternal delegate to the Central Labor Union I was met with intelligent and thoughtful cordiality. The labor men welcomed the appointment, and one after another, although it was a new departure, they assented to it, until in a meeting of the Union it was greeted with a surprisng unanimity and emphasis. The meetings of the Union have been to me experiences of surpassing interest. They open up a new world to a Christian minister. The more is the pity that it is a world from which Christian ministers should be shut out. Here are discussed matters of vital interest to the poor of this Borough and those of meagre means—the very people for whom the Master had the most direct message—and with a finely intelligent grasp of principles, mutual forbearance and sincere brotherliness. The word "brother," as a term of address, lives here with the full force of John Wesley's days. So far as one can observe, the leaders of labor in Brooklyn are religiously trained men, more than a majority of them members of churches. They appreciate, too, an essential agreement in the fundamentals underlying the faiths of the various churches of this city (Brooklyn). And they conceive that their Union, being a purely advisory body, a forum of discussion of interests common to those who toil with their hands, is an agency for the carrying out of a religious purpose. That is, they believe that the war on the sweatshop, the crusade against child labor, and the agitation for a better place for the laboring women, are interests which are, or should be, high in the esteem of religious people. They believe, too, that the increase of wages will introduce into a multitude of homes in Brooklyn the possibilities of religion and of righteousness. They believe that the shortening of hours in trades like that of the bakers, who to-day toil for eleven hours or twelve in overheated quarters, who recently in many cases had to sleep by the side of their ovens, will tend to the restoration of these men to their families, and will be the beginning of religious and moral life for a multitude of persons. I am frank to say that in these things I agree with them.

This word-picture of a typical group of American labor representatives is in sharp contrast with the cantankerous ebullitions on the subject by the New York Times, in whose editorial lexicon a representative of labor is indexed as a "dead beat"—all but one, and he is dead. The contrast is still more apparent when we turn to the chaste pages of that highly moral publication, The Square Deal, where the representatives of labor are invariably pictured as plug-uglies armed with bludgeons and pistols, and with countenances suggestive of a cross between Bill Sykes and Sawney Beans, the man-eater. The Rev. Warren H. Wilson's unsolicited tribute to the entire respectability and worth of character of his fellow-delegates to the Brooklyn Central Labor Union is all the more significant from the fact that he is a clergyman, for it is unfortunately true that the average clergyman, both by tradition and education, regards himself as a morally and intellectually superior being, instead of a merely ordained exponent of Christianity. As a rule he is long on "culture" and proportionately short on that democracy which is the keynote of the Gospel preached by the Master Himself. It is this leaning toward the essence of aristocracy on the part of the clergy which more than anything else has caused the present deplorable estrangement between workingmen and the churches. It is a matter for sincere rejoicing therefore that so many clergymen have lately evinced a decided disposition to emulate the spirit of democracy which characterized the Founder of Christianity, and which permeates all His teachings. Workingmen never had any quarrel with Christianity, but they have good cause to harden their hearts against its aristocratic exponents.

Organizer Vindicated.

Mention was made in this department of the JOURNAL a few weeks ago about organizer Michael Heffernan of the Atlantic Coast Marine Firemen having been arrested at Newport News, Va., at the instance of the local U. S. Shipping Commissioner on the allegation that he had violated one of the Revised Statutes in shipping a crew for a coastwise vessel. The contention of the Shipping Commissioner, it will be remembered, was that as Organizer Heffernan had no license to act as a shipping agent he was legally debarred from acting in that capacity. It will also be remembered that this contention by the Shipping Commissioner was shown to be groundless inasmuch as the law on which the Commissioner based his contention no longer applied to the coastwise trade. On December 13, Comrade Heffernan received a letter from Mr. Riddleberger, his counsel, saying among other things:

We have this day had the criminal charges against you dismissed in the United States Court. After several consultations with the District Attorney he consented not to ask the Grand Jury for an indictment in your case, as we demonstrated to him that you had violated no law in what you did. You are therefore entirely exonerated of the charges against you, and your bail has been refunded to your bondsman.

The incident is thus happily closed, and all that remains to be said in regard to it is that it now appears that the U. S. Shipping Commissioner of Newport News, in causing the arrest of Comrade Heffernan, was actuated by no altrurian motives begotten by an innate love of justice, or a desire to protect seamen. The arrest of Comrade Heffernan was the result of his interfering with the business of the brother of the Shipping Commissioner, said brother being the only shipping master in Newport News duly licensed by the municipality. This phase of the matter proves the Shipping Commissioner to be an "honest grafter" as well as an incompetent, and should be duly brought to the attention of the authorities in Washington.

The Marine Firemen report shipping in their line a good deal better than it was last year at this time. According to Secretary Sullivan's report, the ports of New York, Boston, Philadelphia, Baltimore and Norfolk are all doing a very fair amount of shipping. Mobile is doing famously, and New Orleans is picking up right along and promising to excel the other branches after awhile. The Norfolk branch has moved its offices and hall to No. 18 Nebraska street, where there are much larger quarters, and the new address of the Mobile branch is No. 2 Government street.

Japanese Colonization.

In view of the efforts by various organizations throughout the country to have the provisions of the Chinese Exclusion Act extended so as to apply to Japanese and Korean coolies, the following special despatch to the New York Times is more than ordinarily interesting:

Washington, Dec. 14.—A large syndicate in Japan has entered on the business of colonizing in Texas and other Southern States Japanese families from those parts of Japan where the tea and silk industries lead. The agent of the syndicate, Mr. Akioki, was a visitor at the Department of Agriculture to-day, seeking a great variety of information in regard to the climate and resources of the Lone Star State. He left for Tokio to-night to conduct the first colony across the Pacific to their new home in this country. There will be 300 families in the party, and Mr. Akioki has bought for them a solid tract of 10,000 acres in Bee County. He showed the deeds to the officials at the Department of Agriculture, and described the tract as possessing all the natural advantages desired for tea farming and silk raising. The mulberry tree grows everywhere in the region to a great size. San Antonio is the nearest town to the proposed colony, and the expectation is that the new-comers will make good citizens and intermarry and coalesce with their Texas neighbors. Mr. Akioki says that if the first colony is a success he will buy another tract on which he has an option, and in this there are 100,000 acres, enough to make homes for 3,000 families. There is a small colony of Japanese now in Bee County. They have devoted themselves to raising tea, and this year sold their products with a good profit.

This little colonization scheme will undoubtedly meet with the approval of those large-hearted political economists who are in the habit of writing long communications to the newspapers containing mathematical equations to prove that the State of Texas is large enough and fertile enough to support in comfort the entire population of the world. It would be interesting, however, to know how these gentlemen reconcile their conclusions with the undeniable facts presented in connection with the admitted dangers of unrestricted European immigration. If the problem of assimilating the hordes of undesirable Europeans which swarm to this country every year has already assumed the proportions of a national menace, why should we further add to our difficulties in that line by throwing our doors wide open to a race of people like the Japanese who are naturally unassimilable with Caucasians? If we once establish the principle, either by precedent or legislation, that Mongolian immigrants are as welcome to our shores as Caucasians, the doom of Anglo-Saxon civilization will have been sealed. The Japanese, once they become domiciled here in great numbers, will as a matter of economic evolution swarm into our large cities and so demoralize the labor market that there will either be a revolution or an exodus back to Europe of our white laboring population. Is that the fate our pro-Mongolian friends desire for this country?

At a recent meeting of the Presbytery of New York, the Rev. Dr. John Bancroft Devins, editor of the Observer, and the Rev. Milton F. Littlefield, pastor of the First Union Presbyterian Church, were appointed fraternal delegates to the New York Central Federated Union, pursuant to a resolution to that effect adopted at the last meeting of the Presbyterian General Assembly.

Alvin Nelson, a member of the Atlantic Coast Marine Firemen's Union, died at Fort Stanton, N. M., on Dec. 8, from pulmonary consumption.

(Continued on Page 10.)

Home News.

Some of the people who live in Indian Territory and wish for Statehood want the Territory admitted to the Union under the name of Lincoln.

A committee of the National Board of Fire Underwriters reports that New York City is in grave danger in many places, because of inadequate protection from fire.

President Roosevelt has signed the bill passed by Congress appropriating $11,000,000 for the Panama Canal. This is the first law created by the present session of Congress.

Secretary of the Navy Bonaparte urged development of public sentiment favorable to the Navy in an address before the Navy League and Association of Naval Militia.

The Southern Pacific Company has recorded a patent to 75,000 acres, the railroad lands known as the Atlantic and Pacific grant, and will place much of the strip on the market.

Bids were opened simultaneously in Washington and Manila to build 1233 miles of railroads in the Philippines. A bid of Speyer & Co., covering a third of the total mileage, was most liberal.

A seat on the New York Stock Exchange was sold recently for $90,000, the highest price on record. The purchaser of the seat is Harold L. Mack, son of A. Mack of the firm of Mack & Co., of San Francisco.

Army officers are aroused by the report that General Weston is to command the army next spring as chief of staff, with the rank of lieutenant-general. They say it is a plan to shelve General MacArthur and advance General Wood.

Thomas E. Drake, Superintendent of Insurance of the District of Columbia, has written Governors, Attorneys-General and Insurance Commissioners of all States and Territories to attend a conference on insurance at Chicago, February 1.

Testimony before the Senate Committee on Appropriations disclosed the fact that much of the work on the Panama Canal will have to be done over, and that the type of canal to be built will not be decided soon.

President and Mrs. Roosevelt formally announced the engagement of the President's oldest daughter, Miss Alice Roosevelt, to Representative Nicholas Longworth, of Ohio. The wedding will take place in the White House on February 17.

Three of the largest financial institutions in the West, the Chicago National Bank, the Home Savings Bank and the Equitable Trust Company, all of them controlled by John R. Walsh of Chicago, and in great measure owned by him, have suspended operations.

The official register of the United States gives a recapitulation of the employes in the different departments, the Government Printing Office and the offices of the District of Columbia, showing a total of 25,481 persons in the service in the city of Washington, receiving an aggregate compensation of $27,145,709.

A statement by the Commissioner of Education, discussing matters pertaining to his office for the fiscal year 1905, shows that the number of pupils enrolled in the common schools during that period was 16,256,038, or 20 per cent of the entire population as estimated by the Census Bureau.

Representatives of 150 straight shingle and combination mills at Seattle, have voted to perpetuate the shingle mills bureau organized to inaugurate the sixty-day close down of shingle mills in Washington by organizing on a permanent basis. The combination mills agree to curtail the shingle output to the extent of 240,000,000 shingles up to February 1.

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Pacific Coast Marine.

Secretary of War Taft has recommended that Congress appropriate $83,000 for enlarging the channel from Humboldt bar to Eureka, California.

Lloyd's agent at Nagasaki has cabled that the British steamer Oceano, from Portland, Or., has gone into dock and will undergo a survey to have an estimate made of her damages.

The northern transpacific steamship lines have decided to maintain the present rate of $4 per ton on flour to the Orient instead of advancing it to $4.50 as was intended. The decision is due to tramp steamers offering for the business at the $4 rate.

The schooner Zampa, which was expected to bring a cargo of codfish from Sanak, Alaska, returned to San Francisco on December 22, in ballast, having been unable, on account of terrific weather, to load a cargo, though the men and stores taken to Sanak were landed there.

San Pedro expects the first steamer from the Orient in conjunction with the Salt Lake railroad to reach that port in February. J. Flood, general manager of the line, will return from New York in time to meet the first steamer. C. J. Lehmann & Co. have been made agents of the line.

A new steam-schooner, to be named Quinault, is soon to be launched from a shipyard at Gray's Harbor for the Hart-Wood Lumber Company of San Francisco. The Quinault will have a capacity of 700,000 feet of lumber, and is to have accommodations for a score of passengers.

The contract for repairing the Pacific Coast Oil Company's steamer Asuncion was awarded to the Moore & Scott Iron Works of San Francisco. The repair work will consist of the installation of a new tail shaft and new bronze propeller, besides hull work, and consume eight days' time.

Vice-President James of the Great Northern Steamship Company, who returned recently from Japan and China, made the announcement that he is considering a schedule for the coming year whereby the Great Northern steamships Minnesota and Dakota will touch at Honolulu on the return trips from Seattle to Japanese and Chinese ports.

Some days ago Senator Perkins of California, at the request of the seamen's organizations and packing companies, requested the Marine Hospital Service to establish a relief hospital station on Bristol Bay, Alaska. Surgeon-General Wymau has written to Perkins advising that the state of the funds in the service would not permit such action.

The American ship Acme, according to a telegram received from Singapore, has been damaged to the extent of about $40,000. The Acme was before reported as having met with serious injury in heavy weather while bound from Baltimore to the Asiatic coast. Some of the plates, frames and the stern frame, as well as the rudder, were damaged.

The Department of the Treasury and the Bureau of Commerce and Labor have refused to have a branch customs and quarantine office established at Port Harford, or to allow officials to go from San Francisco to give vessels leaving or entering that port their clearance papers, as has been the custom. Hereafter they will have to call at San Francisco for that purpose.

The breaking of the shaft on the Port Orchard steamer Athlon on December 22, on its run from Tacoma to Seattle resulted in the total destruction of the engine, and had it not been for the work of the officers the lives of seventy passengers might have been lost. The engine was stopped in time to prevent it tearing the boat to pieces. All the passengers and crew escaped injury. The Athlon was towed to port.

Representative Hayes of California has presented to the House the memorial of the Chamber of Commerce of San Francisco asking for appropriations for the removal of the visible and submerged rocks in Golden Gate, San Francisco, which are a menace to navigation. It is pointed out that by the use of newly discovered high-power explosives these rocks may be removed at much less cost than was formerly necessary.

After many weeks news comes from the South seas that the British ship Thistle, while bound from Astoria to Port Pirie, had been wrecked on November 3 on Palmerston Island, Polynesia. All the members of the crew were saved, but no particulars are at hand concerning their subsequent welfare. The Thistle was commanded by Captain E. England, and was well known at San Francisco. She was built in 1891 at Glasgow, and had a net tonnage of 2192.

Bids for installing an oil-burning plant on the Government tug General Mifflin were opened at San Francisco on December 20 by Colonel Patten, assistant quartermaster-general. The lowest bid was made by the Moore & Scott Iron Works, which offered to do the work according to its own plans in twelve days, and while the vessel was running, for the sum of $1725. Other bids, on different plans, ranged as high as $6900.

The steamer Bellerophon, the first of the fine new steamers being built for Alfred Holt & Co.'s service between Liverpool and Puget Sound, will reach the coast some time in April. The other four vessels will be named Teneer, Cyelops, Titan and Antilochus. There is a rumor that the Chicago, Milwaukee & St. Paul Railway Company has made a contract with Holt & Co., whereby these new steamers will be operated out of the Sound in conjunction with the Milwankee road.

Through the efforts of Admiral McCalla a bronze tablet has just been placed on the residence of Chaplain McAlister, at the Mare Island Navy Yard, which draws the attention of visitors to the house that was the residence of Admiral Farragut, while he was commandant of Mare Island. The inscription on the tablet reads as follows: "These quarters were occupied by Admiral, Then Commandant, D. G. Farragnt, First Commandant U. S. Navy Yard, Mare Island, 1854-1858."

The Behring Sea, Copper Island and British Columbia coast catches of Victoria sealers sold in London recently amounted to 13,200 skins, and were sold for from $23 to $26, some lots going as high as $27. The average price last year was $18. The catches of the Cape Horn schooners were sold for $6 a skin, the average pelt not being a good as the North Pacific skins. The high prices realized were due to the increasing scarcity of sealskins and the greatly increased demand. The prices brought are the highest on record.

A Nanaimo fisherman had a unique experience with a flock of seagulls recently. He reached Nanaimo in an open boat containing two tons of herring. While up town the seagulls took possession of the boat. On his return all but sixty flew away. This number had so gorged themselves with herring that they could not fly, but hopped about in a state of helplessness. The fisherman finally climbed into the boat and lifted them overboard. They were able to swim with an effort, and most of them went ashore to recover from the effects of their feast.

A pole reaching to the height of 210 feet and fitted with aerial apparatus for the Mare Island wireless station has just been erected on the Island. This great height will offset inconveniences which have interfered with the transmission of messages heretofore. The stations at the Farralones, Tamalpais and Goat Island can now be in touch with the yard, and it is hoped, also, that ships at sea can be communicated with. This pole is in three sections, and is said to be one of the biggest in the history of aerial transmission.

Captain R. J. Dunham, of the steamer Roanoke, has been presented by the marine underwriters with a gold watch in recognition of his good work in saving the steamer from serious damage during her recent trip from Astoria. As will be remembered, the Roanoke was damaged and lost her rudder in attempting to put into Eureka, and later, during a great gale, was helpless in the sea off the California coast. But Captain Dunham, allaying the fears of his three-score passengers, rigged up a jury rudder and finally succeeded in making San Francisco.

A 16,000-mile cruise of a 91-foot yacht around Cape Horn, from New York to San Diego, Cal., was begun at New York on December 14. The little vessel is the Anemone, owned by Charles L. Tutt, of San Diego. A crew of ten men will sail her. the long cruise being made for the purpose of delivering the Anemone to Mr. Tutt, who recently purchased her. The vessel will rely on her sails, but is also supplied with auxiliary power. There are provisions aboard for seven months, although it is expected to make the voyage in four months.

One of the first motor boats built at San Francisco was given a trial trip on December 21. This is the Leif, constructed for the Alaska Packers' Association for use on the bay, and built after the model of torpedo boats. Furnished with a twenty-horse-power gasoline engine of the Peters make, the Leif easily made a speed of sixteen miles an hour, and showed her ability to do even better when the machinery shall have been better adjusted after a little wear. Frank Peters was in charge of the boat, and made the run from the Union Iron Works to the Ferry Building in fourteen minutes. The Leif is 28 feet in length, with a beam of 5½ feet.

It is stated that the decision by the Court of Claims in the case of the American Packing Company and the Russian Packing Company, both California corporations, versus the United States, was affirmed by the Supreme Court of the United States. These cases involve claims against the Government based on the fact that the two companies had located salmon packing plants on Afognak Island, Alaska, previous to the setting aside of that island in 1892 for the purpose of fish culture by the Government. The Russian company demanded $144,369 and the American company $119,045. They based their contention on the fact that the law of 1884, creating the civil government of Alaska, provided for the protection of the rights of persons occupying land at he time, but the court held that these companies did not come within the scope of that protection, and decided the case against them.

There is more Catarrh in this section of the country than all other diseases put together, and until the last few years was supposed to be incurable. For a great many years doctors pronounced it a local disease and prescribed local remedies, and by constantly failing to cure with local treatment, pronounced it incurable. Science has proven catarrh to be a constitutional disease and therefore requires constitutional treatment. Hall's Catarrh Cure, manufactured by F. J. Cheney & Co., Toledo, Ohio, is the only constitutional cure on the market. It is taken internally in doses from 10 drops to a teaspoonful. It acts directly on the blood and mucous surfaces of the system. They offer one hundred dollars for any case it fails to cure. Send for circulars and testimonials.

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The Telemobiloskop.

United States Consul Bardel, of Bamberg, Germany, reports the invention of the telemobiloskop by a resident of Dusseldorf, an apparatus which merits the attention of all seafarers, and which is said to have gained the special attention of German maritime circles. Describing the telemobiloskop, Consul Bardel writes:

The telemobiloskop is to enable the pilot of a ship, in foggy weather, to discover the nearness of another vessel, even if the pilot of the other vessel neglects to give signals by which he could make himself heard. The apparatus works automatically, so that after it is once adjusted nothing whatever has to be done until a ship is discovered by it, when, by an unimportant manual action, the nearness of the other ship can be disclosed. The invention is based on the principle that electric waves, such as are used by wireless telegraphy, are reflected the moment they strike metallic objects in their course, while otherwise they continue on their journey.

Railways of the World.

According to the most recent German statistics, the length of the railroads of the world was 537,105 miles on December 31, 1904, of which 270,386 miles were in America, 187,776 in Europe, 46,592 miles in Asia, 15,649 miles in Africa, and 16,702 miles in Australasia. Of the mileage of European railroads Germany stands first (34,016), followed in their order by Russia (33,286), France (28,266), Austria-Hungary (24,261), the United Kingdom (22,592), Italy (10,025), Spain (8,656), Sweden and Norway (7,730). The average cost of construction of the European railroads per mile is estimated at $107,577, while for the remainder of the world the estimate is only $59,680. The total value of the railroads of the world according to these statistics is $43,000,000,000, of which the European roads figure for $22,000,000,000. The estimate for rolling stock is as follows in numbers: Locomotives, 150,000; passenger coaches, 225,000, and freight cars, 3,000,000.

Insurance Against Idleness.

With reference to the beneficent effects of the insurance association against non-employment of working people existing in the city of Berne, the following interesting data are furnished:

The association has at present 593 members, of whom 25 are foreigners; 431 are married. During the last winter 305 members reported to be out of employment; they received as day money, in all, 11,069 francs. With few exceptions, these workingmen belonged to the building trades. From 1893 to 1905, the association received in insurance premiums 31,208.20 francs, the municipality contributed 111,200 francs, and in presents and contributions from the employers 30,087.70 francs. The amount paid to those out of work during that period was 150,285.45 francs. The association has a large room in which the members find books and periodicals.

Some very small West Indian fish, locally known as "millions," are thriving in the Zoological Gardens, London. Barbadoes is the home of this species, and it is suggested that the immunity of that island from the malarial mosquito may be due to its presence.

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, - - - - DECEMBER 27, 1905.

SEAMEN'S WORK IN CONVENTION.

The tenth annual convention of the International Seamen's Union of America has become a matter of history, and the delegates to that gathering have returned to their respective localities, there to aid in working out the plans designed in the council hall. The value of the convention's work remains to be tested by practical experience. Only one thing is certain, namely, that every act of the seamen's representatives was dictated by an honest and earnest desire to further the interests of the craft. In point of ability to deal with the important questions confronting them, the delegates to the Cleveland convention averaged well in comparison with those of previous gatherings. All things considered, there is every reason for confidence in the outlook of the coming year. With whole-souled co-operation on the part of the membership at large, the assurance of success is made doubly sure.

The synopsis of the convention proceedings, published in the two preceding issues of the JOURNAL, gives a fairly comprehensive review of the various measures proposed and adopted. As usual, the proceedings will be issued in full from the office of the Secretary-Treasurer, thus affording every member an opportunity to study the work of the convention in detail. In the meantime, a brief review of the convention's work is warranted by the publication already made in these columns.

The most important work of the convention consisted in devising plans for further organization among the members of the craft in certain localities. A wide diversity of opinion existed among the delegates on this score, but the plan ultimately adopted received general assent and promises greater success than has attended previous efforts in the same direction. The main feature of the new plan consists in the establishment of the office of General Organizer, an official whose duty it shall be to direct and supervise the work of the local organizers, thus insuring that concentrated and systematic method which has heretofore been lacking. Comrade Fred Benson, of the Lake Seamen's Union, to whom the duties of General Organizer have been intrusted, is a man of established reputation in his locality, and he will doubtless render a good account of his work in the new office.

The system of Referendum and Assessment, as provided by the Constitution, concerning which some criticism has been indulged on the score of obscurity in language, was revised and adopted in practically the form submitted by the delegates from the Sailors' Union of the Pacific. These important features of the International Constitution are now in good working shape and should prove easily available in case of need.

The report on the "National Seamen's Home," which had been in course of preparation during the preceding year, was adopted by the convention, and the proposal to raise funds for the establishment of that institution was referred back to the general membership for their vote. It therefore remains with the latter to determine the only remaining question in this connection, namely, whether or not they are willing to "put up" for the realization of their desires.

The delegates from the International Seamen's Union to the Pittsburg convention of the American Federation of Labor reported the action of the latter body in the dispute between the Seamen and Longshoremen and recommended that the proposal for arbitration be concurred in. This recommendation was adopted, and Delegates Macarthur and Furuseth were elected to represent the Seamen in the pending negotiations. This action was later communicated to President Gompers, of the American Federation of Labor, in whose hands the matter rests at present. The convention, while satisfied with the action of the Federation in declaring against the so-called "long name," expressed the hope that the representatives of Seamen and Longshoremen will meet in the near future for the purpose of formally declaring terms of peace between the two organizations.

Much time was devoted to the discussion of legislative matters. In addition to action upon various features of the conditions prevailing on board ship, it was decided to continue the effort to secure the passage of the Seamen's bill, which has been before Congress during several sessions. For this purpose Comrade Andrew Furuseth was directed to proceed to Washington, D. C., to keep watch on the legislative interests of the seamen. Comrade Furuseth is now at the National capital, where he will remain for several weeks at least.

The Executive Board was enlarged by the addition of two vice-presidents, thus securing a wider representation of the various branches of the craft. As now composed, the Executive Board will doubtless prove competent to deal effectively with conditions as they arise in the respective Districts.

These and other features of the convention's work will be discussed more fully in these columns from time to time. Sufficient has already been published to warrant a prediction of success for the plans made by the Cleveland convention. To this end we bespeak the loyal and energetic support of every member of the International Seamen's Union of America, not as members of this or that local or District, but as members of the International Union, sharing in common the primary hope of advancement for the great seafaring craft.

Demand the union label on all products!

IS HAWAII BECOMING JAPANIZED?

The Honolulu Independent, under date of October 17, publishes the following interesting article on the Japanese problem in the Hawaiian Islands:

In a letter to the New York Independent Secretary Atkinson declares that there is no danger of Hawaii becoming Japanized, for the reason that the Japanese are and will remain loyal to their own country. In the course of argument he says:

"The Japanese, however, do not become expatriated. They will not want American citizenship. They do not want it now. In the last general election here the Japanese who voted can be counted on the fingers of one hand, though there are undoubtedly several hundred who could qualify. The Chinese far more readily accept American citizenship, or rather, reach after it when able, and we have about two hundred of them as voters. The Chinese desire for citizenship, however, is usually not founded on devotion to Americanism. It is merely a matter of avoiding the difficulties and inconveniences of the Exclusion Act, for a Chinese who is an American citizen may travel to and from the country as he wills. The Japanese want our education, our business and mechanical knowledge and our money, but, far more than the Chinese, they want to keep their own nationality. This is why they will never dominate an election in Hawaii and one reason why I say that the Hawaiian Islands will never be Japanized."

So that is it. The Japanese are willing to accept the protection of the United States and benefits of a residence in Hawaii, but are too "patriotic" to assume the responsibilities of citizenship, even if eligible to become citizens! That is worse than ever. If Secretary Atkinson is right in his assumptions, the sooner a stop is put to Japanese immigration the better. Hawaii has suffered enough already from people who come here merely for what they can make out of the country. We want settlers having a better purpose in view.

It would be an injustice to the Japs to assume that they would for any length of time allow themselves to be dominated by a minority of the population. Recent events in the world's history have clearly demonstrated that the Japs are not as docile as their yellow cousins, the Chinese. The Japanese may not dominate an election in Hawaii for some time to come, but they will certainly very soon dominate everything else in the Islands unless immediate steps are taken to prevent their ever-growing increase through immigration.

Half a century ago William H. Seward said in the United States Senate that "the Pacific Ocean, with its shores, its islands and the vast regions beyond, will become the chief theatre of events in the world's great hereafter." The play in the theatre referred to has just commenced; we are still in the first act. The Hawaiian Islands occupy the center of the stage and it will require the best of acting, or rather statesmanship, to solve the racial problem already existing in those islands. If, however, the little brown men in Hawaii are permitted to add to their numbers not only by propagation, but also, and largely so, through a constant influx of immigrants from their motherland, Hawaii, well named the Paradise of the Pacific, will become a Japanese colony, and though the American flag may proclaim it American territory, it will not retain American ideals or institutions.

For once the JOURNAL is disposed to be in the fashion of the day. Therefore it hereby resolves that its pages shall be cleaner, brighter and stronger during the coming year than ever before.

The JOURNAL extends the compliments of the season to its readers, one and all, and wishes them many happy returns of the day.

Australian Labor Press.

The history of the New South Wales Labor Press is practically identical with that of Queensland. The same type of men; the same ideas; the same aspirations dominated the origin of both. Were it not for the bushworkers, the mineworkers, and those associated in like industries, the New South Wales Labor Press had never been. As it is, its progress, commensurate with the larger population it is enabled to draw upon, has been less prominent than that of Queensland. However, it can boast of two weeklies—"The Worker" and "The Barrier Truth"—which compare favorably with any of their kind published in the United States.

"The Worker" is virtually owned by the A. W. U. (Australian Workers' Union) a shearers' organization of considerable importance. "The Barrier Truth" may also be said to owe its existence to the subsidized suuport it receives from the miners of Broken Hill. Broken Hill, it may parenthetically be added, is the largest silver-mining district in Australia—probably in the world.

As an instance of the "Worker's" growth, only recently it removed from somewhat forbidding quarters in Kent St., Sydney, to a better and more enticing environment, and into its own premises. Here it has installed an up-to-date plant, which appears to be a credit to its proprietors—the A. W. U.—and to all associated in the production of the paper. A captious critic, might, however, suggest improvement in the literary output. To me, it seems to devote too much space to uninteresting political occurrences, which are of no vital importance to anybody but the petty, self-opinionated person, who thinks the country would go to the dogs if his name and his inanities were omitted. Again, its paragraphic items are far from brilliant. They suggest forcibly a strong application of scissors and paste. Anyhow, they unquestionably lack originality—a fault almost universal among Australian, as well as other Labor newspapers.

When I left Australia some seven months ago, the editor of "The Worker" was an Irish-Australian, named E. J. Brady. Brady is a poet of local reputation. He has written considerable verse anent the men who go down to the sea in ships. And some of that verse is unquestionably good. As a prose-writer, however, he strikes me as being from fair to mediocre.

A really estimable and enthusiastic friend of mine has been editing New South Wales' other Labor weekly—"The Barrier Truth"—for the past two or three years. R. S. Ross (Bob Ross as he is best known) is one of those people who now and again advocate the cause of the masses—an enthusiastic and sincere man. During the time he has occupied "Barrier Truth's" editorial chair, the paper has grown; and it, too, has shifted into a brand-new building of its own. "Truth" has a circulation of about 5,000 per week—I am uncertain of the "Worker's" weekly output—and 5,000 per week is a respectable number for an outback Australian town, such as Broken Hill. In course of time Mr. Ross anticipates turning his little weekly into a daily. That proposition is a large one at present. Yet it has within its bounds practicability.

From Broken Hill (N. S. W.) to Adelaide (S. A.) is a comparatively brief railroad journey. Adelaide is the capital and largest city in the State of South Australia—a territory approximately as big as three Californias. Its population, however, is very sparse—the whole State containing less than 400,000 inhabitants. To this State one Labor weekly—"The Herald"—caters. For many years it has maintained its position. In typographical get-up it is a creditable production; in literary, it is rather heavy and far from brilliant. Like all Australian Labor papers it devotes too much space to politics and too little to industrial affairs. However, it compares favorably with papers of its class, and as South Australia's only Labor weekly is in little danger of a rival.

The West—as we Australians term the State of Westralia—at a very recent period ran two Labor weeklies—one of which is published at Kalgoorlie, and the other was published at Perth. The former—"Westralian Worker"—has been in existence for some considerable time. It is a subsidized sheet, very poor both in typographieal and literary get-up. The mere fact that it is subsidized largely accounts for its continued existence in its present shape. It is a credit to nobody—least of all to the men who run it.

New Zealand can scarcely be said to possess a Labor press. That favored land, we may add, hardly needs such. However, there is a small weekly in Dunedin—"The Otago Liberal"—which in a sort of way can come under the heading of a Labor paper. Its influence is purely local; its character rather that of a suburban, or small country sheet, which ekes out an existence by the aid of the proprietor, the "devil" and the office cat.

Tasmania, the "Flyspeck" State of the Australias, rejoices in, or laments over, one Labor weekly—"The Clipper." Judging it by its name, the budding Mark Twain may read into "The Clipper" any meaning he pleases. Probably he would rashly jump to the conclusion that its editorial genius was addicted to plenty of scissors and paste. However, he would be a little surprised to know that now and again our friend "The Clipper" belies its name, and does print an original item or two. Altogether, though, it seems to suit the drowsy inhabitants of the Flyspeck—at least that particular section which can be found more than ordinarily desirous of reading a Labor Weekly.

This sketch of the Australian Labor Press is necessarily scant. But scant though it may be, it will give an idea of the part played by workingmen papers in the Antipodes. Whether their influence will wane as time goes on is yet to be determined. The fact, however, is that at present they exercise no immaterial sway on the legislation of the Australian Commonwealth, and incidentally on the Australian people.

San Francisco. TOM LAUDER.

Arrangements have been perfected for the building by a Clyde (Scotland) company, of two large and powerful steamers to conduct mail service between Ardrossan and Belfast. The steamers will be delivered early in 1906 and will replace those now in service. They are to be larger than the present steamers and will be equipped with all modern improvements for the accommodation of travel. The old vessels are to be remodeled and transferred to the Glasgow service.

In England, where fads and fashions change slowly and the roads are good, bicycle manufacturers are still doing a good business.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

HEADQUARTERS, SAN FRANCISCO, Dec. 26, 1905.
The minutes of the regular weekly meeting held on the above date will be published in next week's issue of the JOURNAL.

E. ELLISON, Secretary pro tem.
S. W. cor. East and Mission sts. Tel. Main 5397.

TACOMA AGENCY, Dec. 18, 1905.
No meeting; no quorum. Shipping and prospects fair.

JOHN W. CARLSON, Agent pro tem.
3004 McCarver st. Tel. Main 808.

SEATTLE AGENCY, Dec. 18, 1905.
Shipping slack; prospects good.

OSCAR PEARSON, Agent pro tem.
1312 Western ave. P. O. Box 65. Tel. James 3031.

PORT TOWNSEND AGENCY, Dec. 18, 1905.
No meeting; no quorum. Shipping very slack.

WM. THORBECK, Agent.
114 Quincy st. P. O. Box 48. Tel. 443.

ABERDEEN AGENCY, Dec. 18, 1905.
Shipping and prospects fair.

WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

PORTLAND (OR.) AGENCY, Dec. 18, 1905.
Shipping good.

D. W. PAUL, Agent.
40 Union ave. Tel. East 4912.

EUREKA AGENCY, Dec. 18, 1905.
No meeting; no quorum. Shipping and prospects good.

C. SORENSEN, Agent.
222 C street. P. O. Box 327. Tel. Main 566.

SAN PEDRO AGENCY, Dec. 18, 1905.
Shipping fair.

HARRY OHLSEN, Agent.
P. O. Box 2380. Tel. Main 774.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

HEADQUARTERS, SAN FRANCISCO, Dec. 21, 1905.
Regular weekly meeting was called to order at 7:30 p. m., James West in the chair. Secretary reported shipping slack. George Freeman, No. 69, died in the Marine Hospital and was buried by the Union.

EUGENE STEIDLE, Secretary.
54 Mission st.

SEATTLE (WASH.) AGENCY, Dec. 14, 1905.
Shipping dull; many men ashore.

W. SORENSEN, Agent.

SAN PEDRO (CAL.) AGENCY, Dec. 14, 1905.
Shipping fair; very few men ashore.

CHAS. M. DAWSON, Agent.

LAKE SEAMEN'S UNION.

HEADQUARTERS, CHICAGO, ILL., Dec. 18, 1905.
Situation quiet. Balloting for delegates to the Lake Conference was proceeded with.

ALEX. MCKECHNIE, Sec. pro tem.
123 North Desplaines st.

ATLANTIC COAST SEAMEN'S UNION.

HEADQUARTERS, BOSTON, MASS., Dec. 14, 1905.
Situation unchanged.

JOHN THORMER, Sec. pro tem.
1½A Lewis st.

ATLANTIC COAST MARINE FIREMEN'S UNION.

HEADQUARTERS, BROOKLYN, N. Y., Dec. 14, 1905.
Situation fair.

DANIEL SULLIVAN, Secretary.
15 Union st.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC.

HEADQUARTERS, NEW YORK, N. Y., Dec. 16, 1905.
Shipping fair.

H. P. GRIFFIN, Secretary.
166 Christopher st.

On the Great Lakes.

(Contributed by the Lake Seamen's Unions.)

Our Life Savers.

It is probable that the full extent of the heroism and suffering of the crews of the vessels lost during the November gale on Lake Superior will never be made public. The man who is really brave and who really suffers seldom confides his thoughts to the world. The terrible death of nine of the members of the ill-fated Mataafa crew, the fearful suffering of the survivors, have to be endured to be realized. It is not my purpose to censure the Life Saving crews of Duluth Station, yet here was a vessel broadside on to the beach, forming a breakwater for the protection of a boat putting out from shore and the crew of that vessel slowly freezing to death, holding out their hands to the people in plain view on shore, and the life saving crew standing on the beach saying that they could do nothing, not even make an attempt. On officer of the Matáafa informs me that the Life Saving crew could have reached them if they had not been afraid to try. The La Fayette's and Manila's crews suffered untold privation, but were fortunately thrown ashore so near the bluffs that with one exception, Patrick Wade, they were saved; but they saved themselves. After untold tortures from icy waters and frozen limbs, starvation and privation they are safe in harbor. In direct comparison with the conduct of the men of the Duluth Life Saving Station, whom our Government pays to risk their lives in the attempt to save, is the conduct of the brave fishermen who took the crews off the steamer Geo. Spencer, and barge Amboy, ashore, forty miles north of Two Harbors, at Thomasville, a little fishing village. The following taken from the Duluth News Tribune, will give some idea of the brave act:

Not a man of us would have escaped, said Captain Frank Conlin of the George Spencer, but for the bravery and ability of the fishermen at Thomasville, aided by some of the lumbermen from a nearby logging camp.

When the day broke we realized that our position was desperate in the extreme, as the wreck was rapidly going to pieces and we were more than 200 yards from the shore. The suffering of the crew during the night had been terrible.

We at once fastened a rope to the plank, hoping that it would drift ashore. In the fury of the storm we could dimly see some figures on the beach watching. Some of the fishermen understanding what we would naturally try to do, fastened lines around their bodies and waded breast deep in the surf to find the plank or the line while their comrades held the rope and drew them back when they lost their feet in the waves.

Finally they found the line and carried it ashore. A block and tackle was secured and fastened to a tree. The same thing was done on the wreck and we had a double line to shore. We fastened a seat to the lower line and on this the fifteen men from the Spencer were carried safely to land.

The same thing was done by Captain Watson and the seven men on the Amboy were likewise saved.

Capt. Fred Watson, of Buffalo, commander of the Amboy, said that the bravery of the fishermen and the intelligence shown in knowing what to do under the circumstances could not be too highly applauded.

Our boat was a total wreck, he said, and we were in great danger of being washed overboard at any moment. The surf was running high, and the coast there is rough and had we struck 200 yards on either side nothing could have saved us from being dashed to pieces almost instantly.

The fishermen rushed into the surf almost to their necks to secure the line we floated in and had it not been for them we would have been utterly helpless. After tremendous difficulty and repeated failures they found the line and fastened her on shore. Through the blinding surf we worked our way along and not a man was lost.

W. H. Jenkins.

The highest workmen's wages in Berlin are paid to masons—$1.90 to $2.11 a day for piecework.

Six Hours at the Wheel.

It has evidently not occurred to the majority of the Lake sailors that the custom of putting in six hours at the helm is not practiced on any other waters. Of course it is acquiesced to by the masses of men sailing the Lakes but that does not change its inconsistency with things appropriate. Chattel slavery, before its abolition, was also countenanced by the people, and protected by law, but it was, nevertheless, barbarous and degrading from to-day's point of view. The fact that old customs become the rule and habits of long standing, a second nature, ought not to close all avenues to reform, nor prevent sound reasoning from scrutinizing its character. We are informed by the Masters and Pilots, who represent the Lake Carriers, that to steer a boat on the Lakes requires a man skilled in that particular work, and who should do nothing else while running, for he might forget how to steer; but any one with sound reason knows that such an assertion is nothing more than a lame excuse, intended to blind the eyes of the men in order to perpetuate the old custom. As the aforesaid fashion is one of the sinister evils in the maritime conditions on the inland seas it should be obvious that the time has arrived when such an anomaly be abrogated. There is nothing which necessitates that the members of the Lake Seamen's Union should stand and wear out their eyes, and otherwise impair their health, for no other object than to uphold the modes of a silly idea. It is the duty of all to advocate that measures be taken without delay, to have this evil once and for all abolished. The social and industrial status in the world to-day is what people have made it; so, also, in the evolution of organized labor, unity of action is all that is required and any reasonable undertaking must eventually succeed.

Jakob Johanson,

Ashtabula Harbor, Ohio.

Marine Notes.

W. H. Becker, who recently contracted with the American Shipbuilding Company for a new modern freighter, announced that the boat will be named after William G. Pollock, who is Secretary and Treasurer of the Pittsburg and Lake Angeline Iron Company. Mr. Pollock is prominent in the iron trade and resides in Pittsburg.

The car ferry which is being built for the Canadian Pacific Railway, by the Great Lakes Engineering Works, of Detroit, Mich., to be used for carrying coal to Port Burwell, on Lake Erie, will cost about $375,000. The ferry is to be 350 feet over all and will carry thirty cars of fifty tons capacity, together with 200 tons of fuel coal.

Receipts of lumber at the Tonawandas by vessels during last month amounted to a trifle over 51,000,000 feet, 13,000,000 feet less than was received during the corresponding period of last season. Since the opening of navigation a total of 440,000,000 feet of lumber have been received at the Tonawandas by vessel, as against a total of 402,000,000 feet for the corresponding period of last season. This is a gain of 38,000,000 feet in favor of the current season.

New Lake Freighters.

The two 600-foot steamers for the Pittsburg Steamship Co., contracts for which were closed with the American Shipbuilding Co. at Duluth, recently, will be built at South Chicago and they will come out Aug. 15 and Sept. 15. Keels for the new steamers will be laid as soon as the first two vessels of that class that were ordered by the Pittsburg Steamship Co. some time ago, are launched.

The new boats will have more power than any of the steamers that have been built during the past few years. The triple expansion engines will have cylinders 25, 39 and 65 inches with 42 inch stroke. The high pressure cylinder of the engines of the Big Four steamers and the first of the 600-foot class is 24 inches and some of the 10,000-ton steamers have less power.

The new trust boats will have Scotch boilers 15 feet 5 inches in diameter and 11 1-2 feet long, to be allowed 170 pounds pressure. The boilers will be fitted with the Ellis & Eaves draft.

Six of the twenty-nine freight steamers that the American Shipbuilding Co. closed contracts for this year are 600-footers, and they will carry 12,000 tons. Four of the vessels of that class are for the Pittsburg Steamship Co. and two were ordered by the Cambria Steel Co. Two of the steel trust boats will be ready at the opening of navigation, 1906, but the other four will not come out until next summer. It has not been decided when the boats for the Cambria Steel Co. will be built.

An idea of the great wave motion at the mouth of Duluth harbor during the big gale which wrecked the Mataafa and Ellwood at that point was gained by measurements taken by the United States engineer. He found that on the day of the storm the water at the entrance to Duluth ship canal was 25 feet deep. When the Ellwood entered port that day she was drawing but eighteen feet. Despite this shallow draft the steamer struck both forward and aft when tossed by the waves as she was entering, showing a drop of seven feet.

The Midland Navigation Company has closed a contract with the Collingwood Shipbuilding Company for the construction of the largest Canadian vessel on the Great Lakes. The vessel will be 450 feet long and 55 feet beam, with a capacity of over 300,000 bushels of grain, and is to be completed in time for next year's grain business, early in October.

The new Italian postage stamps will not bear the monarch's head, but a variety of different designs, such as the sea under the rising sun, an Alpine landscape, a ship at sea, a railway train, the Italian arms and a wireless telegraph station.

India has, for the first time, given recognition to women as aids to good government by appointing Mrs. Ramabal Ranada, widow of the late Justice Ranada, a visitor to the Yenowda central jail.

The newly-elected Mayor of Glastonbury, England, was formerly a tailor. So he was able to make his own official robes.

Seamen Demand Protection.

President Roosevelt, in a speech delivered recently at Atlanta, Ga., said:

It is our clear duty, in the interest of our own wage-workers to forbid all Chinese of the coolie class—that is, laborers, skilled or unskilled—from coming here. The greatest of all duties is national self-preservation, and the most important step in national self-preservation is to preserve in every way the well-being of the wage-worker.

I am convinced that the well-being of our wage-workers demands the exclusion of the Chinese coolie, and it is therefore our duty to exclude them.

Nothing could be plainer or more satisfactory than the language of the President, if we could bring ourself to believe that it means anything to the American seaman. We do not forget that when last December the Secretary of Commerce and Labor was informed of the employment of Chinese on Government vessels in violation of the law, he replied that the Attorney-General had ruled that the Chinese exclusion laws and alien contract labor laws did not apply to seamen. Where, then, is the boasted protection to American labor? or, perhaps the seaman is not a laborer, skilled or unskilled, but is a bloated millionaire.

We have read so much of late years relative to the building up of our merchant marine by aid of subsidies and otherwise mainly, as is contended, that the merchant fleet shall act as a nursery for the men to man our warships, that we are almost ready to believe that Congress and the powers at Washington are in earnest; but—we are confronted with the fact that here on the Pacific Coast every steamer in the Oriental trade is manned with Chinese seamen. The Pacific Mail steamers "China," "Siberia," "Korea," "Mongolia" and "Manchuria"; the Great Northern liners "Minnesota" and "Dakota," all carry a full crew of Chinese on deck, in fireroom and stewards' department, and all of them ship their crews in the Orient, consequently there are no available records from which we can ascertain the number so employed, but comparing them with the large vessels of the Spreckels' line, we may safely estimate the number of Chinese seamen on American vessels in the trans-Pacific trade at 3500.

From the report of the Commissioner of Navigation for 1904, we ascertain that there were 400 Mongolians employed on American sailing vessels. On the Pacific Coast there are about 400 sailing vessels, twenty-five per cent. of which carry Japs in the stewards' department. Notwithstanding the yeoman service done by the sailors in aiding their less fortunate comrades in the stewards' department, the "old man" usually finds some method of circumventing their efforts to get rid of the Jap.

The sole reason for the employment of these Asiatics is their cheapness, accompanied with their subserviency and obsequiousness, and yet these companies have the consummate gall to demand that the American people shall help them to run their vessels.

To-day, owing to the lack of the fostering care with which other nations regard their seamen, our Navy is thousands of men short of a complement sufficient to man the vessels already afloat. What in God's name are they going to do for men when the vessels under construction are ready for commission? We recollect the time when Uncle Sam had a fleet manned with 50,000 "Seamen," and not a Mongolian among them! Our population has nearly doubled since then, but I doubt very much if that number of "Seamen" could be procured at the present time and under existing conditions.

Extend, Mr. President, the same measure of protection to the American "seaman" that you advocate for his fellow-workmen on land, and when your "big stick" needs to be used you will have the men to wield it.

San Francisco. THE DOCTOR.

Heligoland Disappearing.

Recent news from Heligoland, according to the London Standard, speaks of further encroachments by the sea on Heligoland, in the North Sea. Since the island was ceded to Germany, in 1890, in exchange for Zanzibar, it has lost a considerable area, not alone through the collapse of the sandy cliffs which surround its shores, but also through a definite sinking on its south side. Engineers have been at work since the cession in a continuous endeavor to safeguard the island from demolition, and considerable work has been performed in filling crevices in the rocks, while breakwaters have been built to break the force of the sea. It has been found, however, that the very sea floor on which these are constructed is without stability, and it is believed that the work can only serve to delay the encroachment of the sea on the friable cliffs. It has now a circumference of a little less than three miles, as against three and three-fourths in 1890. The island has little importance and is known chiefly as a watering place. Its population numbers about 2,000, and the natives of Heligoland are creditably known among the North Sea and Baltic pilots.

INFORMATION WANTED.

Thos. Ibsen will please communicate with his brother, A. Ibsen, Box 609, care of A. E. Fish, Fargo, N. Dak.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS

LAKE SEAMEN'S UNION

(Lakes District International Seamen's Union of America.)

121 and 123 North Desplaines Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, WIS.....133 Clinton Street
Telephone 240 South.
BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.....87 Bridge Street
Telephone 552.
CLEVELAND, O.....171 East River Street
Telephone Bell Main 1295.
TOLEDO, O.....719 Summit Street
Telephone Black 6981.
NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES.

DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3724.
ASHLAND, WIS.....515 East Second Street
Ashland Phone 1563.
SUPERIOR, WIS.....1721 North Third Street
Telephone Peoples 4615.
BAY CITY, MICH.....919 North Water Street
OGDENSBURG, N. Y.....94 Hamilton Street

SUB-AGENCIES.

MANITOWOC, WIS.....809 South Eighth Street
ERIE, PA.....107 East Third Street
Telephone Bell 599 F.
CONNEAUT HARBOR, O.....992 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
Telephone 1944 South Chicago.
SANDUSKY, O.....1107 Adams Street
PORT HURON, MICH.....931 Military Street

HOSPITALS AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.
CHICAGO, ILL.; DETROIT, MICH.; CLEVELAND, O.

RELIEF STATIONS.

Ashtabula Harbor, O.
Buffalo, N. Y.
Duluth, Minn.
Erie, Pa.
Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Wis.
Houghton, Mich.
Ludington, Mich.
Manistel, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault Ste. Marie, Mich.
Sheboygan, Mich.
Sturgeon Bay, Wis.
Superior, Wis.
Toledo, O.

We Don't Patronize.

FOOD AND KINDRED PRODUCTS.

Bread—McKinney Bread Company, St. Louis, Mo.; National Biscuit Company, Chicago, Ill.
Cigars—Carl Upman, of New York City; Kerbs, Wertheim & Schiffer, of New York City; The Henry George and Tom Moore.
Flour—Washburn-Crosby Milling Co., Minneapolis, Minn.; Kelley Milling Co., Kansas City, Mo.
Groceries—James Butler, New York City.
Meats—Kingan Packing Company, of Indianapolis, Ind.
Pipes—Wm. Demuth & Co., New York.
Tobacco—American and Continental Tobacco Companies.

CLOTHING.

Buttons—Davenport Pearl Button Company, Davenport, Iowa; Krementz & Co., Newark, N. J.
Clothing—N. Snellenberg & Co., Philadelphia, Pa.; Clothiers' Exchange, Rochester, N. Y.; Strawbridge & Clothier, Philadelphia, Pa.; Blauner Bros., New York.
Corsets—Chicago Corset Company, manufacturers Kabo and La Marguerite Corsets.
Gloves—J. H. Cownie Glove Co., Des Moines, Iowa; California Glove Co., Napa, Cal.
Hats—J. B. Stetson Company, Philadelphia, Pa.; E. M. Knox Company, Brooklyn, N. Y.
Shirts and Collars—United Shirt and Collar Company, Troy, N. Y.; Van Zandt, Jacobs & Co., Troy, N. Y.; Cluett, Peabody & Co., Troy, N. Y.; James R. Kaiser, New York City.
Textile—Merrimac Manufacturing Co. (printed goods), Lowell, Mass.
Underwear—Oneita Knitting Mills, Utica, N. Y.
Woolens—Hartford Carpet Co., Thompsonville, Conn.; J. Capps & Son, Jacksonville, Ill.

PRINTING AND PUBLICATIONS.

Bookbinders—Geo. M. Hill Co., Chicago, Ill.; Boorum & Pease Co., Brooklyn, N. Y.
Newspapers—Philadelphia Democrat, Philadelphia, Pa.; Hudson, Kimberly & Co., printers of Kansas City, Mo.; W. B. Conkey Co., publishers, Hammond, Ind.; Times, Los Angeles, Cal.
Shoes—Harney Bros., Lynn, Mass.; J. E. Tilt Shoe Co., Chicago, Ill.
Suspenders—Russel Manufacturing Co., Middletown, Conn.

POTTERY, GLASS, STONE AND CEMENT.

Pottery and Brick—J. B. Owens Pottery Co. of Zanesville, Ohio; Northwestern Terra Cotta Co. of Chicago, Ill.; C. W. Stine Pottery Co., White Cottage, Ohio; Harbison-Walker Refractory Co., Pittsburg, Pa.; Utica Hydraulic Cement and Utica Cement Mfg. Co., Utica, Ill.

MACHINERY AND BUILDING.

Carriage and Wagon Builders—S. R. Baily & Co., Amesbury, Mass.; Hassett & Hodge, Amesbury, Mass.; Carr, Prescott & Co., Amesbury, Mass.
General Hardware—Landers, Frary & Clark, Aetna Company, New Britain, Conn.; Iver Johnson Arms Company, Fitchburg, Mass.; Kelsey Furnace Company, Syracuse, N. Y.; Brown & Sharpe Tool Company, Providence, R. I.; John Russell Cutlery Company, Turner's Falls, Mass.; Atlas Tack Company, Fairhaven, Mass.; Henry Disston & Co., Philadelphia, Pa.; American Hardware Co. (Russell & Erwin Co. and P. & F. Corbin Co.), New Britain, Conn.; Merritt & Company, Philadelphia, Pa.
Iron and Steel—Illinois Iron and Bolt Company, of Carpentersville, Ill.; Carborundum Company, Niagara Falls, N. Y.; Casey & Hedges, Chattanooga, Tenn.; Gurney Foundry Company, Toronto, Ont.; Sattley Manufacturing Company, Springfield, Ohio; Page Needle Company, Franklin, N. H.; American Circular Loom Company, New Orange, N. J.; Payne Engine Company, Elmira, N. Y.; Lincoln Iron Works (F. R. Patch Manufacturing Company), Rutland, Vt.; Art Metal Construction Company, Jamestown, N. Y.; Erie City Iron Works, Erie, Pa.; David Maydole Hammer Co., Norwich, N. Y.; Singer Sewing Machine Co., Elizabeth, N. J.; National Elevator and Machine Company, Honesdale, Pa.; Pittsburg Expanded Metal Co., Pittsburg, Pa.; Peckham Manufacturing Company, Kingston, N. Y.
Iron, Architectural—Geo. L. Meskir, Evansville, Ind.
Stoves—Germer Stove Company, Erie, Pa.; "Radiant Home" Stoves, Ranges and Hot Air Blast, Erie, Pa.; Wrought Iron Range Co., St. Louis, Mo.

WOOD AND FURNITURE.

Bags—Gulf Bag Company, New Orleans, La., branch Bemis Bros., St. Louis, Mo.
Baskets—Williams Manufacturing Company, Northampton, Mass.
Brooms and Dusters—The Lee Broom and Duster Company, of Davenport, Iowa; M. Goeller's Sons, Circleville, Ohio; Merkle-Wiley Broom Co., Paris, Ill.
Carriages—Crane, Breed & Co., Cincinnati, Ohio.
Cooperage—Northwestern Cooperage and Lumber Company (otherwise known as the Buckeye Stave Company), of Ohio, Michigan and Wisconsin; Elgin Butter Tub Company, Elgin, Ill.; Williams Cooperage Company and Palmer Manufacturing Company, of Poplar Bluff, Mo.
China—Wick China Company, Kittanning, Pa.
Furniture—American Billiard Table Company, Cincinnati, Ohio; Brumby Chair Company, Marietta, Ga.; O. Wisner Piano Company, Brooklyn, N. Y.; Krell Piano Company, Cincinnati, Ohio; N. Drucker & Co., Cincinnati, Ohio; St. Johns Table Company, St. Johns, Mich.; Grand Rapids Furniture Manufacturing Association, Grand Rapids, Mich.; Derby Desk Co., Boston, Mass.
Gold Leaf—W. H. Kemp Company, New York, N. Y.; Andrew Reeves, Chicago, Ill.; George Reeves, Cape May, N. J.; Hastings Company, Philadelphia, Pa.; Henry Ayers, Philadelphia, Pa.
Lumber—Trinity County Lumber Company, Groveton, Texas; Reinle Bros. & Solomon, Baltimore, Md.; Himmelberger Harrison Lumber Company, Morehouse, Mo.; Union Lumber Company, Fort Bragg, Cal.; St. Paul and Tacoma Lumber Company, Tacoma, Wash.; Gray's Harbor Commercial Co., Cosmopolis, Wash.
Leather—Kullman, Salz & Co., Benicia, Cal.; A. B. Patrick & Co., San Francisco, Cal.; Lerch Bros., Baltimore, Md.
Rubber—Kokomo Rubber Company, Kokomo, Ind., B. F. Goodrich Rubber Company, Akron, Ohio; Diamond Rubber Company, Akron, Ohio.
Paper Boxes—E. N. Rowell & Co., Batavia, N. Y.; J. N. Roberts & Co., Metropolis, Ill.
Paper—Remington-Martin Paper Co., Norfolk, N. Y. (Raymond Paper Co., Raymondsville, N. Y.; J. L. Frost Paper Co., Norwood, N. Y.); Potter Wall Paper Co., Hoboken, N. J.
Typewriters—Underwood Typewriter Company, Hartford, Conn.
Watches—Keystone Watch Case Company, of Philadelphia, Pa.; Crescent Courvoiseer Wilcox Company; Jos. Fahy, Brooklyn Watch Case Company, Sag Harbor.

MISCELLANEOUS

Advertising Novelties—Novelty Advertising Company, Coshocton, Ohio.
Burlap—H. B. Wiggins' Son's Company, Bloomfield, N. J.
Bill Posters—Bryan & Co., Cleveland, Ohio.
Railways—Atchison, Topeka and Santa Fe Railroad; Missouri, Kansas and Texas Railway Company.
Telegraphy—Western Union Telegraph Company, and its Messenger Service.
D. M. Parry, Indianapolis, Ind.
Wellman, Osborne & Co., Lynn, Mass.; Thomas Taylor & Son, Hudson, Mass.
C. W. Post, Manufacturer of Grape-Nuts and Postum Cereal, Battle Creek, Mich.
Lehmaier-Swartz & Co., New York City.

On the Atlantic Coast.

(Continued from page 3.)

Secretary Metcalf's views on Chinese Exclusion are precisely those of every American citizen whose regard for the future of his country is not measured by the standard of dollars and cents. Profitable trade relations with China are, of course, highly desirable, but not important enough to offset the evils which would befall this country from any further modifications of the Chinese Exclusion Act in the direction of making it easier for Chinese coolies to enter the country. That strenuous attempts will be made by interested parties to induce Congress to assent to such modifications is a foregone conclusion from the attitudes of President Roosevelt and Secretary Taft on the subject. Indeed, the President's language in his message foreshadows pro-Mongolian concessions by Congress, seeing that the Administration has an overwhelming working majority in that body. It all goes to show how little of a representative government ours is, when the interests of the wage-earners of the country are always the last to be considered by their representatives. Looking at the attitude of our Chief Executive on the Chinese Exclusion question, and his undisguised attempts to arrogate to himself powers which will make him a veritable Caesar, one can not help but think that the democracy bequeathed to us by the founders of this Republic will pretty soon have to fight for its life. Democracy and coolie labor will not mix, and no greater danger could happen to our social and political institutions than would follow a relaxation of our present Chinese Exclusion policy.

Captain Van Horn, of the bark Frances S. Hampshire, is one of the most notorious buckos on the Atlantic Coast. As master of the schooner Eagle Wing and other vessels, he is known and hated by sailors from the Penobscot to the Rio Grande for his ungovernable temper and tyrannical disposition. The only thing that has kept him in check some has been his fear of the Sailors' Union, for on two or three occasions when he committed mayhem assaults on seamen, the Sailors' Union was instrumental in having him punished in the courts. Recently he shipped a crew of greenhorn scabs in New York to proceed in the bark Frances S. Hampshire to Sabine Pass, Tex., for lumber. On the passage down he treated them so brutally that on their arrival in Sabine Pass every member of the crew ran away, leaving their money behind. When he was ready to leave for New York he shipped a new crew, paying them $60 for the run up. Coming up the coast he again began his bucko tactics, and was especially cruel to a young, green lad, assaulting him brutally several times. After arriving in New York, Captain Van Horn even tried to cheat the young fellow out of his wages, but through the efforts of the Sailors' Union, he was compelled to settle on time. At a recent meeting of the New York branch of the Atlantic Coast Seamen's Union the agent was instructed to engage counsel to prosecute Captain Van Horn for assaulting members of his crew on the passage from Sabine Pass to New York.

Those Panama judges with their common law wives are presumably in favor of easy divorces and no alimony.

Fag Ends.

A happy New Year to everybody!

Hoch der "people's friend:" a bas les grafters!

Work for the Initiative and Referendum and the Recall!

Men often reason most when least borne out by reason.

No man ever died in vain who died for a noble cause.

On man-made creeds mankind may disagree, but not on God's creed of humanity.

Who freely gives does well, but better still does he who gives a little with good will.

Be sure you're in the right if fight you must, for he fights best "who hath his quarrel just."

Plato paraphrased up to date: The world with every sort of bore is stored, so each bore may by other bores be bored.

Abraham Lincoln paraphrased up to date: The Lord must love multi-millionaires or He would not have made so many of them.

A civilization which tolerates as many social evils and inhuman conditions as our civilization does, is simply organized barbarism. That's what, fellow "Christians."

A man's personal worth may be gauged even better by the average character of the enemies which he makes than by the company which he keeps. No worth-while man is ever liked by a worthless imitation of one.

The man whose practices, principles and professions harmonize with the duties of public office is not in the running these days with the man whose money and newspaper-manufactured fame harmonize with the snob vote.

This is the age of "smartness," and may the devil fly away with old-fashioned goodness. Why, the average man of to-day is prouder of nothing more than the fact that he is always keeping abreast of the devil—and is sometimes a day ahead of him.

One out and out sinner is worth a score of hypocrites. The hypocrisy of the world cloaks more vileness than all its outcast sinners were ever guilty of since the world first threw its front door open to vice and kicked virtue out in the backyard.

So long as men are animated by souls more responsive to the calls of self interest and sentiment than to the calls of justice and reason, so long will there be strikes and lockouts, wars and rumors of war, and a civilization fundamentally based upon force.

The cutting off of the pay of the crew of the Nantucket Shoals Lightship from the day she foundered, and giving them "waiting orders" is another of those little straws that show that those who have no pull with the Government need not expect to have the law stretched in their favor. Moral: Get a "pull" and you won't get left.

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OGDENSBURG, N. Y., 94 Hamilton St.
BAY CITY, MICH., 919 North Water St.
MANITOWOC, WIS., 809 South Eighth St.
ERIE, PA., 107 East Third St.
SOUTH CHICAGO, ILL., 9142 Mackinaw St.
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OGDENSBURG, N. Y., 94 Hamilton St.
BAY CITY, MICH., 919 Water St.
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CLEVELAND, O., Atwater Bldg., Room I.
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ABERDEEN, WASH., P. O. Box 334.
PORTLAND, OR., 40 Union Ave.
EUREKA, CAL., P. O. Box 327.
SAN PEDRO, CAL., P. O. Box 2380.
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Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALIA
29 Erskine Street, Sydney, N. S. W.

List of Union Offices
ALLIED PRINTING TRADES
COUNCIL
Of San Francisco, Cal.

Abbott, F. H., 314-316 Battery.
Altvater Printing Co., 2593-2595 Mission.
Althof & Bahls, 524 Sacramento.
Art Printery, The, 41-43 Eighth.
Barnhart & Swasey, 107 New Montgomery.
Barry, James H., The Star Press, 429 Montgomery.
Belcher & Phillips, 508 Clay.
Ben Franklin Press, 123 Seventh.
Bensen & Liss, 776 Bryant.
Berry Bros., 320 Sansome.
Bickell, L. A., 19 First.
Black Cat Press, 402 McAllister.
Boulin-Leichner Co., 519 Filbert.
Brown, Andrew, Printing Co., First and Mission.
Brunt, W. N. Co., 102-104 Second.
Budde, H. F., Cal. Press, 407½ Turk.
Caldwell, J. E., 526 Montgomery.
Clayburgh, Leilich & Schneider, City Hall Square.
Church Press, 23 Davis.
Collins, C. J., 16 Hayes.
Cook, The Morton L., 144 Second.
Crocker, H. S. Co., 217 Bush.
Cubery & Co., 587 Mission.
Danish Printing Co., 410 Kearny.
Daily Racing News, 21-23 First.
Day & McClinton, 538 Sacramento.
Drake & Baker, 850 Market.
Drum Bros., 638 Mission.
Eagle Printing Co., The, 344 Kearny.
Eastman, Frank & Co., 509 Clay.
Eastman & Mitchell, 28 First.
Fording & Halle, 22 Clay.
Francis-Valentine Co., 5 Anna Lane, off Eddy.
Gabriel Printing Co., 320 Sansome.
Galloway Publishing Co., 146 Second.
Gilmartin Publishing Co., The, 19 First.
Guedet Printing Co., 935 Market.
Golden State Printing Co., 73 Third.
Golden West Press, 146 Second.
Hancock Bros., 809 Mission.
Harvey, John D., 509 Clay.
Hayden Printing Co., 417 Montgomery.
Hicks-Judd Co., 21-23 First.
Hiester, Wm. A., 529 California.
Hughes, E. C. & Co., 511 Sansome.
Illinois-Pacific Glass Works, 10-16 Main.
Jalumstein Printing Co., 310 Hayes.
Knarston Printing Co., 529 Washington.
Lafontain, J. R., 535 California.
Latham & Emanuel, 511 Sacramento.
Leader, The, 532 Commercial.
Levingston, L., 540 Clay.
Levison Printing Co., 514 Sacramento.
Luce & Iler Co., 406 Sansome.
Lynch, James T., 514 Kearny.
Lyon, W. T. & Co., 161 First.
Majestic Press, The, 314 Eighth.
McCracken Printing Co., 509 Kearny.
Medina & Co., 221 Sacramento.
Meyerfeld, Alfred M., 414 Pine.
Monahan, John & Co., 412 Commercial.
Moore-Hinds Co., 28 First.
Morris & Bain, 108 Market.
Murdock, C. A. & Co., 532 Clay.
Mysell-Rollins Co., 22 Clay.
Nevin, C. W. & Co., 532 Commercial.
Occidental Mystic Press, 6 Cottage Row.
Pacific Goldsmith Publishing Co., 146 Second.
Partridge, John, 306 California.
Pernau Bros., 543 Clay.
Phelan, F. M., 111 Cook.
Phillips & Van Orden, 508 Clay.
Police Bulletin of San Francisco, Hall of Justice.
Polyglott Press, 628 Montgomery.
Recorder Publishing Co., 516 Commercial.
Roesch, Louis Co., 321-25 Sansome.
Rooney, J. V. Co., 1308 Mission.
Samuel, Wm., 411½ California.
San Francisco Newspaper Union, 405-407 Sansome.
Schreiber, P. H., 809 Mission.
Shanly, J. M., 414 Clay.
Smyth, Owen H., 511 Sacramento.
Spaulding, Geo. & Co., 414 Clay.
Springer & Co., 240 Ellis.
Stanley-Taylor Co., 656 Mission.
Standard Printing Co., 518 Clay.
Sterett Co., W. I., 933 Market.
Sterling Press, 229 Stevenson.
Stuetzel & Co., 144 Second.
Sunset Press, 1327 Market.
Sutter Press, The, 240 Stockton.
Tomoye Press, 144 Union Square av.
Town Talk Printing Co., 146 Second.
Turner, H. S., 3232 Mission.
Valleau & Peterson, 410 Sansome.
Wale Printing Co., 621 Clay.
Werner, Geo. A., 1067 Howard.
Western Fine Arts Co., 529 Clay.
Williams, Joseph, 142 Seventh.
Wilson, Geo. F., 405 Front.
Winkler, Chas. W., 146 Second.
Winterburn, Jos., 417 Clay.
Woodward, W. A. & Co., 12 Sutter.

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Althof & Bahls, 524 Sacramento.
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McGeeney, Wm. H., 23 Stevenson.
Hicks-Judd Co., 21-23 First.
Kitchen, Jr., Co., 510-514 Commercial.
Levison Printing Co., 514 Sacramento.
McIntyre, J. B., 424 Sansome.
Malloye, F., 422 Sacramento.
Mysell-Rollins Co., 22 Clay.
Phillips Bros., 505 Clay.
Rotermundt, Hugo L., 413 Sacramento.
Webster, Fred L., 19 First.
Whelan, Richard I. & Co., 42 Steuart.
San Francisco Mailing Co., 609 Mission, 5th Floor.

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Barnhart & Swasey, 107 New Montgomery.
Bolton & Strong, 621 Clay.
California Engraving Co., 506 Market.
San Francisco Etching Co., 109 New Montgomery.
McCabe & Sons, 611 Merchant.
Sierra Engraving Co., 324 Grant av.
Sunset Engraving Co., 108 Union Square av.
Union Engraving Co., 144 Union Square av.
Yosemite Engraving Co., 24 Montgom'y.

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American Press Association, 19 First.
Hoffschneider Bros., 412 Commercial.
Martin & Co., 508 Clay.



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General News.

The Victorian (Australia) Government has instituted the fortnightly pay system in the public service.

The total number of artisans and laborers employed by the New Zealand Government on co-operative works at the end of September was 5,192.

The Kitty D., an American fishing boat seized by a Canadian revenue cutter on Lake Erie this year for alleged fish poaching, was released by a decision of the Privy Council of Great Britain.

Workers in the shipbuilding trade in Great Britain are promised some steady work, various Clyde firms having secured orders sufficient to keep their works occupied for the next two years. There is also a great revival in the Lancashire engineering industries.

Returns received by the British Board of Trade from certain selected ports (at which 80 per cent of the total tonnage in the foreign trade is entered and cleared) showed that, during October, 39,152 seamen were shipped on foreign-going vessels, an increase of 2,315 on the number shipped in October, 1904.

The American Line steamer St. Louis, reports having passed on December 12, in latitude 45 north and longitude 49 west, an iceberg 300 feet high. The iceberg was right in the track of the Atlantic liner and is regarded as being a serious danger to navigation.

The organization formed to purchase the house in which President Theodore Roosevelt was born in New York City and present it to the nation, has completed the details of the purchase and secured possession of the property for $60,000. Among the contributors to the project were Andrew Carnegie, General Horace Porter and Henry C. Frick, who are said to have subscribed $10,000.

A 10 per cent dividend was declared at the half-yearly meeting of the Nippon Yusen Kaisha line. The profits for the half-year amounted to $750,000. Seven new liners, one for the European run and the other for coast service, are being constructed, and two Yokohama-Shanghai liners are to be ordered built in England, as well as three shallow river steamers for the Yang-tse river trade.

By the findings of the court-martial in the case of Midshipman Meriwether, who had a fist fight with Midshipman Branch, the latter dying two days later, Midshipman Meriwether was acquitted of the charge of manslaughter. For infraction of the Naval Academy rules he was sentenced to one year's confinement to the Academy grounds and a public reprimand by the Secretary of the Navy.

The annual report of Fourth Assistant Postmaster General P. V. DeGraw says that on June 30 last the rural free delivery service was in operation on 32,055 routes, which includes 1490 routes established during the year. It is estimated that service will be installed during the current fiscal year on 6119 routes, making a total of 38,174 routes in operation June 30, 1906. To maintain the service of these carriers for the ensuing fiscal year will require $26,989,628.

Nine new trade disputes began in Great Britain during October, 1905, compared with ten in September, 1905, and fifteen in October, 1904. By the nine disputes, 880 work people were directly and 170 indirectly affected, and these figures, when added to the number of workpeople affected by old disputes which began before October, and were still in progress at the beginning of the month, give a total of 9,506 work people involved in trade disputes during October, 1905, compared with 14,886 in September, 1905, and 7,741 in October, 1904.

World's Workers.

The number of employes in the Postal Department, Commonwealth of Australia, is 10,393.

The New Zealand House of Representatives has passed a bill increasing the salaries of State school teachers by £30,000.

The New Zealand Arbitration Court has decided that under the Workers' Compensation Act dependents domiciled outside New Zealand are entitled to compensation on the death or injury of the worker on whom they are dependent.

General Booth of the Salvation Army announced that George Herring, chairman of the City of London Electric Lighting Company and a prominent member of many other corporations, had donated $500,000 to the army to be used in a home colonization scheme, but that the army had engaged to repay this sum in twenty-five annual installments to the King's Hospital fund.

During October 14,281 aliens arrived in Great Britain from the Continent, of whom 8,473 were stated in the Alien Lists to be en route to places out of the United Kingdom, a decrease of 914 as compared with October, 1904. Those not stated to be on their way to places out of the United Kingdom numbered 4,704 (exclusive of seamen), being 3,383 less than in October, 1904.

The total number of cases of poisoning and of anthrax reported to the British Home Office under the Factory and Workshop Act during October was sixty-two, consisting of fifty-three cases of lead poisoning, one of phosphorus poisoning, and eight cases of anthrax. Six deaths were reported, two of which were due to lead poisoning, one to phosphorus poisoning and three to anthrax.

Exclusive of seamen, the number of work people reported in Great Britain as killed in the course of their employment during October, 1905, was 192, being sixty-two less than in September, 1905, and twenty-nine less than in October, 1904. The mean number for October in the years 1900-1904 was 240, the maximum year in this period being 1903, with 252 deaths, and the minimum year 1904, with 221 deaths.

The changes in hours of labor reported in Great Britain during October, 1905, affected 78,911 work people, of whom 1,400 had their working time increased by 2,719 hours per week, and 77,511 had their working time decreased by 44,602 hours per week. During the ten months, January to October, the total number of work people reported as affected by changes in hours of labor was 90,562, the net reduction in their working time being 58,114 hours per week.

The net effect of all the changes reported in Great Britain during October was an increase of £610 per week as compared with an increase of £69 per week in September, 1905, and a decrease of £1,401 per week in October, 1904. The number of work people affected was 20,941, of whom 19,243 received advances amounting to £730 per week, and 1,698 sustained decreases amounting to £120 per week. The total number affected in September, 1905, was 24,328, and in October, 1904, 116,181.

Returns relating to the state of employment during the third quarter of 1905 were supplied to the German Statistical Office by trades unions with an aggregate membership of 957,073, as compared with a membership of 845,218 in the unions which reported at the end of June, and 589,928 in the unions which reported at the end of September, 1904. Of the total membership of the branches reporting in September last, 11,805, or 1.4 per cent, were unemployed on the last day of the month, the corresponding percentage for June being 1.6 and for a year ago 1.8.

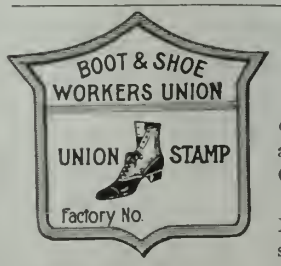
San Francisco Letter List.

Letters are advertised for six months and kept at the Sailors' Union Office for twelve months, all told. If not called for at the expiration of one year letters will be returned to the Postoffice.

Aamodt, I. P.
Aass, A.
Abrahamsen, Aslak
Adolf, C.
Agerup, Rich.
Aghtzky
Alonso, J. S.
Allmers, F.
Amundsen, Dan
Andersen, Edvin
Andersen, E. G.
Andersen, Henry
Andersen-1235
Andersen, Ole
Andersen, Levin
Andersen, Wilhelm
Andersen-1191
Andersen-1301
Andersen, Niem.
Anderson-760
Anderson-1274
Anderson-1115
Anderson, A. F.
Anderson-1060
Baardsen, Edvard
Baartveit, M.
Barber, A.
Barleben, E.
Bastion, W.
Baten, Anton
Bauer, Frank
Bayerle, Rupert
Becker, Fred. W.
Beertha, Thos.
Behrens, O.
Bengstrom-1261
Benson, Ben
Berge, Johannes
Bergh, Borge
Bergholm, Ed.
Bergquist, W.
Berkklint, Fred.
Berner, A.
Bernert, Fred
Berthelsen, Alf
Birkrem, Olans
Cainan, G. J.
Cameron, R.
Carlsen, Hans
Carlson-388
Carlson, Geo.
Carlson-1019
Carlson, C. W.
Carlsson-861
Carnaghan, W.
Carrick, Jas. B.
Chevis, Frank
Christensen, O. M.
Christensen, A.
Christiansen, F.
Dahlgren, Oscar
Dahlman, J. A.
Damman
Danielson, Ernst
De Groot, J.
Denk Adolf
Depler, George S.
Edman-557
Edolf, C.
Egenes, Nils
Ehlert, August
Eide-419
Eistrat, T.
Eklund, Ellis
Ekstrom-518
Emanuelsen, K.
Emanuelsen, C.
Enevalsen, Ingval
Fagelund, Gus.
Fagerlund, G.-415
Fahlesen, Emil
Farve, Andrew H.
Farve, G.
Fasen-512
Gabrielsen-601
Gabrielsen, Knud
Gabrielsen, T.
Gad-478
Gallis, Groner
Geipler, F.
Geisler, Franz
Gent-561
Gerdes, J.
Gerner, Hans
Gerrard, W. H.
Gjesdal, Elling
Hagcman, H.
Haglund, E. M.
Hahner, Fred
Hakonon, G.
Halvorsen, H.
Halvorsen, Wm.
Halvorsen, Anders
Hammarsten, O.
Hanson-494
Hansen, Kristian
Hansen, Nokhart
Hansen-1450
Hansen, P. K.
Hansen-1229
Hansen, Max
Hansen, Alf.
Hansen, Hans R.
Hansen, Fred S.
Hansen, J. O. J.
Hansen-Edwart
Hansen, Hans-1250
Hansen, Theo.
Hansen, Ake J.
Hansen, O. R.
Hanson, A. C.
Ingbretsen, J. A.
Ingbretsen, H.
Jakobsen-1341
Jakopsen, Gustav
Jansen-944
Jansen, Henry
Janson-1081
Jansson, Fredrik
Jardfald, Theo.
Jennings, C.
Jensen, Oscar
Jensen-1326
Jensen, Oluf N.
Jensen, H. J.
Jensen-1650
Jensen-1578
Jenssen-1602
Jepsen, Antoni
Jfranson, A.
Johanson-880
Johanson, H. F.
Johansen, Joakim
Johanson, F.
Johanesen, M.
Johanesen, Arthur
Johanesen, Borge
Anderson-1229
Anderson, Victor
Anderson-1279
Anderson, David
Anderson-1092
Anderson, Sven
Anderson, Adolf
Anderson, Thomas
Anderson, Ed. A.
Andersson, John
Andersson-1110
Andersson, J. G.
Andersson-991
Andrews, B.
Ardelenu, D. I.
Arnekc, Konrad
Arnesen-1111
Arnsen, Henry
Arntsen-1313
Asmusscn, P.
Asplund, Emil
Attilia, J.
August, Ernest
Bisinger-1383
Bjelland, J.
Bjornvik, Karl
Blackley, Albert
Blom, Nils
Bock, C.
Boosc, Paul
Brander-1389
Brander, Wm. M.
Bray, I. R.
Brobeck-727
Brock, Herman
Broden.
Brouwer, G.
Brown, Clarencc
Brown-1142
Brund, G.
Buck, Harry
Bugge, F.
Burdick, Chas.
Buset, I.
Buttler, Victor
Christensen, H. P.
Christensen, Nels
Christensen-986
Christensen, M.
Christiansen, S.
Christensen-905
Christianson, C.
Claressiansen, Z.
Clausen-793
Conaughton, E.
Connor, W.
Cortes, Pascul
Curtis, R. H.
de Yong, W. A.
Desborough, W. A.
Dierks, Johannes
Dorles, H.
Doyle, W. P.
Durand, Yves
Duus, A.
Engelgren, S.
Ensign, Arthur
Erbe, A.
Ericksen, E.
Erickson, B. O.
Eriksen, Carl
Eriksen-539
Eugene, John
Evensen-532
Evensen-519
Evensen, Anders
Foley, James
Forslund, V.
Fosen, Hans A.
French, Jack
Frijus, Herman
Gillholm, Albin
Goethe, Victor B.
Goslin, Williams
Gottschalk, Max
Grawert, John
Gronman-606
Grunbock, Johan
Gundersen, Jack
Gundersen-515
Gunsten, G.
Gustafson, F.
Gutmann-1035
Hansten, F. R.
Harghjen, O. M.
Haugan, H.
Hauge, M. N.
Hausten, A. H.
Hedlund, C. W.
Heisterman, H.
Helander, Hemo
Helenius, Carl
Helgersen-1272
Helin, K. L.
Hellesto, Emil
Hendricksen, Harry
Henner, Paul
Henningsen, Peter
Herman, Fred
Hetland, K. M.
Hill, John
Hjersen, V. J. B.
Hokanson, F.
Holm, Hjahmar
Horn, Arvid
Hubner, Carl
Hughes, G.
Ingwardsen-74
Johansen-1343
Jobansen, Matias
Johanson-1664
Johanson, Frank H.
Johanson, H. A.
Johanson, J. W. S.
Johansson-280
Jobansson-1186
Johansson, K. F.
Johannesson, O.
Johannesson-1656
Johnson, N.
Johnson-983
Johnson, Fred
Johnson, Ingbret
Johnson-393
Johnson, John
Johnson, Harry
Johnson-1283
Johnson-1452
Jonesson, F.
Jonesson, Frans
Jordfald, T.
Jorgensen, J.
Jorgensen, P.
Josefson, F.
Kahlbertzer, F.
Kakkala, H.
Kakko, A. J.
Kalua, James
Kandela, E.
Karlsen-388
Karlssan-539
Karoll, J.
Kasa, Petter
Kask, John
Kera, A.
Kerche, August
Knudsen, Oscar
Knudsen, Herman
Lagard, Ed.
Lagervall, E.
Laitone, Victor
Lajord, E. P.
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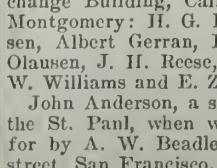
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INFORMATION WANTED.

The below-mentioned persons, formerly members of the crew of the Naval Collier "Justin," are requested to communicate with F. R. Wall, 208 Merchants' Exchange Building, California street, near Montgomery: H. G. Robinson, C. Berntsen, Albert Gerran, E. Granite, Ludwig Olausen, J. H. Reese, Charles Reuter, J. W. Williams and E. Zimmerman.

John Anderson, a seaman, who was on the St. Paul, when wrecked, is inquired for by A. W. Beadle & Co., 22 Market street, San Francisco.

Any one knowing the whereabouts of Fred Hellman will kindly communicate with the JOURNAL Office, as it concerns his financial interests.

News from Abroad.

The Russian relief commission acknowledges a total of $1,172,639 from the United States.

The revolution in Russia is spreading. Fierce battles were fought at St. Petersburg and Moscow.

In an anti-foreign riot at Shanghai on December 17, twenty Chinamen were killed and a number of Europeans wounded.

The English Premier granted an interview to two marchers in a procession of the unemployed, and promised to give consideration to their question.

It is reported that the pretender to the Moorish throne, Bu Hamara, is preparing to attack the Sultan's troops with a numerous army near the Algerian frontier.

A Dutch convoy has been ambuscaded in the Pensangan district of Achin, isle of Sumatra. Twelve men were killed and eight were wounded. The Achinese lost six men killed.

The Pope held his second secret consistory, read an allocution briefly referring to the separation of Church and State in France, created four new cardinals and named a number of bishops.

It is reported from Berlin that no complications are likely to arise between Germany and Brazil on acount of the recent arrest by German marines of an alleged German deserter on Brazilian soil.

Admiral Togo, in his farewell address to the officers and men of the fleet who fought under his command, warned them to be in constant readiness for emergencies. He concluded with the words: "The victor should tie his helmet string tighter."

It was stated in the German Reichstag that the Government had a schedule for a supplementary appropriation of $7,500,000 for the African wars. Among the purchases which the Government had been obliged to make during the parliamentary recess was a thousand camels.

The military court at Cronstadt, Russia, has acquitted eighteen out of forty-nine privates of the Cronstadt Artillery who were charged with mutiny in connection with the recent outbreak there. The others were sentenced to terms of imprisonment ranging from two to twenty-four months.

The combined fleet of Japan has been dissolved, and Admiral Togo has been appointed President of the Naval Command. The Manchurian army headquarters has also been dissolved, and Field Marshal Oyama will resume his former position as President of the General Staff Office.

Beyond keeping two British merchant steamers in readiness at Riga for the removal of British subjects in case of necessity, the British Government is not taking any other action in respect to the British residents in Russia. The report that the Government is sending a warship to the Baltic is denied by the Foreign Office officials.

The Russian Emperor and his Cabinet have reached a final decision regarding the electoral law, deciding against universal and equal suffrage and in favor of the extension of the law promulgated August 19 last, to include, in addition to the small land owners in the country, the workmen and the educated classes, the small rent payers in the cities. The douma will be convoked in March.

Clay Macaulay of Boston, a recognized authority on Japan, returned from another visit by the steamer Tremont. He said there would be considerable suffering in Japan following the return of the army from Manchuria. The Japanese Government, confronted as it was by grave financial problems, could not undertake governmental relief as would the United States. The distress during the next few years will be very great.

Labor News.

The directors of the Clevelaud Electric Railway at a meeting held on December 20, raised the wages of more than 2000 motormen and conductors 1 cent an hour.

Mr. Akioki, agent of a large Japanese syndicate, has bought a tract of 10,000 acres in Texas and will bring 300 families from Japan to embark in tea farming and the silk industry there.

Shearers at Wallandool station, uear Albury, N. S. W., objected to work with two notorious scabs who had caused some trouble the previous shearing, and as the boss refused to discharge the obnoxious characters, all the other men left.

At respective meetings of the boards of directors of the New York Central, the Lake Shore and Michigan Southern, the Michigan Central and the Cleveland, Cincinnati, Chicago and St. Louis railways each of these companies decided to establish a pension bureau to take care of superannuated employes.

From a report which has just been issued at the Mare Island Navy Yard, there were 821 accidents at Mare Island last year. Seventeen of these were serious and two proved fatal. This report is especially interesting at this time, as it supports the contention that Vallejo should be provided with a branch hospital.

Representative Hayes of California has introduced in the House the bill prepared by the Japanese and Korean Exclusion League, providing for the extension of the Chinese exclusion laws to Japanese and Koreans and persons of Japanese and Korean descent. This bill is similar to that already offered by Representative McKinlay in behalf of the entire California delegation.

Congressman Knowland has introduced a bill increasing the head tax on immigrants from $2, as it is at present, to $25. He says that the steamship competition sometimes brings the ordinary Atlantic fare as low as $10 and as the head tax is collected from the immigrant by the steamship company, the addition of $25 will have a substantial and in many cases a deterrent effect.

The National Child Labor Committee, whose headquarters were formerly at Charlotte, N. C., has moved to Atlanta, Ga., where it will work for legislation against child labor in the Goober State. The committee says in its report: "At least 2,000,000 children under 16 years of age in the United States are employed for wages, most of whom ought to be in school. Child labor laws lack uniformity in different States, and many of them are only crude beginnings at legislation, nearly all are poorly enforced."

New Zealand leads the way once more! The Government announced recently that it was proposed to grant an additional 6d. per day to 3,349 lower-grade workers on the railways, and 1s. per day to 1,050 surfacemen, engine-drivers, guards, and signalmen. They will also be granted eight hours per day, instead of nine hours now worked. The concessions made increase the minimum wage to railway men to 8s. per day. There will also be an increase in the lodging allowance. The scheme involves an annual expenditure of £63,973.

Giving evidence before the New South Wales Arbitration Court recently, the secretary of the Sydney Coal-Lumpers' Union said there were 898 members on the Union's books, and upwards of 800 men who "followed the coal" were dependent upon the trade for a living, but many of them only got a job once in a month or six weeks. These men did nothing between the periods of work, and he did not know how or where they got their living. The union was anxious to secure a better distribution of work, so that all the men should get an equal share, but the employers had objected.

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INFORMATION WANTED.

Information regarding the whereabouts of Friedrich Wilhelm Budde, born at Coeln-Deutz, April 1, 1868, who left Germany twenty years ago as a cabin boy, and last wrote to his relatives from Santa Barbara, Cal., in 1891, is respectfully requested. German Consulate, San Francisco, Cal.

Any one knowing the whereabouts of John D. Gray, native of Scotland, last heard of at Freemantle, W. Australia, at present supposed to be sailing on the American Coasts, is inquired for by his sister, Mrs. Angus. Kindly communicate with the JOURNAL office.

The crew of the schooner C. H. White, who were captured on the Siberian coast by a Russian man-of-war, will find it to their financial interest to communicate with the JOURNAL office.

Erik Johansen, No. 13,261, member of the Lake Seamen's Union, is inquired for by his aunt. Address, COAST SEAMEN'S JOURNAL.

Wilhelm Mannstrom is inquired for by his sister, Lena, at present at San Francisco. Address, COAST SEAMEN'S JOURNAL.

Ferdinand Kalbetzer is inquired for by his mother. Any one knowing his whereabouts will please communicate with the JOURNAL office.

Arthur Warta is inquired for by his mother. Any one knowing his whereabouts will please communicate with the COAST SEAMEN'S JOURNAL.

Fred Amor, last heard of on the steamer Pomona, is inquired for. Address, COAST SEAMEN'S JOURNAL.

Harry B. Douville is inquired for by his mother. Kindly communicate with the JOURNAL office.

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INFORMATION WANTED.

Niels Soderquist will please communicate with the JOURNAL office.

Joseph Clark, native of County Rush, Dublin, Ireland, is inquired for by his mother. Any one knowing his whereabouts will please communicate with the JOURNAL office.

Robert Jacques, a native of England, aged 24, discharged from the steamer Aztec about August 1, 1904, is inquired for. Address, COAST SEAMEN'S JOURNAL.

Wo Larsen or Wo Curtis Larsen, age 24, last heard from at San Francisco, March, 1905. News of importance waits him at the U. S. Shipping Commissioner's Office.

The following seamen are inquired for by the Consul of Sweden and Norway at San Francisco: Alfred Svenson, from Gothenburg; Axel Edw. Rutgerson, from Gothenburg; Oscar Dahlgren, from New York; Helmer Hansen, from Norland; Ole Halvor Sorensen, from Christiania; Hugo Svenson, from Wisby; Axel Vitbro, from Trondhjem .

Domestic and Naval.

The logbook and ledger of the famous frigate Old Ironsides, from December, 1813, to May, 1815, have been found in possession of J. A. Murphy, of Philadelphia.

It is reported from New York that the Hamburg-American Line is putting larger boats into the West Indian service in order to compete more effectually with the Royal Mail Line.

The new Bureau of Insular Affairs, of the War Department, is arranging to make a call for proposals for the construction in Manila of steel wharves, at a cost of about $500,000, bids to be opened in Manila.

Advices from Auckland, New Zealand, received on December 21, say the British bark Thistle, from Portland, Or., for Port Pirie, Australia, was wrecked November 8 on Palmerston Island, Polynesia. All on board were saved.

The Canadian Government has concluded a contract with the Bucknall Steamship Line for a direct service of steamers on the Pacific between Vancouver and New Zealand, the sailings to be once every two months. A subsidy of £10,000 will be paid by both Canada and New Zealand.

A convention has been concluded between the Austrian Lloyd and the "Adria" Company, under which both companies undertake to perform, alternately and jointly, twelve voyages next year from Trieste or Fiume to Buenos Ayres or Montevideo, making calls at the Brazilian ports.

The directors of the Rhederei-Aktiengesellschaft "Brema," of Bremen, which works a number of large sailing vessels, have a very unfavorable report to give of the past working year (1904-5), and the accounts close with a deficit of 174,467 marks, including the previous year's loss of 83,454 marks.

Directors Ballin, of the Hamburg-American Line, and Wiegand, of the North German Lloyd, have reached an agreement to continue for five years the pooling arrangement expiring on December 31. Many things remain to be settled, but none of them is regarded as insuperable.

The new 10,000-ton passenger and freight steamer being built in Scotland for the Donaldson line for the Glasgow and Montreal service is to be named Cassandra. She will have twin-screw quadruple-expansion engines and cold storage acommodations. The Cassandra will be in service before the end of 1906.

The new British battleship Dreadnought will have a displacement of 18,000 tons, 2,000 more than the six battleships building in the United States. She will be driven by turbine engines of 25,000-horsepower, with a promised speed of 22 knots. Her armature will comprise ten 12-inch guns. She will cost the enormous sum of $7,500,000.

The Association of Naval Militia of the United States has elected the following officers: President, Captain Edward Geer, of Maryland; vice-presidents, Captain George A. Baer, of California, and Commander H. S. Caulding, of Georgia; treasurer, C. W. Rauschenberger, of Pennsylvania, and secretary, Lieutenant F. H. Wagner, of Maryland.

The State Department has received some bitter complaints from American owners of fishing vessels against the Newfoundland officials for interfering with what they regard as their treaty rights to fish within Newfoundland territorial waters. A few days ago an American fishing smack was seized at a Newfoundland port because, several months ago, it is alleged, she shipped some Newfoundlanders from the Bay of Islands. The American shipowners felt that this was an infraction of their right to ply their vocation in these waters, as guaranteed by treaty.

With the Wits.

Foresight.—"To-day," said the minister, "I think you'd better take up the collection before I preach my sermon."

"Why so?" asked the deacon.

"I'm going to preach on 'Economy.'"

The Losing Side.—McJigger—"Say, what is the reverse side of a coin, anyway?"

Thingumbob—"It depends. If you call 'heads,' for instance, the reverse side is 'tails,' of course."

The Style That Costs.—"After all, I guess it doesn't cost much to live in New York."

"It may not cost much to live," replied the man who had tried it, "but it costs a lot to make people believe you're living."

What Ma Says.—"Now, that phrase," said the teacher, "is an idiom. Does any little boy know what an idiom is?"

"Yes'm!" piped little Tommy Skrapps, "that's what pa is when ma don't want him to have his own way, and he does."

Post-Prandial. — "Judge Goodliven just went down the street; I thought you said he was attending a big banquet to him this evening."

"Not at all. I saw him coming out of Del's and I merely remarked there was a big dinner in his Honor this evening."

Incapacitated.—"Mugley told me he expected to get a job as a bill clerk at your store."

"He couldn't make good."

"Why? He's intelligent enough."

"Oh, yes; but as soon as the boss saw Mugley's wide ears he called it off. It's simply impossible for Mugley to hold a pencil behind those ears."

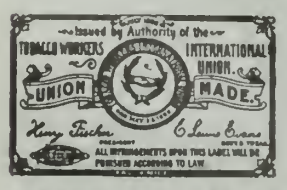
Dear Girl.—"Yes," said Subbubs, sighing, "the only girl I really cared for I couldn't have."

"What?" exclaimed Backlotz, "that doesn't sound very complimentary to Mrs. Subbubs."

"Oh, she felt as badly about it as I do. You see, the girl wanted $5 a week, and we can't afford more than $4."

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UNION MADE $2.50 Hats
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PACIFIC COAST HAT WORKS
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Garments can be purchased in either one of our two stores.

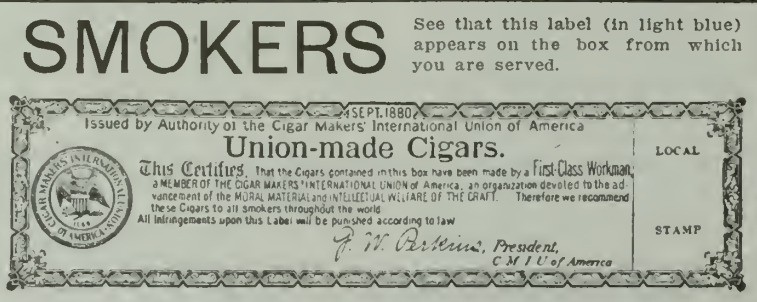
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So will you—after having given your address—ask the clerk to see if it has ben taken correctly?

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COAST SEAMEN'S JOURNAL



FOR THE SEAFARING PEOPLE OF THE WORLD.

OFFICIAL PAPER OF THE INTERNATIONAL SEAMEN'S UNION OF AMERICA.

A Journal of Seamen, by Seamen, for Seamen. *Our Aim: The Brotherhood of the Sea.* *Our Motto: Justice by Organization.*

VOL. XIX. No. 15. SAN FRANCISCO, WEDNESDAY, JANUARY 3, 1906. WHOLE No. 951.

BRITISH TRADE-UNION CONGRESS.

Work of that Body Described.

Fraternal Delegate Mosses' Address to A. F. of L.

IT is with extreme difficulty that I realize that I am in a foreign country as a foreigner. Since our sojourn with you we have been the recipients of so much kindness, courtesy and hospitality that we feel as though we were in the house of our friends. The fact that we owe allegiance to the Union Jack, and that our hosts owe allegiance to the Stars and Stripes, is discounted by the knowledge that, so far as our aims, our objects and our principles are concerned, we are in absolute accord, although our methods and procedure may vary to some slight extent. Since coming to this country we have been living the strenuous life, and we have been doing our very best to acquire as much knowledge of American affairs as possible. Whether by acident or design, I do not know, but for the greater part of our sojourn here we have been under the beneficent tutelage of the brightest star in the American firmament. It is needless to say that I refer to our friend, Thomas I. Kidd. Under his tutelage we have formed an acquaintanceship with American institutions of a sort I did not think could be acquired by any two men in the short space of time we have been associated with that gentleman. We have also had the privilege of visiting in New York and Washington some of your noblest institutions and monuments, and have had the distingnished honor of being received in special conference by the esteemed President of your Repnblic. Not the least interesting of our investigations has been our penetration of the slums of New York. We have also glanced at your slumdom in Washington, and I personally have ascended Mount Washington here for the express purpose of studying those smoke effects in Pittsburg for which you, Mr. President, were so devoutly thankful a few years ago.

The problems which confront you are similar to the problems which confront organized labor in every part of the civilized globe. You have, however, one problem, which we, in Britain, are almost wholly exempt from. I refer to the racial problem. During my sojourn in America I have seen more types of racial characteristics than I have ever seen in my life before. It seems that the whole world, from China to Peru and from the Arctic to the Antarctic has ponred its surplus population into this country. They all go into Nature's crncible, from which in a generation or two they come out as that most marvelous product of the century—the American workingman.

Some problems you have to contend with, however, are common to every industrial nation. The great problem you have to contend with, and that we have to contend with, is the problem of poverty, induced by unemployed and by the unequal distribution of the products of labor. This inequitable distribution of the fruit of the toilers has been a fruitful source of contention since we have been an industrial nation. I often think the distribution of wealth is very much on a par with our campaign in the Netherlands. I dare say every one in this building is sufficiently conversant with industrial history to know that in the reign of good Queen Anne—who is now defunct, Mr. Chairman—we undertook a series of campaigns in the low countries of Europe. I am not quite sure what the object of those campaigns was, but I do know they were conducted under the celebrated Duke of Marlborough, and that he was uniformly successful and secured a huge accumulation of loot. What he did not keep for himself he divided among his army. Their manner of dividing was to get a gun carriage wheel and put the whole of the loot through that wheel. What stuck to the spokes was divided among the soldiers; what went through to the grounnd was divided among the officers. I have always believed that was the true reason why our army swore so dreadfully in Flanders. I think that is the way in which the fruits of the toiler are divided at the present time.

You have also the problem created by the unfair and unnecessary competition of women and children with the men workers. On all hands we see in Europe and America large nnmbers of men who are thrown out of work because their wives, their sisters and their daughters are taking the places in the workshop that should rightfully belong to men. I take it it is the function of the American Federation of Labor, as it is the function of the British Trade-Union Congress, to try and so adjust the social balanee that men can work without the competition of their wives and sisters. I take it it is the function of both to relegate to their proper spheres, the home, the school and the playground, the women and the children, and eventually to secure the greatest good to the greatest number.

I have already said we cannot adopt the same methods and policy on this side of the water as we do on the other side. We recognize that you must work ont your own industrial salvation, in your own way. Neither my friend, Mr. Gilmour, nor myself, are here to offer advice or to criticise. We are here to tell you something of what we are doing in Great Britain, and if you can transplant any of our methods and policy to your shores, then we will feel we have not come over here in vain. On the other hand, we will be close and diligent students during this convention of your methods and policy, and it would be strange, indeed, if we do not take home something which will be of inestimable value to our work on the other side of the Herring-Pond.

In speaking of the trade-union movement of Great Britain, I do not intend to take you back to medieval times, to the time of the domestic work shop, where the apprentice lived with his master and sold in the afternoon the goods he manufactured in the morning, and who, when he had fulfilled the orthodox routine, succeeded his master in business, and having married his master's daughter, nltimately became Lord Mayor of London. Neither shall I take you back to the early days of our present trade-unionism, when men tried by rattening and outrage to stem the introduction of machinery. Several of our trade-unions which formerly adopted these methods are still in existence and are strong and active unions. Among their most cherished possessions are the books and papers they used to hide in the nooks and crannies of the moors of Yorkshire and Lancashire, because it was not safe for any man to be found with them in his possession. Since the fifties until the present the course of trade-nnionism in Britain has been one of nninterrupted progress. In order that you may understand the present position of the trade-union movement in Great Britain I shall have to give you a few figures. I shall give as few as I possibly can, because I have not that faculty attributed to the late W. E. Gladstone of being able to present a budget which reads like a romance.

I may say we are in the happy position in Britain of being able to give up-to-date and authentic information with regard to the industrial movement in that country. There is a Labor Department in connection with our Board of Trade, whose sole object it is to collect statistics and to issue them to all whom it may concern. We have also a system of registration in Britain which most of our societies have taken advantage of. The statistics are all carefully compiled, and the result is issned through the Labor Department of the Board of Trade. At the end of 1903, the latest date for which statistics are available, there were in Great Britain 1,666 trade-unions, representing 1,902,308 members, a decrease of 55 nnions and an increase of half a million members during the last ten years. I regard this decrease in the number of trade-unions as one of the most encouraging signs of the times. I believe that one of the greatest curses with which modern trade-unions have to contend is the nndue and nnecessary multiplication of trade-unions. I know of one trade in my country, a trade which represents a minor and a collateral industry, which has no fewer than 19 separate and distinct trade-unions connected with that industry. Each one of these unions has its own general secretary, its own general officers, its own staff, and is a separate and distinct organization. You might think that in the general interests these unions would combine for one common object, but unfortnnately they do nothing of the kiud, and they spend their energies, their money and their time fighting the one with the other, instead of combining for the common good. As an official of twenty-two years' experience, I say there is no separate trade in our conntry, however great and important it may be, which is capable of sustaining more than one single trade-union. My ideal of industrial combination is that every trade should have its own trade-union; that for general purposes, such as over-time restrictions and hours, every contemporary trade should be affiliated together in a federation, and that for political and legislative purposes the whole of the trade-unions should be affiliated either in a federation of this description or of the Congress of which we are the representatives. What we want is fewer trade-unions and more trade-unionism, and, as I have already said, I hail with pleasure the fact that during the last ten years the number of trade-unions has diminished by no less than fifty.

It is impossible to give statistics relating to the whole of the 1,666 trade-unions of our country. The Board of Trade compilations of figures relate to the hundred principal trade-unions of our country. I find that at the end of 1903 the membership of these hundred trade-unions amounted to 1,643,640, and the aggregate income of these hundred trade-unions amounted to $10,368,000, or nine dollars per member. Their expenditures amounted to $9,475,000, while their total aggregate funds amounted to the sum of $22,753,000, or twenty dollars per member. This, in brief, is the numerical and financial position of the trade-unions of the United Kingdom at the present time.

One of the most remarkable features, Mr. Chairman, of your speech on last Monday was your reference to the necessity of the organizations in this country providing more fully for benefits than they do now. I wish to associate myself most fully and emphatically with every word you said in this respect. I had no intention when I came here of making any reference to my own organization. At the best it is a small society and does not represent a very important industry in my country. At the same time, if I were to say a few words you may forgive me, as I only intend it as a practical illustration of something I am familiar with and which bears out every word said by your President in his advice.

In addition to representing the Trade-Union Congress, I am also the Secretary of the United Pattern Makers' Association, an association connected with

the engineering trade. It is our proud boast that we provide for every contingency in a man's condition of employment, aud we give benefits which provide for the whole of these contingencies. We pay out-of-work, sick, funeral, superannuation benefits; we give legal assistance in connection with employers' liability and workmeu's compensation, and in addition we have a special fuud which seeks to provide houses for our own members intended for their own occupation. We do all these things upou a contribution of twenty-four cents per week per member. You may well ask how it is we can do so. I can scarcely tell myself, nnless it is that practically the whole of this twenty-four cents per week goes either to the payment of benefits or to accumulate funds as a gnarantee that the benefits will be duly and punctually met. Our management practically costs the society nothing. We have been most fortunate with regard to the accumulation of funds, and we were at the beginning of this year in the very satisfactory position of being the third wealthiest national organization in the universe. We have been able to so invest onr money that the interest derived from onr investmeuts has been sufficient to pay the whole cost of management. We haye also been able to organize our trade so that out of 7,000 pattern makers in the Kiugdom we have 6,000 in our association, and we are now the best organized trade in connection with the engineering industry in Great Britain.

I attribute the great success we have met with to the fact that we provide the scale of benefits to which I have already referred.

The members are bound to their organizations by hooks of steel, and there is no sacrifice they are not prepared to undertake rather than sever their connection with an organization which is prepared to do so much for them. Only a few months ago we embarked in the greatest strike we were ever involved in. For six months eight hundred of our members were out on strike throughont the Clyde district. The whole of our membership outside of the strike area considered the strike absolutely hopeless. At the same time we were willing to give onr men in the fighting line a fair field and every favor and we had no difficulty in raising our twenty-four cents a week by 125 per cent. The mental and financial strain upon the members was a great one, but the strike was snccessful and we did not lose twenty members. I attribute that happy ending to a serions struggle to the fact that we have anticipated the advice you have given, Mr. Chairman, to this Federation. We have bound our members to their organization by the means I have already referred to.

I have to apologize for interpolating these remarks iu relation to my own Association, but I simply do it to clinch the argnments yonr chairman made, and with which I am in full accord. The policy of the trade-nnion movement can be summed up in half a dozen words. It is to maintain by every legitimate means the workmen's standard of living; to improve by every legitimate means that standard, and, above and beyond all, to demand and insist upon the recognition of the principle of the living wage.

Tnrning from this brief resume of the general trade-union movement and referring to the more particular question of the Trade-Union Congress we are representing, I propose in a very few words to give a brief acconnt of the institution, the constitution and work done and the work projected by that body. I may say the Trade-Union Congress was founded in 1867, about thirty-eight years ago. Less than fifty delegates took part in the first Congress, bnt they iuclnded the industrial giants of the time—George Allen, who did such magnificent work in connection with the establishment of our premier organization, the Amalgamated Society of Engineers; John Kane, of the Iron Workers; McDonald and Bnrke, of the Miners. Burke is still with us, and was a delegate at the recent meeting at Hanley.

(At this point in Mr. Mosses' address a flag in the hall took fire. After the fire had been extinguished, Mr. Mosses continued:)

I have to present my most abject apologies for having set the flag on fire. I can assure yon that your incendiarism was much more serious than mine, because I remember distinctly at the Bristol Trade-Union Congress the fiery speeches of your delegates, instead of setting a flag on fire, burned down the whole hall, so you still have the bnlge on the British trade-unionists.

I have already meutioned Allen and Kane and McDonald and Burke. Besides there were Odger, of the Shoemakers; Dan Ginle, of the Molders, and last, but not least, George Howell, who, as the first Secretary of the Parliamentary Committee, has done more to mold the Constitution of the Trade-Union Congress than any other man. From that small beginning the Trade-Union Congress has grown to its present dimensions. At the last Trade-Union Congress at Hanley there were 206 societies represented by about 500 delegates, who, in their turn, represented 1,600,000 trade-unionists.

Many changes have taken place in the Constitution of the Trade-Union Congress. At one time one of its chief featnres was that we should have some eminent political celebrity come to our meetings to lecture us. However, we have now so many bndding orators in our ranks that we have had to discard that practice, and we now have difficulty in providing five minntes for each member of the Congress to address it. We have had to amend the Constitution to provide that only men who are actnally working at their trades, or who are permanent officials of the societies, shall be delegates to the Congress. That has cleared the Congress of many men good enough in themselves but who could not be regarded as bona fide trade-unionists. We are very careful in the compilation of the agenda of business. Six months before the Congress meets notices are sent out inviting resolutions. These resolutions are carefuly compiled and issued, with another invitation to send in amendments. All of this is carefully compiled and sent to the delegates in ample time for them to bring the whole business before their own meetings if they so desire. We have a Parliamentary Committee of representatives of the different trades connected with the Congress. They receive no pay from the Congress, except their bare expenses, aud I suppose they get the meed of thanks usually accorded to men who work voluntarily in the trade-nnion movement.

It is impossible to recapitulate the whole of the work which has been done during the thirty-eight years the Congress has existed; but we claim that no representative gathering of the British people has had more practical resnlts than has the work of the British Trade-Union Congress. Its first principle was the repeal of the laws against trade-union combinations, the legalizing of trade-unions and the protection of their funds, as well as providing for the issuance of statistical information with regard to the trade-union movement in Great Britain. They have also been the means of securing inunmerable amendments to the Factory Acts. The hours of women and children have been reduced at the instance of Congress. Overtime has been reduced to the smallest possible limit, and a large and fairly efficient but still inadequate nnmber of male and female factory inspectors have been appointed to see that the provisions of the Factory Acts have been carried out. There have also been more amendments to the Coal Mines Legislation Act than I am competeut to deal with. Dangerous trades have been classified and rendered as innocuous as it is possible to render them.

From the beginning the Congress has insisted that employers should be made responsible for the accidents which occur to the workmen in their employment, and it is owing to this that the Employers' Liability Act and the Workmen's Compensation Act have been brought into existence. So far back as 1869 the question of elementary education was before the Congress, and it is largely owing to its influence that our present Elementary Education Act has been passed and is in existence. It was owing to the influence of the Congress that the late Mr. Plimsoll began and carried out his crusade against what was commonly known as the "coffin ship."

With regard to the present work and the future prospects of the Trade-Union Congress. I may say that at Hanley fifty-five resolutions and amendments were submitted for the consideration of the Congress. The most important was that connected with the Trades' Dispute bill, to which Mr. Moffit has referred. The reason for this bill was because of the Taff-Vale Railway judgment. It has always been one of the most valued provisions of the Trade-Union Act that a member of a trade-union had no power under the law to sue his organization for benefits which were withheld, and per contra, a trade-union has never hitherto been able to sne a member for dues withheld. I am not aware of a single instance in which a trade-union has volnntarily disputed its just liabilities. We have also held that this provision exempted us from litigation in other ways. The main object was that the funds of the trade-union should be kept for the purpose for which they were contributed. However, we have found we have been living in a fool's paradise for the last thirty-eight years. A few years ago the Amalgamated Society of Railway Servants came ont on strike in Taff-Vale in South Wales. These men undoubtedly violated the law. They were under a contract with their employers to give and take a fortnight's notice. Unfortunately the Executive Council of this association took this action, and the railway company determined to strike out in an entirely new direction. Tney thought it was very little use going for an ordinary railway man for a breach of contract. I have never yet met the railway man that was worth powder and shot from a legal standpoint. They determined to go for the organization, and, to the consternation and amazement of the whole trade-union world they succeeded in getting a verdict. That verdict was reversed on appeal, but nltimately it came before the House of Lords, and there it was held that a society possessing property, having a general staff, permanent officials and possessing plenary powers must be held as responsible as an ordinary corporation, and found them liable in damages and costs to the extent of $135,000. This decision has been followed by litigation throughout the length and breadth of the country, and the net results have been to very seriously cripple the effectiveness of trade-unions in Great Britain as fighting machines.

Needless to say, the Parliamentary Committee of the Trade-Union Congress at once realized the responsibility of this position and drafted a bill called the Trades' Dispute bill. Then they endeavored by every means in their power to stir up a strong national feeling in behalf of that bill. Meetings were held in our chief industrial centers, and the whole political machine was put into operation to secure its passage. The bill passed its second reading by an overwhelming majority, and the result was received with acclamation throughout the length and breadth of the land, which has had no parallel since the passage of the Reform bill. The bill itself was referred to a committee and was so emasculated that if it was passed the position of the trade-unionist would be as nncertain as before. As a matter of fact the labor and progressive members of that committee withdrew and allowed the remaining members to do as they liked with the bill. When it came before the Honse of Commons, at the request of the labor members the bill was withdrawn, and we are now, in respect to the Taff-Vale decision, exactly where we have been for the last five years.

Another question that requires attention is the Workmen's Compensation Act. The Act contains some very excellent provisions, and it also contaius some striking auomalies. We don't know for example, whether a well ten feet is a building thirty feet high or not; but the object of the whole of the trade-union amendments to that Act is to make employers responsible for all and every accident, which takes place whilst workmen are in the course of their employment.

The question of physical deterioration also occupies considerable attention in the Congress. We feel it is little use asking children who are underfed to imbibe the ordinary elementary education, and we are seeking from the Imperial Exchequer provision for at least one full meal a day for all school children, together with free medical iuspection, and that without rendering the parents of these children liable to the action of the Poor Law. Large areas in our large towns are being continually cleared of undesirable houses, but this reform will be useless if we allow the jerry builder and the slum builder to erect undesirable honses on these cleared spaces. The Trade-Union Congress is seeking to encourage the building of better houses by allowing the people to get loans on easier terms than at the present time. We are also seeking as a collateral to this movement to have the Cheap Trains Amendment, so that houses may be built in the suburbs that workingmen may have fresh air in their homes, something which is often denied them in their workshops and factories.

There is also the qnestion of the honrs of labor. That used to be, perhaps, the most important question brought before the Trade-Union Congress, and used to produce some of the most interesting debates. A large section of the delegates resented any interference by the Government with adnlt male labor. However, we are almost all converted, and now we think we should have an eight-hour day by legal enactment. At the same time, I am very sorry to say the question has passed largely to the academic stage, and we have the same resolutions coming up year after year regarding an eight-hour day, with very little expectation of our doing anything towards securing the passage of such an Act. In the industry I represent we have a nine-hour day. We did not get that by legal enactment; we got it by trade-union efforts.

I have here a note with respect to compulsory industrial arbitration, upon which I should like to say a few words, because I understand the qnestion is one of great importance here. It is a qnestion which has been before the Congress for the last four or five years. Curiously enough, at the second annual Congress held in Birmingham thirty-seven years ago, the question of State arbitration was brought forward and was debated for a day aud a half, but we do not know with what results. During the last few years the Dockers' representatives have bronght up the question of compulsory State arbitratiou, and it has been invariably defeated by an overwhelming majority. Last year it was brought up and there was a considerable change in the opinion of the delegates who were present, and by a small majority only was the resolution in favor of compulsory and State arbitratiou defeated. Personally, I am against compnlsory State arbitration. I am also against strikes, but I would rather be defeated in the open field than I would be gerrymandered around the conference table. This arbitration means an equal number of workmen and employers sitting in conference about a table. The chairman shall be some one appointed by the Board of Trade, and that some one we know will be an emineut barrister or a derelict judge. I, for one, refuse to subscribe to State arbitration when those we are interested in and represent will be placed at the mercy of one whose sentiments are entirely foreign to the sentiments of those we represent. I shall not favor this sort of arbitratiou until I can be assured the chairman shall be a bona fide representative of labor. It is true that in our colony of New Zealand they have compulsory State arbitration, and it is said to work exceedingly well there. New Zealand has been described as a country without a strike, but at the same time what may suit New Zealand will not suit Great Britain. There is as great a difference between the two countries as possibly can be imagined. Great Britain is an industrial country. New Zealand is an agrarian country. Great Britain has free trade; New Zealand has a high tariff. Great Britain lives by its manufactured products; New Zealand imports most of its manufactured products. One conntry is old and fully developed; the other is new and in its primary stage, and the conditions which apply to an old and developed country cannot be, with advantage, applied to a new and nntried country.

The New Zealand arbitration courts so far have only dealt with one industry—the building industry. As I have already said, the data we have with regard to the operation of these courts does not, in my opinion, favor their adoption by the country from which I hail. Just before I came away I got the Boiler Makers and Ship Bnilders' Report, and found in there a letter, which seems to me to be germane to this question—that is compulsory arbitration in West Australia. Here is the opinion of a man, who is on the spot and who may be expected to know what he is speaking of:

"Dear Sir and Brother: I intended writing you before this, only I have been busy and was waiting for developments. What I mean by developments is as regards society matters. Twelve months gone, March, our society decided to register under the Arbitration Act, which I strongly opposed and fought against, and pointed out evil results. After suffering it for twelve months and trying to find something good in it, and looking at it in all directions, I gradually got worse against it, seeing that the evils I pointed out were every day happening. Just as I predicted what the results would be, so they are realizing them every day and beginning to see them now. The A. S. E. have received two severe blows this week, one in the gold fields and one in the timber mills. Previous awards in the mills were fitters and smiths, 10s.; turners, 10s.; boilermakers, 12s.

"The Act compels us to work with scabs and those who never served their time. We have to protect our-

(Continued on Page 5.)

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions.)

A Dead-Letter Law.

The State of New York has on its statute books a law limiting the hours of labor in factories of boys between sixteen and eighteen and of women over sixteen years of age. As is frequently the case with excellent laws of this kind, its makers, for reasons best known to themselves, made this law practically inoperative by failing to provide adequate means for its enforcement. Hence, of course, the law is being violated openly, and with impunity, by the manufacturers of the State, to the lasting injury of the persons whom it was ostensibly enacted to protect. Commissioner Sherman, of the State Department of Labor, believes in consequence that it may yet be necessary to pass another law, amendatory and complemental of the present one. Speaking on this subject in Albany, Mr. Sherman is reported as having said:

> The Bureau of Factory Inspection is now giving much attention, particularly in New York City, to the laws which limit the hours of labor in factories of boys between sixteen and eighteen and of women over sixteen. Night inspections, to ascertain the prevalence and character of violations of this law, are now being made. The investigations have not proceeded far enough to establish any definite conclusions, but they indicate that the law in these respects is violated. That this law has never been fully and strictly enforced, but has stood upon our statute books to a great extent as a mere expression of a moral aspiration, is indisputable. Almost equally indisputable is the proposition that its strict and general enforcement would radically change the course of industry in this State. Under the circumstances the officers of this department feel that it is well worth while to investigate the subject deliberately and carefully, with the hope that after we have learned the actual conditions it may prove to be possible to draw a law with provisions so adapted to conditions in different industries that they will not radically interfere with them, and yet will shorten or tend to shorten the hours of labor of the women and boys employed in them.

It will be observed that Commissioner Sherman treats the subject very gingerly, and carefully refrains from hurting anybody's feelings. Mr. Sherman is unfortunately in such a position that he can not well afford to be outspoken on the enforcement of certain labor laws, for he is the appointee of Governor Higgins, the putative owner and part owner of a number of factories, the revenue from which would be considerably lessened were the laws of the State governing the employment of women and children in factories strictly enforced. This is no doubt what Mr. Sherman had in mind when he said that the strict and general enforcement of these laws "would radically change the course of industry in the State." This whole thing is especially instructive as tending to show what a pitiable farce our so-called "representative government" is, viewed from the standpoint of one of the governed. Governor Higgins was nominated by the Republican State machine, not because he had ever done anything for the citizens of the State entitling him to the least recognition from them, but because he was a representative business man, of the "safe, sane and conservative" type, who could be trusted to look after the "industries" of the State—child labor, woman labor, and all. His election was a foregone conclusion, for every manufacturer in the State who had a pecuniary interest in the non-enforcement of its labor laws—that is, every manufacturer in the State—contributed heavily to the campaign fund of the "business men's party." Between a Governor of that stripe, and courts whose judges owe their appointments to their willingness to serve the interests that control the "machine," it may reasonably be surmised that the State Commissioner of Labor has a difficult task on his hands when he tries to enforce the laws that come within the scope of his department. But, so long as the people allow themselves to be governed by their "public servants," they are entitled to no better government than they are getting.

Eugene V. Debs addressed a large meeting of workingmen at the Grand Central Palace in New York on Dec. 10, on the mission in the world of the Industrial Workers of the World. Mr. Debs declared in brief that "the old form of unionism" had outlived its usefulness, that the hour for a change had come, and that the Industrial Workers were going to effect the change, etc. The National Civic Federation he characterized as "a harmony band" run by a "trinity" representing capitalists, the working class, and the public. "The capitalist class," he said, "is represented by that good and true union man, August Belmont; the working class by Samuel Gompers, and the public by Grover Cleveland." Hisses greeted the mention of each of the three names. Mr. Debs was in good voice and better spirits, and spoke for the greater part of two hours. The gist of his remarks was that all capitalists were robbers and oppressors, that the proletariat was whiter than snow, and that he, personally, was opposed to everything and everybody except the Industrial Workers of the World.

Brother C. W. Post is greatly agitated over a report spread by the wicked Coffee Trust, to the effect that his "Postum" is a combination of chicory, horse livers, bootlegs, sawdust and damaged grain ground and roasted into a semblance of real coffee. In an advertisement he offers $100,000 for proof that will show that "Postum" is not as immaculate in its makeup as the ambrosia and nectar of the gods. He is particularly wroth over the uncharitable assertion that the exhilarating effects of "Postum" are due to opium instead of to any inherent tonic properties of its constituent parts. Of course, it may all be a wicked conspiracy of the Coffee Trust to ruin Brother Post's business, but until it has been proven so it will be the part of wisdom for every man who values his health to abstain from the use of "Postum."

Four delegates of the New York Bricklayers' and Bricklayers' Helpers' Unions were arrested recently, charged with attempted extortion, on the complaint of a contractor. The particulars of the case, brought out at their trial, showed that they had simply told the contractor that work upon his contracts would be stopped until he had paid their respective unions some money which he owed them for work done on previous contracts. The counsel for the defendants thereupon showed the court that a decision of Justice Giegerich, rendered in relation to the Gotham Building Construction Company, gave the Bricklayers' Union the right to refuse to go ahead with a new contract until old contracts on which they had worked had been fully paid for. All the defendants were discharged by the court.

As the individual citizen is trained so the State will grow.

Miscellaneous.

That the much-contemned and distrusted "mob" is really the most "safe, sane and conservative" element in the community is abundantly proven by the fact that wherever the suffrage is most nearly universal, and the popular representation in the government most nearly direct, there the government is always the most stable. This is so because "the mob" is the natural custodian of all those national traditions, customs and precedents of civic and social mediocrity which impart to the "voice of the plain people" that authoritative ring which has been euphoniously compared to the "voice of God." Therefore, if we want the best government and most stable social institutions of which human nature is capable, give the "mob" the Initiative and Referendum and the Recall, and direct nominations and elections of all public officials, judges and representatives. With the "mob" in control of the government, the "eminent citizen" grafters who now so condescendingly patronize honest men would find their occupation too unprofitable to be longer followed.

The New York Herald thinks that "the moral sense of the country has been shocked" by the importation to Colon of a couple of shiploads of "wives" for the laborers on the Panama Canal. On the same day that the Herald bethought itself—in type—of the sinfulness of that transaction, a prominent New York clergyman complained to the police of that city that while walking the length of one block only he had been accosted and solicited by no less than four women, although he was dressed in clerical garb. The preaching of that parable about the mote in our neighbor's eye and the beam in our own seems to have gone for naught in this age of pharisaical cant and humbug. The Jamaica negroes on the Isthmus, with their un-churched wives, cannot at any rate be charged with leading "double lives," that highly moral and domestic custom of our own "holier-than-thou" civilization.

The Rev. Madison C. Peters, of New York, speaking of our immigration problem, says:

> Ninety per cent of the immigrants are common laborers, who enter into direct competition with the laborers already in this country. The men who assist the oppressed who come here are not grieving because the workmen in Europe are starving. They bring them here to get their services at European wages.

If a trade-unionist had said that, every anarchist capitalist in the land would have been out for him with a hammer of the Post "Square Deal" pattern, not to mention the college professors and those other estimable gentlemen, clerical and otherwise, who would rather ride soulful hobbies than worry their esthetic minds with uncongenial and commonplace facts. As it happened to be a clergyman who said it, it will be put down to the well-known proneness of fashionable clergymen to say something shocking and original once in a while so as to lend color to the theory that they are modern disciples of the "lowly Nazarene."

It is not on record that the discussion on "tainted money" has turned a single "prominent citizen" from his beloved pursuit of the mephitic stuff.

(Continued on Page 10.)

Home News.

The action of the Government in increasing the military forces in the Philippines is regarded as evidence of apprehension that an anti-foreign outbreak may occur in China.

Livingstone Quackenbush, the banker who was convicted at Mankato, Minn., recently of receiving deposits in his bank when it was insolvent, has been sentenced to four years in the penitentiary.

Mayor McClellan, of New York City, received his certificate of election on December 26. Bets to the amount of $3,500,000, tied up by the contest between Hearst and McClellan, have accordingly been paid.

The officers of the Cleveland (O.) Retail Coal Dealers' Association, indicted on the charge of violating the Valentine Anti-Trust law, pleaded guilty in Common Pleas Court on December 28, and were sentenced to pay fines of $500 each.

Assemblyman Berg, of New Jersey, has drafted a bill to abolish capital punishment in that State, and has asked Governor Stokes to grant reprieves to all condemned murderers until the Legislature shall have acted upon the question.

There has been an increase of more than $18,000,000 in the amount of domestic and of more than $5,000,000 in the amount of foreign money orders issued during the past year over the one preceding by the United States Postoffice.

Irving Baxter, United States District Attorney for Nebraska, has been summarily removed from office by President Roosevelt, presumably upon the ground of the latter's dissatisfaction with the methods adopted by Baxter in the prosecution of certain land frauds.

Three banks at Memphis, Tenn., failed on December 27. The Merchants' Trust Company, with a capital stock of $200,000; the American Savings Bank and Trust Company and the Mechanics' Savings Bank, smaller institutions allied with the first-named concern, have gone into liquidation.

The United States supplied more than one-half of the petroleum produced in the world in 1904. A statement of the world's production of petroleum, prepared by the British Board of Trade, puts the petroleum production of the world in 1904 at 9,303,000,000 gallons, of which 4,916,000,000 gallons were produced in the United States .

The operating officials of the Pennsylvania Railroad system are working out the details of what is regarded as the most remarkable short-distance run ever made by a train. While making up time into Chicago recently the Pennsylvania special (the eighteen-hour New York-Chicago train) ran eleven miles at the rate of 101 miles an hour.

The Grand Jury at Cincinnati, O., has returned a joint indictment against representatives of the leading coal companies doing business in that city. The indictment includes over twenty names, and charges that the companies or their representatives have associated themselves together for the purpose of fixing and establishing prices of coal.

Under a law passed at a special session of the Wisconsin Legislature requiring the railroad companies to pay up back taxes before collecting assessments in courts, the Northwestern Railroad has paid $225,834 taxes for 1905, and the St. Paul Railroad paid $464,258 taxes and interest for 1904 and 1905. It is expected that all the smaller roads will follow.

According to a cable dispatch to the World, Pius X has declared his intention to send a wedding present to Miss Alice Roosevelt on the occasion of her wedding in February. The gift probably will be a beautiful piece of mosaic work from the Vatican factory, probably a copy of one of the most valuable paintings from the Vatican collection.

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Pacific Coast Marine.

The three-masted schooner Advance, from San Francisco for Coquille River, Or., was reported ashore in the vicinity of the latter port on December 29th and likely to be a total wreck.

Captain F. M. Johnson of the steamer Breakwater has reported to the Branch Hydrographic office that the North Spit Jetty buoy, No. 1, at Coos Bay, Or., has disappeared.

The British ship Senator, previously reported as having put into East London, South Africa, while bound from Puget Sound, is to be repaired at an estimated cost of £795.

Captain E. V. Gates, late of the American ship S. P. Hitchcock, died on December 20 at Liverpool, Eng. He was one of the old-time shipmasters well known on the Coast by the present generation.

The British four-masted ship Pass of Melfort, from Panama for Puget Sound, was totally wrecked, with the loss of all hands, on Vancouver Island on December 26. A heavy southwest gale prevailed at the time.

The British ship Dumfriesshire, 186 days out from Leith for Honolulu, arrived at her destination on December 26, and was crossed from the list of overdues. For some time previously the ship had been posted, with a rate of 10 per cent quoted.

A world's record for loading lumber was established on December 22 at Port Gamble, Wash., by stevedores loading tht British steamer Henley. In eleven hours 503,000 feet of lumber were stowed away through four hatches, twelve men being engaged at each hatch.

The steamer Miowera, at Victoria, B. C., from Australia, bronght news of the arrival of the American five-masted schooner Kineo at Brisbane with Captain Patten, his wife and the rest of the crew suffering from beri-beri. The master's eight-year-old daughter was the only one to escape.

Mariners are notified that on or about December 25, 1905, the United States drydock Dewey will leave Solomons Island, Chesapeake Bay, in tow for the Philippine Islands, via Suez Canal. Mariners are requested, in view of the length and unwieldiness of this tow, to use every precaution in approaching and passing it.

Lightship No. 83, Captain Quinton, sailed again from San Francisco on December 28 for her station off Blunt's Reef, near Cape Mendocino, after having been overhauled and equipped with new mooring chains and anchors.

With 100,000 feet of her deckload of lumber gone and badly battered and torn from a strenuous three days' conflict with a heavy gale, the barkentine Tropic Bird, Captain Wickman, fourteen days from Columbia River, arrived at San Pedro, Cal., on December 29.

The American bark Hecla, from Manila, P. I., for Port Townsend, Wash., put into San Francisco on December 27 in a leaky condition, as a result of bad weather experienced shortly after leaving the former port. The Hecla will be repaired before proceeding North.

Dispatches from Skagway state that the steamer Portland will be a total loss. The steamer Amur passed the vessel on the trip North and Captain McLeod says that the vessel is fast breaking up. The Portland went ashore on Spire Island, nine miles from Ketchikan, on December 21.

The steam-schooner Charles Nelson, in the lumber and passenger trade between Tacoma and San Francisco, put into Port Townsend, Wash., in distress on December 27, having run into a heavy gale off Cape Flattery. Her deck cargo had shifted, her fresh-water supply was exhausted and the engine room was half full of water.

John K. Bulger and O. F. Bolles, Local Inspectors of Hulls and Boilers, at San Francisco, have suspended the licenses of Henry Weber and James Spencer, master and chief engineer, respectively, of the steamer Despatch, for ninety days each on account of the fire on that vessel on December 8, which caused the death of ten-year-old James Mitchell.

Captain George Calhoun, late master of the ship George Curtis, died on December 23 at his Alameda home of pneumonia after a brief illness. Captain Calhoun was a well-known and well-liked mariner, and was the son of the late Captain Calhoun, who in years past commanded the barkentine Archer, the bark Ceylon and other vessels familiar to San Francisco.

The steamers Buckman and Watson, recently arriving on the Coast to enter the service of the Barneson-Hibberd Company, will be converted into oil-burners within the next few weeks. Both steamers have lost no time in getting into the Coast trade, and the prospect of enjoying a profitable trade is good. But both of these steamers are in the meantime to be laid up.

Bids for the steam freight and passenger schooner, which the Pacific Coast Steamship Company intended to place on the Seattle-San Francisco run, have been opened at Seattle, Wash., and found to be far in excess of the estimates made by the company. J. C. Ford, President of the Pacific Coast Steamship Company, stated that the company would now attempt to buy a schooner.

The fact that she is equipped with twin propellers saved the steamer Homer on December 28. The Homer, bound for San Francisco, snapped her rudder when on the Columbia River bar, rendering the steering gear helpless. Great seas broke over the vessel, but Captain Donaldson, by working the twin propellers, kept away from the breakers and returned safely to Astoria.

The French steamship company known as the Compagnie des Chargeurs-Reunis, which has recently inaugurated a round-the-world service, with San Francisco as a principal port of call, appears to be a prosperous concern. It is reported that the company has just declared a dividend of 20 francs per share for the past working year. The profits for the past year amounted to 6,199,181 francs.

A telegram was received at San Francisco on December 28 reporting that the American bark Challenger, Captain Peterson, had arrived at Kobe, Japan, from Killisnoo, British Columbia, with her cargo on fire. The Challenger carried a cargo of fertilizer. No particulars are at hand, but the owners of the Challenger, Hind, Rolph & Co., believe that the cargo had no more than heated during the passage across the Pacific.

The agreement dividing the Oriental flour trade between the large transpacific steamship companies ended recently as a result of the Great Northern Steamship Company refusing to confine itself to Oregon and Washington. The Harriman lines, it is said, will establish agencies at Portland, Seattle and Tacoma, and the Boston Steamship Company, operating the Nippon Yusen Kaisha Lines, and the Northern Pacific will enter California.

The schooner Jennie Stella, owned by Thomas H. Sellers of San Francisco, is a wreck near Navidad, on the Mexican coast. A telegram received on December 26 reported that the vessel had gone ashore while bound from Fort Bragg, via La Paz, to Navidad, where she was to have taken aboard a cargo of valuable logs. The crew were saved. The Jennie Stella was commanded by Captain O. Anderson, and was built in 1876 at Coos Bay.

Only one vessel is left on the list of overdue ships posted at San Francisco. This is the German ship Alsternixe, out 191 days on the passage from Hamburg for Santa Rosalia. For some time past the Alsternixe has been quoted on the board at 10 per cent for reinsurance. The only other overdue posted recently—the British ship Craigmore, 167 days out from Cardiff for Honolulu—arrived on December 28 at her destination, after having been posted for some days at a rate of 10 per cent.

Robert Dollar, the veteran shipbuilder and President of the Dollar Steamship Company, will take a large amount of Washington and California fruit to China as presents to high Chinese officials. His intention is to furnish Chinese officials with a practical illustration of what the Coast produces, and endeavor to stimulate trade between the two countries and modify the severity of the boycott which exists in the southern part of the Empire. He has purchased 150 boxes of the choicest Washington apples, ten boxes of choice Washington potatoes and fifty boxes of California oranges.

The lightkeeper at Carmanah Point, B. C., reports finding considerable wreckage, indicating a disaster has befallen a schooner, if not another vessel also, on the rocks of Vancouver Island. Five miles east of Carmanah two sealing boats, painted lead color outside, and oak stained inside, were found, together with a schooner's mast with part of the rigging attached and part of a life buoy, which evidently had not been long in the water and seemed fresh painted, with the letters "P. O.," followed by a space where there had evidently been three other letters, and then the letters "I. U." Three miles west of Carmanah part of another life buoy was found, with the letters "Po. O." and the words "of Newcastle." Captain Grant, manager of the Victoria Sealing Company, states that the description of the sealing boats washed on Vancouver Island coast is similar to that of the boats of the schooner Fawn, which left Bering Sea with 502 sealskins on October 4, and never reached port.

DIED.

E. Melander, No. 721, a native of Germany, aged 51, died on the steamer Senator, while crossing Columbia River Bar, December 18, 1905.

Sven Adolph Olavesen, No. 848, aged 25, a native of Norway, died at Port Townsend, Wash., December 19, 1905.

Pierre Bichon, No. 1327, a native of France, aged 26, died in Tacoma, Wash., December 27, 1905.

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The readers of this paper will be pleased to learn that there is at least one dreaded disease that science has been able to cure in all its stages, and that is Catarrh. Hall's Catarrh Cure is the only positive cure now known to the medical fraternity. Catarrh being a constitutional disease, requires a constitutional treatment. Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system, thereby destroying the foundation of the disease, and giving the patient strength by building up the constitution and assisting nature in doing its work. The proprietors have so much faith in its curative powers that they offer One Hundred Dollars for any case that it fails to cure. Send for list of testimonials.
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F. R. Wall, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. Merchants' Exchange building, California street, near Montgomery; rooms 208-209. Phone Bush 508.

Trade-Union Congress.

(Continued from Page 2.)

selves without the assistance of the society. We are trying to get an old society together again. Others have left the society and want me to communicate with the Eastern States for recognition. The recent awards will shake a lot of the societies up, and I can see every day my views and opinions of the Act and its evils coming true. Even with preference to unionists, it is bad. * * *

"Those who are agitating in favor of the Arbitration Act are those who are seeking billets through the Act and whom the societies will have to keep in idleness for weeks to save their faces. I am very much cut up over our society. Previous to the registration we held a strong position and were looked up to as a tower of strength. Now we have disappeared and spent all our funds. It is draining the funds of all the societies, and some cannot pay their way. It is also terribly expensive."

This, gentlemen, is the testimony of a man who has had practical experience of the working of these Acts in Western Australia, and I think that forms a very satisfactory offset to the experience gained in New Zealand.

I shall refer very briefly to the work of the Conciliation Act, passed with great pomp and circumstance nine years ago. The object of this Act was to obtain conciliation in all industrial disputes, and it was hailed by those who did not know any better as a means of permanently scotching any strike movement undertaken by either employer or workman in the future. So far as I can find out, it is the most melancholy instance of misdirected energy on the statute books of Great Britain. During the nine years it has been in existence, 181 cases have been settled under the Act, an average of twenty per annum, and they have mostly been of a most trumpery character. Since the passing of the Act we have had 5,673 strikes, involving 1,687,555 men, and lasting for more days than I could say in a single breath. Out of nearly 6,000 strikes only 121 have been settled under the Conciliation Act. I should like to say further that the number of strikes is diminishing in our country. Last year we had 334 strikes, averaging seventeen days for every one who was on strike. In 1896, we had 906 strikes. The diminution during the last ten years in the number of strikes has gradually continued, and I am glad to see it. I think the strike is the poorest commercial venture a society ever embarked on. The results have not been by any means of a nature to encourage the strike policy. Seventeen per cent of these strikes were successful, 31 partially successful, and 41 went entirely in favor of the employers. I think there is abundant reason for going slow in the matter of conciliation. The opinion of the delegates to the Trade-Union Congress is certainly changing, however, and I should not be surprised if it gains more rapidly in the future.

In conclusion, I should like, as one of the delegates of the British Trade-Union Congress, to reciprocate the fraternal greetings which have been presented to the British Trade-Union Congress from time to time by the delegates you have sent over. Personally, I have experienced a kindness, a courtesy, a hospitality and a forbearance since coming to this country which I shall never forget, and which I have never experienced before. I shall never, as long as I live, forget the reception I have met with at the hands of the American trade-unionists. But at the same time, if our intercourse has to be restricted to these fraternal greetings, I am rather inclined to think we are wasting a good deal of time and a good deal of money. I think you will agree with me that the main reason for these delegates from America to England and from England to America is to promote international solidarity, goodwill and amity. After all, it should not be difficult to do this. Our methods may be somewhat different, but our fundamental principles are identical. Our object is to secure to the worker the full fruit of his toiling. We wish to abolish the loafer; not only the poor, human derelict whom we see infesting our slums and our alleys, but the loafer at the other end of the social ladder, the gilded youth who toils not, neither does he spin, who fares sumptuously every day and who never did an honest day's work in his life. We want to abolish the millionaire, because wherever we find the millionaire we find his natural sequence, the pauper. We wish to give equal opportunities to every working man and working woman and to every child to develop all that is highest and noblest and best in their characters. Beyond all, we wish to reform ourselves. We condemn trusts and combinations, but is there not a tendency to make our trade-unions something in the nature of trusts and combinations by raising up perpendicular railings against each other? I for one will never be satisfied until I see the fully paid-up card of a bona fide trade-unionist secure for its holder a warm welcome in any country in the world in which he may find himself. This may be a stupendous program, but if we are true to ourselves, if we are true to each other and to the principles we preach, I see nothing extraordinary in the fulfillment of my ideals.

I often ask myself whether we are on right lines. I ask myself whether those who come after us will not profit by our experience and gain wisdom from our failures and find an easier way to social and economic reforms than we have been able to do. I have studied every "ism" which has been brought forward from time to time as a panacea for the industrial ills which flesh is heir to, and, so far as my personal opinion is concerned, I find the principles I have been professing are the only way in which industrial emancipation can be effected. Only by that form of industrial combination known as trade-unionism can the hopes and the aspirations and the ideals of to-day become the realities of tomorrow.

COAST SEAMEN'S JOURNAL

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Established in 1887

W. MACARTHUR....Editor | P. SCHARRENBERG, Manager

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

UNION LABEL PRINTING TRADES UNION LABEL COUNCIL SAN FRANCISCO

WEDNESDAY, - - - - JANUARY 3, 1906.

SAVE THE HOSPITALS!

Whereas, The Secretary of the Treasury has recommended the abolition of the United States Marine Hospitals now located at Portland, Me., Vineyard Haven, Wilmington, Del., Key West, Fla., Louisville, Ky., Evansville, Ind., St. Louis, Mo., Memphis, Tenn., Cairo, Ill., Cleveland, O., Detroit, Mich., and Port Townsend, Wash.; and

Whereas, The recommendation for the abolition of these establishments is based upon the sole ground of economy; therefore be it

Resolved, By the Sailors' Union of the Pacific, in regular meeting assembled at Headquarters, San Francisco, Cal., that we protest against the recommendations herein referred to, upon the following grounds, to wit: That the expenditure involved in the maintenance of the Marine Hospitals is small in comparison to the service rendered; that such service is necessary for the care of those engaged in the maritime industry; that the abolition of these establishments would involve the "farming out" of sick and disabled seamen, a custom now prevalent in certain localities and one that leads to great abuses, both in neglect of the patients and in imposition upon the Government; that such a system creates a feeling of degradation on the part of the seamen thus treated; further, be it

Resolved, That we respectfully urge upon the Government the need of maintaining, and as far as possible improving, the existing Marine Hospitals; further, be it

Resolved, That a copy of these resolutions be forwarded to the Committee on Appropriations of the House of Representatives and the Committee on Appropriations of the Senate, with a request for the favorable consideration thereof.

The foregoing resolutions were adopted by the Sailors' Union of the Pacific on December 26. Similar action will be taken by the seamen's unions and other maritime bodies throughout the country. When the recommendation of the Treasury Department is understood by the public at large the protest of the seamen will doubtless receive general support throughout the country. The public will, of course, be glad to learn that the Government has put about on the retrenchment tack, but it will be likely to decide that retrenchment may be better undertaken in directions other than that implied by the proposal to save a few thousand dollars at the cost of suffering and death to a large number of the "wards of the Nation."

To those who take pride in the resources of the National treasury—and their name is legion—the recommendation of the Secretary of the Treasury will appear as a humiliating plea of poverty, the more so as that plea is entirely without justification in the facts. Had Secretary Shaw based his recommendation for the abolition of certain Marine Hospitals upon the ground that these institutions are no longer needed, the case would be somewhat different. No such claim is made, however; on the contrary, the Secretary of the Treasury, by his proposal that sick seamen shall in future be "farmed out," clearly admits the continued need of the Marine Hospitals in question. The latter feature of the recommendation is particularly repugnant to seamen and is likely to prove equally so to the public. Public pride, offended by the implied charge of poverty, is certain to revolt against the suggestion that the seamen shall be turned over to the tender mercies of a set of grafters unworthy even of the name of quacks. The experience of the seamen in those localities in which the "farming-out" process has heretofore been practiced proves that the men thus treated are regarded as paupers, "whom nobody owns." The consequent sense of degradation on the part of the seamen may be better imagined than described. In effect, the recommendation of the Secretary of the Treasury is a proposal that the Government shall evade its responsibility for the care of its "wards." Rather a curious proposition on the part of a Government which professes great solicitude for the future of the seafaring class!

The Marine Hospital Service was instituted in view of the constant liability of the seamen to illness and accident. Conditions in this respect have not altered for the better, but rather have become aggravated. Whether regarded from a humanitarian or from a business standpoint, the Marine Hospital Service is as much a necessity to-day as at any period during its history. That Service, instead of being "retrenched," should be enlarged. Concerning the charges of extravagance in the management of the Marine Hospitals, it remains to be said that, however well founded these may be, they do not touch the "man lower down," i. e., the man in bed. In fact, as applied to the latter, the charge of extravagance is the veriest irony. The treatment of the patients in the Marine Hospitals has always been, and still is, economical to the last degree, to a degree bordering upon niggardliness. If any part of the funds appropriated for the Marine Hospital Service has stuck to anyone's fingers, no reasonable objection can be made to rapping the said digits. However, there is no necessary or even natural connection between the latter process and that proposed by the Secretary of the Treasury. The Marine Hospitals should be maintained in their present numbers and efficiency, and improved upon wherever possible. Above all, the seaman, temporarily disabled in the pursuit of his calling, should not be "farmed out" as an object of Governmental charity and public contempt.

The International Typographical Union is to be congratulated upon the prospects of success in the movement for the establishment of the eight-hour day in the printing trade. The organized seamen, in common with the workers in all other industries, offer their best wishes for the complete success of the printers in their effort to establish a just division of the day: "Eight hours for work; eight hours for sleep; eight hours for what you will."

Demand the label of the International Cigarmakers' Union when buying cigars!

Demand the union label on all products!

THE MOSSES ADDRESS.

The address of Fraternal Delegate Mosses to the recent convention of the American Federation of Labor, which is published in full in this issue of the JOURNAL, is well worth the space devoted to it, on account of its comprehensive treatment of the labor movement in Great Britain. In scope of detail, lucidity of presentation and general instructiveness, Mr. Mosses' address is a model of the art of saying much in few words. The addresses of the fraternal delegates to the American Federation of Labor conventions have usually been noted for effusiveness of sentiment, rather than for anything of value in the study of labor conditions abroad. In contrast with this rule, Fraternal Delegate Mosses has presented an array of facts which of themselves afford a very complete understanding of the state of organized labor, its experiences of the past and its plans for the future. The observant reader will note that every topic dealt with is presented in complete form, "boiled down," as it were, so that the very essence or meat of the matter is clearly perceptible. A careful perusal of the address will afford the reader more real information on the subject dealt with than can be obtained from volumes of the stuff that is dished up in the ordinary channels of public intelligence. We bespeak a study of Mr. Mosses' address by our readers and congratulate that gentleman upon his very valuable addition to the labor literature of the times.

The JOURNAL extends congratulations and best wishes to the sixth annual convention of the California State Federation of Labor, which opened in Oakland on the 1st inst. The State Federation has realized in a fair degree the hopes indulged at the time of its establishment and gives promise of continuing upon the path marked out for it by its founders. That path is an old one, narrow, thorny and uphill, but still the only one that leads anywhere. In every convention of the State Federation, as in every gathering of organized labor, the voice of the enthusiast and "progressivist" is heard, beckoning the hosts of labor into the pleasant fields of a labor elysium and on to the "royal road" that leads no man knows whither. No doubt the siren chorus will be heard again; no doubt, too, the voice of reason will prevail, as in the past. With trade-unionism for its compass and with trade-unionists on the bridge and at the wheel, the future of the State Federation is assured. Bon voyage!

Evidently someone is reckoning without the host! Recently the maritime and labor organizations generally of the United States submitted to Congress a proposal for the establishment of a Marine Hospital in Alaska, for the care of the fishermen who annually use the waters of that locality. Now we learn that the Treasury Department proposes to abolish a large number of Marine Hospitals, and thus to very materially cripple the entire service. It will be interesting to note whether the "plain duty" of humanity or the necessities (?) of "economy" will prevail with the people, or rather with their representatives in Congress.

The most practical measure of Asiatic exclusion is that applied to the products of these undesirables. To be sure you're right, demand the union label on all purchases. That little symbol is the surest antidote for all kinds of degrading labor conditions.

Exclude the Japs.

The Immigration Conference of the National Civic Federation has met and adjourned, and according to local press dispatches two delegates to the conference, both editors—one white and one yellow—discussed the problem of Mongolian immigration. It appears that the yellow editor was the favorite, as he expressed the views and sentiments of the vast majority at that plutocratic gathering.

The sum total of the sentiments expressed at the Civic Federation conference was undoubtedly favorable toward the Chinese, and admitting that fact, we may as well confess that there can be no hope for the passage of the Japanese and Korean bill at this session of Congress and possibly not for many sessions to come.

The people of the Pacific Coast States should be acquainted with the aforesaid facts, not in order to dishearten them, but to urge upon them the advisability of taking individual action. It is estimated that from twelve to fifteen thousand Japanese have landed in Pacific Coast ports during the past year. During that time Japan was engaged in the greatest war of modern times. The war is over, fully three-quarters of a million of soldiers have returned to Japan and have been discharged or will be discharged within a short time, and a great many thousands will find themselves among the unemployed. Many of the steamers that were used as transports during the war have been put in the trans-pacific trade, carrying passengers and merchandise. From these facts we may conclude that Japanese emigration will be doubled and possibly trebled in this year. The future Japanese immigrants to this country will be veteran soldiers. And if it takes as long to pass a Japanese Exclusion law as it did to pass the law excluding Chinese, we will have an army of ex-Japanese soldiers in the Pacific States.

Japanese do not come to the United States as colonists. They do not cultivate wild and unreclaimed lands. They come here to be employed at some work that formerly was done by someone else. They are coming over here to be employed. If we do not employ them, they would not come, and if they did come, and we did not employ them, they would be only too glad to go back again. The blame is at the door of the employers. As the employer, we will immediately recognize the man who employs labor, but the fact of the matter is, that the one who purchases for self or family consumption is the real employer. If he did not purchase goods made by Asiatics, the factory would not turn a wheel.

In San Francisco are several hundred Japanese shoe-repairing shops. Those who own and operate factories, conduct and own stores and other kinds of businesses do not get their shoes repaired by these aforementioned shoe-repairers.

In San Francisco are also several hundred Asiatic garment workers, making overalls and hickory shirts. Now these articles of wear are not used by any other people but those who work. The same is true of restaurants. The same is also true of nearly all places where Asiatics are employed.

We can exclude all Asiatics without the Act of Congress by simply refusing to patronize those who employ and insist in employing them. Our most effective weapon in this struggle is the Union Label. That emblem of fairplay is not, will not, and can not be found upon any Asiatic product.

A. SEAMAN.

San Francisco.

Australian Notes.

(For the COAST SEAMEN'S JOURNAL.)

The Trades' Union Label bill is being fought very strenuously, both by the capitalists and their yellow press. One of the bitterest opponents to the bill, Joe Cook, was but a few years ago the secretary of a miners' union, who climbed into the Legislature on their backs as a Labor member. He turned rat, and is now known as the Deputy Leader of the Opposition.

Work is still brisk on the water-front. The Coal Lumpers' case has just been finished in the Arbitration Court, but the judge has not given his award as yet. It is feared that as the workers are going to the wall with this newly-appointed gentleman, the verdict will be for the sweater or capitalist. I think it is a true saying that the good people either leave or die young. This applies to Judge Cohen, whose decisions in the court were always accepted by the workers without complaint, because some unions got the benefit. Now the capitalists get it.

The investigation of the land frauds is still dragging along, but I question if we will see much come out of it, as those concerned are limbs of the law, or politicians, and it was the Labor members who brought the matter to light.

We have had splendid rain for the last week, and the week before we had abundance of bush fires, so that you can readily understand things are lovely here—just good enough to let a person know he is alive.

Our Political and Trade-Union Conference takes place here next month, and promises to be the most important one since the establishment of the Labor party.

Motor-boat building is now becoming quite an industry here, and there is no doubt that some of the little vessels are a credit to the builders, not only in appearance but also in speed.

J. D. Spreckels, it is stated, is about to build a large sugar refinery here. I hope it is true, as the concern now doing business in Australia is a huge monopoly, as bad, if not worse, than the Tobacco Trust.

THE COMMODORE.

Sydney, N. S. W., December 4, 1905.

Gold in Madagascar.

Consul Hunt, of Tamatave, writes that there are bright prospects of gold being found in fairly large quantities in Madagascar. He says the exports of gold in 1903 and 1904 amounted to 4,211 and 5,423 pounds, respectively. The gold output of 1905 was 5,521.5 pounds, valued at $1,477,500. Quite a large number of persons are prospecting for gold, but most of them are men who have had little experience in prospecting. What is needed is experts. Gold dirt has been found that yields $34.70 per metric ton (2,200 pounds). Gold-bearing reefs and alluvial deposits have been found in various parts of the island. Some have attracted a great deal of attention.

More than 10,000 photographs of birds amid their natural surroundings have been taken by an English naturalist. Some of them entailed as much as a week of waiting and watching.

Spanish women play with their dolls even after they are married and have children.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

HEADQUARTERS, SAN FRANCISCO, Dec. 26, 1905.
Regular weekly meeting was called to order at 7:30 p. m., Ed. Andersen presiding. Secretary reported shipping fair. Comrades Gill, Petterson and Macarthur, delegates to the recent International Seamen's Union of America convention, submitted their reports. Balloting for officers was proceeded with. Resolutions protesting against the abolition of certain Marine Hospitals were adopted.
The minutes of the regular weekly meeting held on January 2 will be published in next week's issue of the JOURNAL.

E. ELLISON, Secretary pro tem.
S. W. cor. East and Mission sts. Tel. Main 5397.

TACOMA AGENCY, Dec. 26, 1905.
Shipping good; prospects fair.
JOHN W. CARLSON, Agent pro tem.
3004 McCarver st. Tel. Main 808.

SEATTLE AGENCY, Dec. 26, 1905.
Shipping quiet.
OSCAR PEARSON, Agent pro tem.
1312 Western ave. P. O. Box 65. Tel. James 3031.

PORT TOWNSEND AGENCY, Dec. 26, 1905.
No meeting; no quorum. Shipping and general situation unchanged.
WM. THORBECK, Agent.
114 Quincy st. P. O. Box 48. Tel. 443.

ABERDEEN AGENCY, Dec. 26, 1905.
Shipping and prospects fair.
WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

PORTLAND (OR.) AGENCY, Dec. 26, 1905.
Situation unchanged.
D. W. PAUL, Agent.
40 Union ave. Tel. East 4912.

EUREKA AGENCY, Dec. 26, 1905.
No meeting; no quorum. Shipping and prospects good.
C. SORENSEN, Agent.
222 C street. P. O. Box 327. Tel. Main 566.

SAN PEDRO AGENCY, Dec. 26, 1905.
Shipping and prospects fair.
HARRY OHLSEN, Agent.
P. O. Box 2380. Tel. Main 774.

HONOLULU (H. T.) AGENCY, Dec. 19, 1905.
No meeting; no quorum. Shipping dull; prospects poor.
C. COLDIN, Agent.
Cor. Queen and Nuuanu sts. P. O. Box 96.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

HEADQUARTERS, SAN FRANCISCO, Dec. 28, 1905.
Regular weekly meeting was called to order at 7:30 p. m., James West in the chair. Voting for officers was proceeded with.

EUGENE STEIDLE, Secretary.
54 Mission st.

SEATTLE (WASH.) AGENCY, Dec. 21, 1905.
Shipping quiet; good many men ashore.
W. SORENSEN, Agent.

SAN PEDRO (CAL.) AGENCY, Dec. 21, 1905
No meeting. Shipping and prospects fair.
CHAS. M. DAWSON, Agent.

MARINE COOKS AND STEWARDS OF THE GREAT LAKES.

HEADQUARTERS, BUFFALO, N. Y., Dec. 26, 1905.
Situation quiet.
H. R. WALKER, Secretary.
55 Main st.

ATLANTIC COAST SEAMEN'S UNION.

HEADQUARTERS, BOSTON, MASS., Dec. 27, 1905.
Shipping fair. Men scarce.
JOHN THORMER, Sec. pro tem.
1½A Lewis st.

ATLANTIC COAST MARINE FIREMEN'S UNION.

HEADQUARTERS, BROOKLYN, N. Y., Dec. 20, 1905.
Situation fair.
DANIEL SULLIVAN, Secretary.
15 Union st.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC.

HEADQUARTERS, NEW YORK, N. Y., Dec. 27, 1905
Shipping fair; prospects favorable.
H. P. GRIFFIN, Secretary.
106 Christopher st.

On the Great Lakes.

(Contributed by the Lake Seamen's Unions.)

Big Increase in Shipments.

The iron ore shipments from the mines on the Duluth & Iron Range road amounted to 7,778,768 tons for the season just ended, as compared with 4,563,399 tons for the season of 1904. The Vermilion range mines furnished 1,676,714 tons of the total as compared with 1,282,514 for last year. The total increase for both the Mesabi and Vermilion ranges, on the iron Range road, was 3,218,369 tons. The Vermilion range has shown an increase of nearly 400,000. All of the Vermilion mines have shown increases this year except the Chandler, which shows a decrease. The shipments by mines in gross tons to Two Harbors were as follows:

VERMILION RANGE, IRON RANGE ROAD.

Mines.	Gr. Tons. 1905.	Gr. Tons. 1904.
Minnesota	204,782	70,713
Chandler	365,739	422,000
Pioneer	653,673	505,423
Zenith	109,911	86,557
Savoy	91,775	75,020
Sibley	250,934	122,783
Totals, Vermilion	1,676,714	1,282,514

MESABI RANGE, IRON RANGE ROAD.

Vermilion Range	1,676,714	1,282,514
Fayal	1,358,888	975,102
Genoa	281,058	244,150
Stephens	367,714	.....
Adams	1,140,984	429,467
Spruce	606,218	137,824
Elba	125,724	123,425
Corsica	.....	30,132
Sparta	.....	30,132
Malta	140,853	66,641
Minorca	117,630	121,740
Hector	4,990	.....
Cass	61,584	26,805
Ajax	28,439	.....
Wills	4,550	.....
Bessemer	112,619	86,303
Franklin	.....	65,528
Pettit	140,239	27,088
La Belle	78,597	.....
Miller	113,520	.....
Cincinnati	965	.....
Biwabik	1,092,048	647,614
Duluth	142,172	149,820
Holland	158,484	.....
Totals	7,778,768	4,563,399

Lake Conference Delegates.

The following members of the Lake Seamen's Union have been elected to attend the Lake Conference, to be held in Chicago on January 8, 1906: Thos. A. Hanson, Wm. Shaw, Fred Benson, T. J. McCoy, Alfred Pearce, James R. Scanlan, V. A. Olander, J. W. Crangle, Wm. Roberts, L. Fitzpatrick, J. Cahill, J. Buckley, Thomas Lester, Fred Slater, George Keogh, Jno. Ward, W. J. Murphy, Martin Farrell, D. C. Hanson, W. H. Jenkins.

The American Ship Building Company has secured orders for twenty-eight new steel freighters for 1906 delivery. This speaks well for the commerce of the Lakes and the confidence of business men.

Ore Sales for 1906.

Ore sales made by Cleveland companies for delivery next year reach a valuation of about $115,000,000. This means that fully 96 per cent of next season's ore business has already been transacted, about 32,500,000 of the 34,000,000 tons, the limit of production of the Lake Superior region, being contracted for. So large an advance sale has not been recorded here in many years.

The sales made are divided into two classes. One includes the sales by the strictly merchant furnaces. The other comprises the sales to their own companies by the mines owned by the various steel-making concerns.

Estimates made by reliable authorities—members of the ore association—are that the merchant furnaces have sold 15,000,000 tons of ore already, and that the mines owned by the big steel companies have arranged to ship between 17,000,000 and 18,000,000 tons. It is said that the total movement next year will not exceed 34,000,000 tons. Of this amount about 32,500,000 tons have already been arranged for.

There is a demand for more ore than already has been shipped, but an investigation develops the fact that with present facilities the mines in the Lake Superior region are producing up to the limit of their capacity. Changes made during the winter will not increase the output by more than a million tons. The figures for this year's shipments show that the total production of the Lake Superior territory is short of 34,000,000 tons. Next year the amount may be a little more than that, but not much.

The figures show that the United States Steel Corporation is producing about 55 per cent of the ore in the Lake Superior territory. Other steel companies, such as Jones & Laughlin and the Cambria Steel Company, produce about 5 per cent of the total. This leaves to the merchant furnaces, so called, about 40 per cent of the ore in the Lake Superior territory.

The sales of the merchant furnaces, mostly Cleveland concerns, have already amounted to about $40,000,000. The value of the ore which the steel companies are arranging to ship is upwards of $75,000,000. When all of the ore is brought down it will have a value at present market prices of over $115,000,000.

W. H. Becker, who recently placed an order with the American Shipbuilding Company for a new 7,500-ton steamer, has signed the contract for another one, the second to be a duplicate of the first except as to size, one being four feet shorter than the other. The capacity of the second will be from 6,500 to 7,000 tons. The fact that one order has so closely followed the other is significant of a new condition in marine circles. The new boat, which will be named after Joshua W. Rhodes, of Pittsburg, one of the country's prominent iron trade men, will be 436 feet over all, 416 feet keel, 50 feet beam and 28 feet deep. Like the W. G. Pollock, she will be of arch construction, and will have triple expansion engines 22-35-58x40 inch stroke, with working steam pressure of 170 pounds. She will also be fitted with Ellis and Eaves induced draft, and she will have two Scotch boilers 13 feet 2 inches in diameter and 11 feet 6 inches long.

Shipyards Will Be Busy.

Reports from Duluth indicate that the recent storm on Lake Superior will keep the shipyards force at Superior busy for some time in repairing the boats which were damaged. The steamer Frank Rockefeller, which went on Isle Royale several weeks ago, is now in drydock for repairs to sixty plates and 150 frames. She will be followed by the steamer Western Star, which stranded near Ontonagon. Her repairs will be confined to the bottom, and it is not thought they will amount to much, as she went on easy and was out of all the bad weather.

The Hawgood steamer Bransford, which struck Isle Royale in crossing the Lake to Duluth, is in the other drydock for repairs to twenty-one plates. She will be followed by the steamer R. W. England, which went on the beach at Minnesota Point. Her damages will not be definitely known till she is docked, but they are expected to be extensive.

The steamer Ellwood, one of the Steel Trust boats, which hit the piers in putting back to the Duluth harbor, has been lightered of 2,500 tons of her ore cargo so that her starboard side is out enough to put on temporary repairs where she was damaged. She will be able to bring the balance of her cargo, 4,500 tons, down in the spring.

The steamer W. E. Corey is expected to go in drydock after the Bransford or England comes out. Her long rest on Gull Island has made it certain that her damages will be extensive, but her bilge tanks are full of water, and it will be impossible to fully ascertain just what repairs will be necessary till she is put in dock. The damaged and broken plates, it is thought, are confined to her outer bottom.

The Crescent City, on the rocks about nine miles from Duluth on the north shore, is scheduled for release, and the drydock after the Corey. After she is completed the steamers Edenborn and Mataafa and the barge Manila will be brought to Superior for repairs. The steamer Lafayette and barge Madeira are considered total losses.

"National Seamen's Home."

In the issue of the JOURNAL for December 12 appears the report of the Committee on the "National Seamen's Home." All members should study that report in detail, as they will be required to vote on the question during the coming year. Members should be thoroughly posted on the matter of cost, etc. The first assessment—10 per cent of the treasury of all affiliated unions—will cost the Lake Seamen's Union somewhere between six and seven thousand dollars as our share. Then, on January 1 will begin an assessment of 10 cents per member per month. In other words, from January 1, 1907, dues will be 70 cents per month. It will cost that and more to maintain the "Home," but it is worth it. Comrades, let's all work for the establishment of the "Home!"

W. H. J.

Conneaut, O.

The International Seamen's Union of America has again taken up the work of organizing the Licensed Pilots of the Great Lakes.

Marine Notes.

The steamer Wm. A. Paine will winter at Lorain.

The Harold B. Nye recently unloaded 230,000 bushels of flaxseed at Buffalo.

The Bay City (Mich.) shipyards now employ 700 men, and the payroll foots up $2,000 daily.

The steamer Raleigh was the last vessel up from Lake Erie. She took coal to Lake Michigan.

Thomas J. McCoy has been temporarily elected Agent at Ashtabula, O., vice F. Benson, resigned.

President Wallace, General Manager Logan and General Superintendent Jeffrey inspected the Bay City shipyards recently, on their way back from Duluth, where Mr. Wallace closed a deal with the Pittsburg Steamship Company and the Cambria Steel Company for four new steamers.

The new Gilchrist freighters are 534 feet over all, 514 feet on the keel, 54 feet beam and 31 feet deep. Names have not yet been selected for either one of them. The keel for the big Mills boat will be laid after the first Gilchrist boat is launched. It is for May 15, 1906, delivery.

The first of the two 10,000-ton class freighters building at the American Shipbuilding Company yards for the Gilchrist Transportation Company, was launched on December 23. The second will be launched probably a month or six weeks later. Work on the 569-footer to be built for the Mills interests of Tonawanda, follows the launch of the first Gilchrist boat.

A case has recently been decided before Judge Holt, in the United States District Court, in the case of Caesar Gallanzo vs. the Ward Steamship Company. Gallanzo was injured on the steamer Yucatan, while at work in the hold, by a boiler rolling against and crushing him. He sued for $20,000, and was awarded support for fifteen years, that being the time estimated for his full recovery.

Fred Benson, Agent of the Lake Seamen's Union at Ashtabula Harbor, has resigned. He has been elected General Organizer of the International Seamen's Union of America, with headquarters in New York City. He will have full charge of organizing the Atlantic Coast. It is with profound regret that his many friends see him leave the Lakes, but he carries with him their heartiest good will and best wishes for his success.

The whaleback barge Bath (formerly the Joseph Whitworth), in tow of the steamer Bayview (formerly the steamer A. D. Thompson), which was sent to salt water by the Bontel Company, which purchased both from the Pittsburg Steamship Company, broke away from her tow-boat off Winter Quarter Shoal, near Cape Charles, during the terrific gale that swept the Atlantic Coast on December 19-20. The barge has not been found.

Some idea of the amount of business the American Shipbuilding Company has on hand for next year can be found in the statement of General Manager Logan that the Bay City shipyards will undoubtedly be kept running all of next year. In times gone by the yards have been shut down, for a time at least, when the busy season was over. As it is now, there is another boat scheduled for construction there, in addition to the ones now building.

Coal receipts at Ashland, Wis., during the season of 1905 were 60,000 tons heavier than in 1904, amounting to 397,552 tons. Ore shipments reached the second highest point in history, there being 3,485,344 tons shipped as against 2,226,000 tons last season. The record is held by the year 1902 when 3,553,000 tons were shipped. Lumber shipments fell nearly 20 per cent under last year, a total of 90,500,000 feet being shipped in 1905.

The passenger steamer Argo, which went ashore at Holland, Mich., has not been released, and it is probable that she will not be during the winter. It will be remembered that Life Saver Robert Smith proved himself a hero at this wreck. The Life-Saving crew got a line on board, but none of the Argo's crew knew how to handle the breeches buoy. A line was thrown from the vessel to the Life-Savers' boat, and Robert Smith allowed himself to be dragged through the seas to the vessel, where he succeeded in rescuing the passengers and crew.

Hawgood & Son have contracted for another monster freighter. She will be built by the American Ship Building Company. Her dimensions will be 552 feet over all, 532 feet keel, 56 feet beam and 31 feet deep. She will have triple expansion engines and Scotch boilers, and will have a carrying capacity of 11,000 tons. This will make two 11,000-ton and one 10,000-ton steamers which Mr. Hawgood will bring out next season, making thirty-one new vessels which the American Shipbuilding Company has secured contract for during the last nine months, i. e., twenty-nine bulk freighters and two Rutland Line package freighters.

INFORMATION WANTED.

Thos. Ibsen will please communicate with his brother, A. Ibsen, Box 609, care of A. E. Fish, Fargo, N. Dak.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS

LAKE SEAMEN'S UNION

(Lakes District International Seamen's Union of America.)

121 and 123 North Desplaines Street, Chicago, Ill.
Telephone, 1321 Monroe.

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MILWAUKEE, WIS.....133 Clinton Street
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BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.....87 Bridge Street
Telephone 552.
CLEVELAND, O.....171 East River Street
Telephone Bell Main 1295.
TOLEDO, O.....719 Summit Street
Telephone Black 6981.
NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES.

DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3724.
ASHLAND, WIS.....515 East Second Street
Ashland Phone 1563.
SUPERIOR, WIS.....1721 North Third Street
Telephone Peoples 4615.
BAY CITY, MICH.....919 North Water Street
OGDENSBURG, N. Y.....94 Hamilton Street

SUB-AGENCIES.

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ERIE, PA.....107 East Third Street
Telephone Bell 599 F.
CONNEAUT HARBOR, O.....992 Day Street
SOUTH CHICAGO, ILL.....9142 Macklnaw Avenue
Telephone 1944 South Chicago.
SANDUSKY, O.....1107 Adams Street
PORT HURON, MICH.....931 Military Street

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UNITED STATES MARINE HOSPITALS.
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Buffalo, N. Y.
Duluth, Minn.
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Grand Haven, Mich.
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Houghton, Mich.
Ludington, Mich.
Manistel, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
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We Don't Patronize.

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Cigars—Carl Upman, of New York City; Kerbs, Wertheim & Schiffer, of New York City; The Henry George and Tom Moore.
Flour—Washburn-Crosby Milling Co., Minneapolis, Minn.; Kelley Milling Co., Kansas City, Mo.
Groceries—James Butler, New York City.
Meats—Kingan Packing Company, of Indianapolis, Ind.
Pipes—Wm. Demuth & Co., New York.
Tobacco—American and Continental Tobacco Companies.

CLOTHING.

Buttons—Davenport Pearl Button Company, Davenport Iowa; Krementz & Co., Newark, N. J.
Clothing—N. Snellenberg & Co., Philadelphia, Pa.; Clothiers' Exchange, Rochester, N. Y.; Strawbridge & Clothier, Philadelphia, Pa.; Blauner Bros., New York.
Corsets—Chicago Corset Company, manufacturers Kabo and La Marguerite Corsets.
Gloves—J. H. Cownie Glove Co., Des Moines, Iowa; California Glove Co., Napa, Cal.
Hats—J. B. Stetson Company, Philadelphia, Pa.; E. M. Knox Company, Brooklyn, N. Y.
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Underwear—Oneita Knitting Mills, Utica, N. Y.
Woolens—Hartford Carpet Co., Thompsonville, Conn.; J. Capps & Son, Jacksonville, Ill.

PRINTING AND PUBLICATIONS.

Bookbinders—Geo. M. Hill Co., Chicago, Ill.; Boorum & Pease Co., Brooklyn, N. Y.
Newspapers—Philadelphia Democrat, Philadelphia, Pa.; Hudson, Kimberly & Co., printers of Kansas City, Mo.; W. B. Conkey Co., publishers, Hammond, Ind.; Times, Los Angeles, Cal.
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MISCELLANEOUS

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Telegraphy—Western Union Telegraph Company, and its Messenger Service.
D. M. Parry, Indianapolis, Ind.
Wellman, Osborne & Co., Lynn, Mass.; Thomas Taylor & Son, Hudson, Mass.
C. W. Post, Manufacturer of Grape-Nuts and Postum Cereal, Battle Creek, Mich.
Lehmaier-Swartz & Co., New York City.

On the Atlantic Coast.

(Continued from page 3.)

Our Annual Greeting.

With this issue of the JOURNAL the Atlantic Department enters upon its third year. The writer thanks those friends whose approval of his work has made it even more profitable, in an educational sense, to himself than to his readers, and bespeaks their continued goodwill. It goes without saying that he will honestly endeavor, hereafter as in the past, to deserve whatever measure of approbation the readers of this department may vouchsafe him. In writing, however, even more than in speaking, it is of course true, as some one has observed, that one-half of the words we use are largely for the purpose of toning down and smoothing the rough edges of the other half; but our civilization would be a sorry thing indeed did we not practice those little amenities of locution which do so much to promote good humor and cordiality among men, without which life would not be worth living.

Union Items.

At the regular weekly meeting of the New York Central Federated Union, on December 17, a delegate from the "International Longshoremen, Marine and Transport Workers' Association," presented his credentials and requested to be seated. On motion his credentials were referred to the Building Trades Section of the Federation. At the following meeting of the Building Trades Section, August Gildemeister, agent of the New York branch of the Atlantic Coast Seamen's Union, protested against the seating of the delegate from the "International Longshoremen, Marine and Transport Workers' Association," upon the ground that the American Federation of Labor has enjoined the said organization to discontinue the use of the appellation "Marine and Transport Workers," and to style itself simply the International Longshoremen's Association. On motion the credentials of the delegate from the "International Longshoremen, Marine and Transport Workers' Association" were returned to him, with the information that until his organization has complied with the injunction of the American Federation of Labor to discontinue the use of the appellation "Marine and Transport Workers," its credentials will not be recognized by the Building Trades Section.

The New York opera singers and chorus girls have organized the Opera Singers' Union, Local No. 14, of the Actors' National Protective Union. The New York ballet dancers are also organizing under the auspices of the American Federation of Labor. Mass meetings are being held, and the prospect of having an organization of their own is hailed with much enthusiasm by the girls.

The higher the average of intelligence among a given class of men, the readier they will be to combine for mutual protection and benefit. Lunatics never combine for any purpose whatsoever; that is why a great crowd of them is easily managed by one keeper—just like the citizens of a great city are managed by one boss in control of a well-organized political machine. Great is the power of organization, greater even than was Diana of Ephesus.

The early advertiser catches the shopper.

Fag Ends.

Work for the Initiative and Referendum and the Recall!

Liberties perish by non-use even more quickly than by abuse.

Paste those New Year resolutions in your hat so you won't forget 'em.

Compulsory arbitration is the logical coefficient of the doctrine that might makes right.

'Tis from the lowly that these movements spring that sweep the world and 'round its circle swing.

The greater the fool the greater the difference between what he knows and what he thinks he knows.

A tip: The world dearly loves a hero, but has no use for one who allows himself to be found out too easily.

Similes of speech backed up by similes of action are just the things with which to fool the people all the time.

The fineness of a man's moral fibre is always in exact ratio to his ideals of abstract goodness. Hence, it is that a broadminded sinner is invariably more lovable than a narrowminded saint.

Turn back in thy flight, Father Time, and bestow on my soul one brief moment of youth's ardent flow of spirits that quickened the heart's pulsing flood and warmed with a thrill every globule of blood. (From "Poems of Punk," by Hawserlaid Bill.)

About the only "inalienable right" which most of us have is the right to "growl" about things in general, and our political bosses in particular. But, as the Forecastle Philosopher hath it, "growl you may, but go you must."

Congressman Bourke Cockran recently said that he did not believe that as society is organized to-day it would be possible to imprison any man who possesses a fortune of ten million dollars. Considering that this statement was made right on the floor of the House of Representatives by one of its own members, it is, perhaps, the severest arraignment of our bogus civilization yet made.

It is rather perplexing to the plain citizen to note that those newspapers which most profess to be the "champions of the plain people" do the most deferential gushing over the sayings and doings of our "prominent citizens." Laura Jean Libbey never idealized an aristocratic multi-millionaire more than do some of these "champions of the plain people."

If the present insurance investigations have made any one point clearer than another, it is that the presidents of the great insurance companies receive such tremendous salaries, not because of their skill in serving the policyholders, but because of their skill in swindling the latter for the benefit of a few of our most highly respected citizens. And yet we rate ourselves the most moral people on earth!

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

Affiliated with the
AMERICAN FEDERATIÓN OF LABOR.

WM. H. FRAZIER, Secretary-Treasurer.
1½A Lewis St., Boston, Mass.
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LAKE SEAMEN'S UNION.
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NORTH TONAWANDA, N. Y., 152 Main St.
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SUPERIOR, WIS., 1721 North Third St.
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OGDENSBURG, N. Y., 94 Hamilton St.
BAY CITY, MICH., 919 North Water St.
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OGDENSBURG, N. Y., 94 Hamilton St.
BAY CITY, MICH., 919 Water St.
ASHTABULA HARBOR, O. Tel. 305.
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SEATTLE, WASH., 1312 Western Ave.
PORT TOWNSEND, WASH., 114 Quincy St.
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PORTLAND, OR., 40 Union Ave.
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SAN PEDRO, CAL., P. O. Box 2380.
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Branches:
SEATTLE, WASH., P. O. Box 42.
ASTORIA, OR., P. O. Box 183.

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Branch:
SACRAMENTO, CAL., 200 M St.

THE COAST SEAMEN'S JOURNAL

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALIA
29 Erskine Street, Sydney, N. S. W.

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ALLIED PRINTING TRADES
COUNCIL
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Barnhart & Swasey, 107 New Montgomery.
Barry, James H., The Star Press, 429 Montgomery.
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Clayburgh, Leilich & Schneider, City Hall Square.
Church Press, 23 Davis.
Collins, C. J., 16 Hayes.
Cook, The Morton L., 144 Second.
Crocker, H. S. Co., 217 Bush.
Cubery & Co., 587 Mission.
Danish Printing Co., 410 Kearny.
Daily Racing News, 21-23 First.
Day & McClinton, 538 Sacramento.
Drake & Baker, 850 Market.
Drum Bros., 638 Mission.
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Eastman & Mitchell, 28 First.
Fording & Halle, 22 Clay.
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Golden West Press, 146 Second.
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Hughes, E. C. & Co., 511 Sansome.
Illinois-Pacific Glass Works, 10-16 Main.
Jalumstein Printing Co., 310 Hayes.
Knarston Printing Co., 529 Washington.
Lafontain, J. R., 535 California.
Latham & Emanuel, 511 Sacramento.
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Levison Printing Co., 514 Sacramento.
Luce & Iler Co., 406 Sansome.
Lynch, James T., 514 Kearny.
Lyon, W. T. & Co., 161 First.
Majestic Press, The, 314 Eighth.
McCracken Printing Co., 509 Kearny.
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Monahan, John & Co., 412 Commercial.
Moore-Hinds Co., 28 First.
Morris & Bain, 108 Market.
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Occidental Mystic Press, 6 Cottage Row.
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Phelan, F. M., 111 Cook.
Phillips & Van Orden, 508 Clay.
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Polyglott Press, 628 Montgomery.
Recorder Publishing Co., 516 Commercial.
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Rooney, J. V. Co., 1308 Mission.
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Webster, Fred L., 19 First.
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General News.

Joseph H. Choate probably will head the American delegation to the next peace conference at The Hague. President Roosevelt desired Grover Cleveland to go, but the latter declined the appointment.

Representatives from all the New England States met in Boston recently and organized the New England Association for the Restriction of Immigration. Governor-elect Curtis Guild, Jr., of Boston, was elected honorary president.

Male convicts on Blackwell's Island, New York, recently saved more than 600 women prisoners from death in an early morning fire in the women's prison.

Tobacco growers and packers of Lancaster county, Pa., have adopted resolutions to be sent to Congress protesting against reducing the Philippine tobacco tariff.

The War Department has joined Secretary of the Navy Bonaparte in efforts to protect the United States uniform and prevent discrimination in public places, like theatres and hotels, against soldiers and sailors.

In his first message to the New Jersey Legislature, which is about completed, Governor Stokes will discuss equal taxation, and may make some suggestions looking to a settlement of the question.

The bark John Ena, before reported arriving at Cape Town with cargo heated while on a voyage from Philadelphia for Manila, has discharged her entire cargo of coal, which has been sold. The vessel proceeded to Hilo in ballast.

Official returns on railway building in 1905 show that approximately 5,000 miles of new railroad have been completed in the United States during the year. The new mileage of 1905 exceeds that of 1904 by over 700 miles.

The schooner E. H. Moore, bound from Norfolk to Wearneck, Gloucester county, Va., with a cargo of tiles and shingles, stranded on December 24 one mile south of Little Island Life-Saving station. The men attached to the station saved the crew. The vessel will be a total loss.

Atherton Brownell, in a magazine article, criticises the alleged shortcomings of American rule in the Philippines, declaring that much work of the Government is superfluous, that practical education is lacking, that friendly natives suffer persecution, that courts are partial to natives and the constabulary corrupt and unreliable.

The Conestoga Traction Company, which owns or controls the entire trolley system of Lancaster (Pa.) city and county, has announced a general increase of wages, some as much as 10 per cent., taking effect January 1. The company intimates that a further increase will follow in the near future.

Announcement was made on December 28 by the leaders of the Housesmiths and Bridgemen's Union that on January 2, the 4,000 members of that organization would strike for an increase of pay from $4.50 to $5 a day. This, the leaders declare, means that every big building in course of construction in New York and within a radius of fifty miles on Long Island and in New Jersey, in which structural iron work is being done, will be tied up, and, indirectly, will throw out of employment about 75,000 men.

In submitting his annual report as Supervising Inspector-General of the Steamboat Inspection Service, George Uhler expresses considerable anxiety regarding present practices of carrying crude petroleum in passenger steamers in quantities which jeopardize the safety of the ship and passengers. Much of this oil, he said, is so highly inflammable that it will flash at the ordinary summer temperature of the atmosphere. Uhler suggests that prohibition be placed on the use of oil which will flash at less than 140 degrees.

World's Workers.

During last year fifty-five German trade-unions spent £285,711 in strikes.

Martial law has been proclaimed in Odessa, Russia. The strike, however, is nearly over. Hundreds of arrests have been made.

The Australian Federal Railway Transportation Employes' Association has been granted registration under the Federal Arbitration Act.

The recently-formed Laundry Employes' Union in Adelaide, Australia, has thrown in its lot with the Women Employes' Mutual Association.

The sixty-three central unions of German trade organizations now have a membership of 1,058,108, an increase over the previous year of 164,410.

The large number of 5,339 artisans and laborers are at present employed by the New Zealand Government on co-operative road and railway works.

By 21,713 votes to 4,825 the Amalgamated Society of Railway Servants in England decided to pay an annual levy of 1s. per head for Parliamentary candidature and payment of members.

George Eames, a miner at Ballarat, Vic., was recently awarded £360 against the Birthday Tunnel Mining Co., on behalf of his 17-year-old son, who was permanently injured at the company's mine.

In and around Gunnedah, New South Wales, about one hundred people are supporting families by supplying the local freezing works with rabbits. It is alleged that one man is making about £15 a week.

The Queensland (Australia) Factories and Shops report, which was issued recently, gives official figures proving that female workers in the Queensland clothing trade are sweated just as much and as cruelly as those in Great Britain.

A conference of 182 delegates from 120 London labor organizations met last October to "formulate a plan of campaign for the organization of the agitation of the unemployed," and a committee was formed to carry out the objects aimed at.

The general strike at Warsaw, Russian Poland, is said to be weakening. The shops are open and cabs are circulating in the center of the city. The employes of the factories and street railroads are still on strike. Among the railroads only the employes of the Vistula lines have struck.

The Australian Federal Arbitration Court Registrar has refused the second application of the Federal Amalgamated Government Railway and Tramway Service Association of Australasia for registration as an "organization." He said the Arbitration Act did not contemplate the aggregation of several distinct trades in one organization of employes as a trade-union.

The New South Wales Printing Trades Council has passed a resolution protesting against the proposal to print all the postage stamps for the Commonwealth at the Adelaide Post Office; also suggesting that economy and expedition will be better served by each State Government Printing Office furnishing its State requirements of postage stamps, etc. It was also decided to inquire whether the Railway Commissioners of New South Wales had placed an order for 10,000 chromo-lithos with a firm of Swiss printers.

The November report of the New Zealand Department of Labor says that, taking the colony as a whole, there seems at present no reason to complain about any scarcity of employment, particularly in trades and unskilled labor; and apparently shopkeepers, factory-owners, and others were satisfied. Of course, many factory-owners complain that they are unable to compete against the imported article; but, still, quite a number are extending their premises and setting up new plants, which to the outsider seems a healthy sign.

San Francisco Letter List.

Letters are advertised for six months and kept at the Sailors' Union Office for twelve months, all told. If not called for at the expiration of one year letters will be returned to the Postoffice.

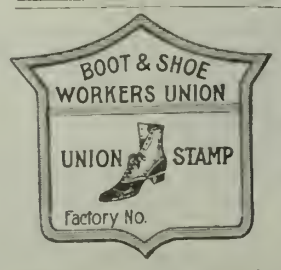
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Soderquist, Neils
Scheltens, G.
Schroder, M. F.
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Sonberg, Axel
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Speckmann, M.
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Ursin, J.
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Vanstone, J. H.
Wigre, Alf.
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Winblad, M.
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PORTLAND, OR.

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Olsen, Anton
Olsen, John C.
Olsen, Harry
Olsen, Olaf H.
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Olson, Oben
Olson, Regnvald
Olsson, Oscar
Onu, J.
Orling, Gus
Osses, A.
Paar, E.
Paaverson, O.
Palsen, C.
Pedersen, Hans
Petterson, Chas.
Pederson, Lars
Petersen, E. P.
Pilen, A.
Petterson, P. A.
Petterson, Loren
Paulson, P.
Peterson, John
Paulson, Elias
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Emlth, Paul
Solis, Ingvald
Solrud, J.
Swanson, H.
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Samslo, S.
Schutus, E.
Storsten, H.
Sorensen, S.
Schnelder, H.
Sorensen, C. J. F
Schee, M. J.
Simonsen, F.
Seppel, P.
Salonon, Alex
Stenberg, Y.
Selln, G.
Soderstrom, A. A.
Serin, D.
Schultz, E.
Sullivan, Ed.
Steekman, G. W.
Steffenson, S.
Svensen, J.
Swansen, F. I.
Taxlo, H. H.
Thomas, J. W.
Thingwall, E.
Thorn, A.
Thornton, Thomas
Tinm, K.



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Turner, Fred — Wight, U.
Tuttle, C. D. — Wenecke, A.
Van Ree, W. — Williams, A.
Vold, O. P. — Wickman, M. H.
Vypinkel, L. — Winther, R.
Weger, P. — Wolf, F.
Well, Charles — Williams, H.
West, James — Winzens, G.
Westcott, W. — Wahlferd, J.

ABERDEEN, WASH.

Anderson, Chas. — Knudsen, H.-419
Anderson, P. — Klick, A.
Anderson, P. — Kjellgren, John
Appelgren, John — Loven, Karl
Andersson, Charles — Martin, John F.
Anderson-512 — McDonald, N.
Anderson, A.-1060 — Morrissey, J.
Anderson, Ed. — Mconald, N.
Andersen, L.-1245 — Marks, Harry
Begovich, J. — Mikkelsen, Alf.
Berthelsen, A. — Mietinnen, Adolf
Bernhardsen, C. — Moe, John
Block, Hermann — Nordstrom, O. E.
Bridgeman, Ben — Nielsen, F.-51
Bohm, Adolf — Nelson, Nels C.
Bauer, Franz — Olsen, Servin
Bedford, A. — Odegaard, O. C.
Benson, W. — Olsen, Adolf
Christensen, V. — Olsen, Emiel M.
Chlausen, J. — Peterson, John
Dishler, Peter — Pederson, Hans
Dahlquist, Fr. — Pederson, Adolf
Drew, Wm. — Pettersen, Johan
Dittmayer, Ch. — Petersen, H. P.
Ehlers, Henry — Pedersen, Mathis
Edmundsen, Th. — Petterscn-415
Ehlers, Henry — Reynolds, Roy
Eliasen, Elias — Rogind, S.
Eriksen, Axel — Rohde, Rob.
Eliasen, Elias — Renfors, Gus.
Ferraris, G. — Richardsen, H.
Frederiksen, V. — Salvesen, Sam
Farstad, K. E. — Schwenke, Carl
Ferraris, G. — Swenson, James
Flodin, John — Selzer, Max
Gustafson, Karl — Svendsen, G.-1616
Hanson, Rob. — Soderstrom, J. A.
Hahncr, Ferd. — Steinberg, A.
Holmes, C. — Tierney, John
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Johnson, L.-951 — Ullenass, Dan
Klinker, J. — Ward, Harry
Kithilsen, Lauritz — Vifneau, W.

Letters in the Office of the Marine Cooks' and Stewards' Association of the Pacific.

Alverson, Edward — McDonald, Tim-
Alleyne, James — McMillan, J. A.
Anderson, Gus — Miller, A. F.
Bowden, J. P. — Moe, Anthony
Barry, F. W. — McStag, Edward
Bonner, Walter — Murray, Jas. P.
Beuroth, A. — Nelson, Frank
Chase, C. H. — Norris, Steve
Cowburn, Arthur — Ohren, Chas.
Dove, B. J. — O'Gorman, Joseph
Doughty, Roh. — Olsen, P.
Duke, Charlie — Roberts, Frank A.
Eastman, Philip — Rios, Manuel
Gardner, Samuel — Robertson, Wm. J.
Gohde, G. — Robertson, O.
Hurd, William — Smith, E. A.
Harsgard, Chas. — Smith, W.
Jaenicke, Walter — Tomsen, Tom
Kearns, A. B. — Vince, H.
Kennedy, Thos. — Wilson, A.
Lynch, Thos. W. — Wilson, Peter
Lewis, B. H. — Walker, Hart H.
Lejune, George — Wolters, Geo.
Leach, Horace P. — Winter, Tos.
Lilly, Chas. — Wilson, Joe
Lea, Wm.

HONOLULU, H. T.

Anderson, Gilbert — Jorgensen, Rasmus
Anderson, Sigurd — ohannesen, Sigurd
Bastior, W. — Larson, Werner
Baldvin, Melmer — Molden, Jakof
Figel, George — Mirze, Toney
Hasel, Gustaf — Nilsen, Anton
Hakanson, F. — Olber, Morsehins
Hakanson, Clars. — Olsen, Olaf
Hubraber, W. — O'Harrow, Frank E.
Gerdes, T. — Ramsey, Morris
Jorgensen, Rasmuss — Sundberg, John
Johnson, H. — Wie, Anton

(Continued on Page 14.)

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The Reading Room is open at all times to Members of the Sailors' Union.

INFORMATION WANTED.

Any one knowing the whereabouts of Fred Hellman will kindly communicate with the JOURNAL Office, as it concerns his financial interests.

News from Abroad.

The Chief of Police of Moscow was put to death in cold blood by the revolutionists during the recent outbreak in that city.

It is reported that the revolt in Moscow, Russia, has been suppressed by the troops, at great sacrifice of lives. It is estimated that 15,000 persons were killed and wounded.

A dispatch to a London news agency from St. Petersburg says that the Minister of Finance has authorized the issuance of short treasury bonds to the extent of $800,000,000.

For her efforts on behalf of the world's peace the Nobel prize of $40,000 has been awarded to Baroness Bertha von Suttner. The Baroness is an Austrian writer, and has devoted the most of her life to the cause of peace.

China has concluded a treaty with Japan by the terms of which sixteen ports and cities of Manchuria are opened to the commerce of the world. The Liaotung Peninsula, including Port Arthur, is leased to Japan.

Foreign Minister Tittoni and Count Moltke, the Danish Minister, have signed a treaty, under the terms of which Italy and Denmark pledge themselves to submit to The Hague tribunal all controversies arising between them.

The St. Petersburg correspondent of the London Times reports that the relations between Russia and Germany are distinctly strained and that there is a possibility of international complications arising from the rebellion in the Baltic provinces.

The St. Petersburg correspondent of the London Daily Telegraph says that letters addressed in the same handwriting to Count Witte, General Trepoff and Interior Minister Durnovo exploded while being carefully opened in the General Postoffice.

The combined Japanese fleet has been dissolved. Admiral Togo has been appointed President of the General Staff of the Navy. The Manchurian army headquarters has been dissolved. Field Marshal Oyama resumes the Presidency of the General Staff.

The Egyptian Government has resolved to construct a barrage at Esnah at a cost of $12,000,000. Esnah is 100 miles below Assouan. When the new barrage is completed, it is estimated 240 miles more on either side of the Nile will be brought under perennial irrigation.

The announcement of Premier Campbell-Bannerman that the British Government has given instructions to stop importations of coolies in South Africa caused the Kaffir market in London to weaken, and it is predicted that an outburst of disloyalty will follow.

The Russian trade statistics issued on December 28 are considered favorable. From January 1, 1905, to December 3, 1905, the value of imports totaled $246,197,500 and of exports $464,204,000. For the same period in 1904 imports amounted to $274,930,500 and the exports to $443,725,500.

The Shanghai correspondent of the London Daily Telegraph says that the China-Japan treaty opens the following towns to trade: Fengwangcheng, Liaoyang, Simmintin, Tieling, Tunchangtze, Changtu, Fakomen, Changchun, Hirin, Harbin, Hunchun, Sansin, Tsitsihar, Hailar, Rigun and Monjuria.

M. Tronillot, French Minister of Commerce, at a recent banquet, gave figures revealing French commercial prosperity which aroused the enthusiasm of his auditors. Among other things, they showed that the exports had increased to $260,000,000 annually for some years. To this reassuring symptom must be added the cessation of the crisis in the savings banks, which this year show an excess of receipts over the repayments.

Labor News.

Four thousand one hundred men are now employed in the sanitary work in connection with the Panama Canal, and so effective has been this work that yellow fever has been virtually extirpated from the Isthmus.

Agreements have been entered into between 100,000 building trades men and their employers in New York, the terms of which provide for an increase of wages in some instances and cover a period of from one to three years.

At a special meeting held on December 24, Typographical Union, No. 8, of St. Louis, Mo., unanimously voted to renew the fight for an eight-hour working day. It was also decided to increase assessments from 7 to 10 per cent in aid of the strike movement.

All Italian and other foreigners employed at the gates and crossings along the West Penn division of the Pennsylvania Railroad will be replaced shortly by Americans. No cause is given for the change, except for a higher grade of efficiency.

The Brewery Workmen's Union of Philadelphia has been suspended by the Central Labor Union of that city for its failure to live up to the decision of the American Federation of Labor in the "jurisdiction" dispute with the Engineers and Firemen.

It is believed that the United Mine Workers, in addition to a request for an eight-hour day, will ask the anthracite operators for a new conciliation board, to be composed of miners and operators, which will remain constantly in session for the purpose of adjusting disputes.

The members of Local Union No. 3, United Mine Workers of America, have decided to present to Miss Alice Roosevelt as a wedding gift a carload of the best coal that can be found in the anthracite region in appreciation of her father's services in ending the great strike in 1902.

The Interborough Rapid Transit Company, which operates the subway and elevated roads of New York City, announced on December 29 an increase in the pay of employes, to take effect January 1. The increase ranges from 15 to 25 cents a day, with two days off with pay each month for employes who work twelve hours a day.

At a meeting of the Typothetae of New York City on December 27, a final vote was taken on the question of resisting the demands of the printers for an eight-hour day beginning January 1, and it was stated after the meeting that the vote in favor of the resistance was practically unanimous.

A protest is to be made by the Cigarmakers' Unions to Congress against a bill now before the House to change the tariff law in reference to exports from the Philippines. Among other things, the bill provides that 25 per cent of the duties, now imposed on cigars brought from the Philippines, shall prevail until 1909, when the tariff shall be altogether abolished.

At a recent meeting of the Labor Council of Vallejo, Cal., the subject of the large number of accidents that befell the employes of Mare Island Navy Yard last year was taken up. The secretary of the Council was authorized to communicate with Congressman Kahn and influence him to have a law enacted to indemnify Navy Yard workmen who are injured in the line of their duty.

In his annual report, made public on December 28, First Assistant Postmaster-General Hitchcock says that the low salaries paid clerks in first and second-class postoffices is decreasing the standard of efficiency. It is impossible, he says, to induce efficient men to enter this branch of the service when the salary, to begin with, is but $600 a year, with no certainty of promotion for perhaps several years.

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Headquarters for Seamen's Wearing Apparel.
A complete line of Union Made goods in
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LETTER LIST.

(Continued from Page 13.)

Letters in the Office of the Marine Cooks and Stewards' Association, Seattle, Wash.

Beale, A. J.	McCoy, E. S.
Branford, Charles	Mor, P.
Barbeau, Leon	McAllister, Geo.
Boeduher, Gus	Nelson, Walter
Brown, W. A.	O'Brien, John P.
Baker, L. G.	Olsen, James
Beck, H.	O'Donnell, Harry
Campbell, N. H.	Perry, John
Colton, B.	Palmer, J.
Colbert, M. J.	Payne, Fred
Douglas, F.	Peters, Richard
Donoghoe, Alfred	Prell, Henry
Dolan, J.	Peterson, E.
Fuller, Ernest	Ruderman, Jacob
Foster, Jack	Roberts, F.
Gade, Peter	Ritchley, Frank
Gomex, Frank	Reid, W. J.
Ggenewegan, J.	Robinson, Orville
Hafford, H. M.	Stanford, John
Hohbach, Henry	Sabean, M. G.
Herbert, Chas.	Smith, J. F.
Hedger, A.	Schmidt, Arthur J.
Hayter, Richard	Scott, E. B.
Kelly, W. C.	Taylor, Albert
Keller, Neil F.	Wooding, A.
Lewis, Miles	Wilson, Tom
Le Counte, Harry	Wright, Edwin
Magnuson, Gustaf	West, Augustus
McCarthy, T. J.	Yager, Sam
McArthur, Wm.	York, G. T.
McLean, J. S.	

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Erik Johansen, No. 13,261, member of the Lake Seamen's Union, is inquired for by his aunt. Address, COAST SEAMEN'S JOURNAL.

Fred Amor, last heard of on the steamer Pomona, is inquired for. Address, COAST SEAMEN'S JOURNAL.

Harry B. Douville is inquired for by his mother. Kindly communicate with the JOURNAL office.

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Domestic and Naval.

Four Hamburg-American liners, the Rugia, Rhætia, Arcadia and Andalusia, have left Nagasaki for Vladivostok chartered by the Russian Government to transfer troops from that port to Russia.

Forty million dollars will be asked of the coming New York Legislature for work on the 1000-ton barge canal during 1906, according to the second annual report of State Engineer and Surveyor Henry A. Van Alstyne.

Reports received from the eastern shore of Virginia recently say that the wrecked schooner Pendleton Sisters has proven a total loss. The schooner's keel is gone, and she has been stripped by the tug North American.

The gigantic drydock Dewey sailed from Annapolis, Md., on December 28 on its 14,000-mile journey to the Philippines under the direction of Commander H. H. Hosley, United States Navy. The Dewey is being towed by the colliers Brutus and Caesar and the tug Potomac.
D & N

The new Cunard line turbine steamer Carmania arrived in the Mersey from New York on December 29 after a most successful voyage. Notwithstanding the fact that heavy weather was encountered, the passengers report that the vessel was steady and comfortable throughout the trip.

A monument to the memory of the seamen who lost their lives by reason of the explosion of boilers on the United States gunboat Bennington at San Diego, Cal., is proposed in a bill introduced in Congress by Senator Flint. The bill appropriates $5,000 to be used, with a like amount to be raised by popular subscription.

A verdict of $25,000 in favor of the widow and children of Dr. J. M. B. Ward, quarantine physician at Marcus Hook, who fell into the hatchway of the steamer Enxinia and was killed, in 1903, was recently handed down in the United States Admiralty Court at Chester, Pa., against the owners of the vessel, who reside in Copenhagen.

The three-masted schooner Sakata, of Petersboro, N. S., has been wrecked and her entire crew of at least seven men drowned except Mate John F. Williams of St. John, N. B., who was taken off the vessel after suffering four days without food or water. The wreck was reported by Captain Lermond of the schooner Helen Thomas, which arrived at Tampa, Fla., on December 26.

The differences between the Hamburg-American and North German Lloyd Steamship Companies have been settled, but details are not given out. The threatened conflict between the Kosmos and Roland Lines also has reached a harmonious adjustment, each line agreeing to make a monthly sailing from Bremen, by way of Antwerp, to Chilean and other Pacific Coast ports of South America.

It is said that the new municipal ferry between Staten Island and the City of New York is running behind more than $500 a day, that being the daily excess of expenses over receipts in the seven weeks since the city took control. From October 25 to December 18 the total expenses were $107,358 and the receipts $78,400. This leaves a loss of $28,958, or $536 a day for the fifty-four days covered by the statement.

Twenty thousand dollars is the price fixed by the authorities in control of the Suez Canal for the passage through that waterway of the drydock Dewey, which displaces about 12,000 tons. The price fixed is satisfactory to the Navy Department. In order that the dock shall not block the shipping of the canal any more than is necessary she will rest in the two lakes that empty into the Canal, and a time for passage will be selected when there are few ships going through.

With the Wits.

None Too Soon.—"Well, Kadley is dead. He was a mighty tough character."

"Yes; killed out West by a premature explosion of dynamite, wasn't he?"

"It was an explosion of dynamite, but I wouldn't call it 'premature.'"

Pure Charity.—"You must admit," remarked the pessimist, "that old Richley never gave a cent's worth to help the poor."

"But, I don't admit it," replied the optimist, "didn't he give his $2,000,000 daughter to a foreign count the other day?"

A Solar Plexus Blow.—Mr. Staylate—"I was going to call last evening, but I understood you were out."

Miss Patience—"The idea! I wish you had called."

Mr. Staylate—"Ah! you were really at home, then?"

Miss Patience—"No."

They All Say It.—Hicks—"My wife saw the new minister for the first time yesterday."

Wicks—"Oh, the Rev. Mr. Hoamley. What did she have to say about him?"

Hicks—"What every good woman says about a minister, no matter how ugly he may be: 'He has a good face.'"

Quite the Thing.—Editor—"I'm surprised that Nuritch didn't want any notice in our society column about his going to Europe."

Reporter—"Well, you see, he wants to give the impression that he's so swell now that his going to Europe shouldn't excite any comment at all."

Two Views.—"But," persisted the optimist, "it's possible for a man to live upon very little if he'll only make up his mind to it."

"Huh!" growled the pessimist, "it's impossible for him to live upon more than a very little, because he can't get any more than that."

Nerve.—Hicks—"Kloseman's a nervy individual. It's a wonder he doesn't get his throat cut some day."

Wicks—"Why?"

Hicks—"Well, he has the nerve to shave himself in the morning and go into a barber shop an hour or so later for a hair cut."



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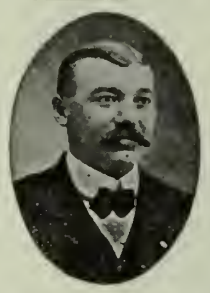
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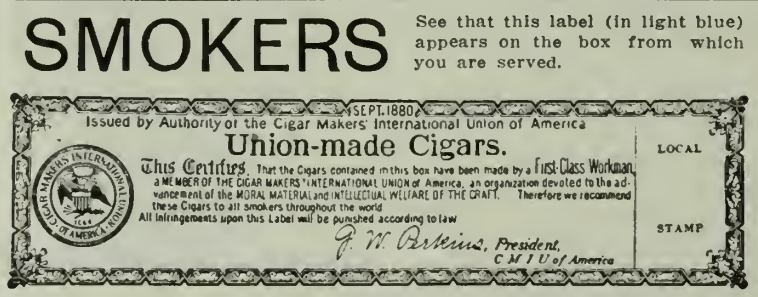
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COAST SEAMEN'S JOURNAL



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VOL. XIX. No. 16. SAN FRANCISCO, WEDNESDAY, JANUARY 10, 1906. WHOLE No. 952.

THE SPEECH THAT WAS HISSED.

Address To Immigration Conference.

By W. Macarthur, at New York, December 8, 1905.

THE CHAIRMAN: The next speaker is the representative of the Japanese and Korean Exclusion League of the Pacific Coast, and is also, I understand, the representative of organized labor in that section of the country.

Mr. Walter Macarthur: Mr. President and Gentlemen of the Conference—What may not be an important correction, but I will make it at any rate, is that, in addition to the long list of titles appended to my name and noted by the presiding officer in introducing me, I am also a representative of the State of California, delegated along with others by the Governor of that State to represent it upon this platform at this time.

As far as the question of Chinese exclusion or Asiatic immigration is concerned, there are no "labor" men nor "capital" men in the State of California. We are all exclusionists, without exception. This subject is an interesting one to those who hear of it for the first time. You like to debate it, and it may be called a debatable question in New York City, and possibly in other sections of the East. But as far as the Western section of the United States is concerned, it has ceased to be a debatable proposition. The question has been debated there for twenty or thirty years, debated not only with the weapons of logic and reason but with weapons of a more foreible character. And it has been settled for good. Chinese exclusion is a faet, and it is a fact that has come to stay.

We are glad to be with you, to discuss this question with you, to hear your views and to present our own, and we feel confident that in the summing up you gentlemen will agree with us. If we can not convince you by the force of our example and the force of our reasoning power that our attitude upon the question of Asiatic immigration is the correct one, then we are confident that you will be convinced by other means, if, peradventure, the sentiment in the East should favor Asiatic immigration. Should you determine that Asiatic immigration in a modified form is a good thing, then it is only a question of time when you will have enough of it here to convince you of the error of your ways, so that ultimately you will be bound to agree with us on this question.

I presume that, as intelligent men, you will prefer to take time by the forelock, to antieipate any evil results that might flow from Asiatic immigration, to take the word of the people of the West for it, and agree with us to stand solidly and immovably for the maintenanee of Chinese exclusion and for the extension of that policy, so far as the same may be necessary, to protect the people of the West from the people of the Orient.

Mr. President, I am not going to read you a speech, but I desire to have something inserted in the records of the eonference, which will convey the sentiments of the people whom I represent more comprehensively than it is possible for me to do upon this platform, and I would therefore request the privilege of submitting these documents for inclusion in the records of this conference. (So saying, Mr. Macarthur produced some papers.)

The Chairman: Gentlemen of the Conference, you hear the request of Mr. Macarthur that he be permitted to have published in the proceedings of the conferenee certain papers here which he submits. Is there any objection to the request? The chair hears none.

(Cries of "Objection" were heard from all parts of the house.)

A Voice: Let us know what they are.

Lieutenant-Governor West (Georgia): Mr. Chairman, the great trouble about the insertion of that in any record here would be that the conference does not know what it is.

The Chairman: Mr. Macarthur prefers to withdraw the request.

Mr. Macarthur: I was under the impression, gentlemen, that that course would be permissible, that it would be acceptable as a matter of course. I have not been attending these sessions during the last two days. I just arrived in New York City this morning, and am unaequainted with the method of proeedure of the eonference. Had I known there was likely to be any objeetion, I eertainly should not have made the proposal. I am just as well satisfied to withhold the matter, and to eontent myself with sueh presentation of the subject as I am able to make at this time.

The discussion of the subject up to this time has been confined, so far as I can learn, to the Chinese phase of the question. There is another phase of that question which is equally and in fact more important than the Chinese phase, and that is the Japanese and Korean question. The people of the West stand not only for the literal, strict maintenance of the Chinese Exclusion Act, but for the extension of the provisions of that Act so as to exelude Japanese and Korean labor. We take that position because all that may be said against Chinese labor, all the objections that may be raised to Chinese labor, apply with equal and with added force in the ease of the Japanese and Koreans. We object to these elasses of labor upon three general grounds, upon the racial ground, the economie ground and the political ground.

We object to the Asiatic laborer, whether Chinese or Japanese, because he comes from a different and an unassimilable race, beeause he eomes from the Mongolian as opposed to the Caucasian race. We regard this problem as a problem of race preservation. We object to these classes of labor upon the economic ground, because they tend to undermine, and do, as a matter of fact, undermine the standard of living to which the American laborer is accustomed, and which he desires to maintain.

We object to the Asiatic upon the political ground, upon the main ground that, being ineapable of becoming a citizen of the United States, he is a standing menace to the perpetuity of our political institutions. We can not afford to have in the United States a class of labor permanently proscribed, permanently denied political rights, beeause, after all, gentlemen, it is upon the laborer and upon the exercise by the laborer of political freedom that the whole superstructure of our Government rests. To the extent that the laborer is denied the right to participate in the politieal affairs of the nation you endanger and undermine the political institutions of the nation. (Applause.)

In the State of California and other States of the Union on the Pacific Coast, the Chinese and the Japanese have driven the white man off the soil. They have driven the white man out of certain industries, not only the laboring man but the business man. In some sections of California they are establishing banks and driving the bankers out of business. It is not simply a question of protecting labor, gentlemen; it is a question of protecting all classes of men. Just as sure as the Japanese are permitted to come in here without let or hindrance, they will drive us all across the Rocky Mountains.

Now, I desire to answer some of the statements that have been made by the previous speakers. One gentleman, in speaking of the ineeption of the agitation against the Chinese, said that it was brought about by Denis Kearny and the "sandlotters." Now, that is a familiar expression. We have all heard it before. It is eustemary when one lacks a good argument in favor of permitting Chinese immigration to ascribe the hostility to the Chinese to the "sandlotters." It may be that at one time in the State of California the sentiment against the Chinese was confined to eertain elasses, and it may be that certain men made use of that sentiment to further their own peculiar and personal interests. But at the present time all of the people of California are "sandlotters," and I have the honor of being one of them myself. In the State of California, in the Japanese and Korean Exclusion League and in other associated bodies and fraternal organizations, men of all political complexions and in all spheres of society are represented in the exclusion movement. So that it is no longer a matter of prejudice on the part of a certain elass of people.

It was said by the same gentleman that the Asiatic does not intend to become a citizen. He is desirous of returning to his own country. Then he asks: "Do we wish him (the Asiatic) to do the work which we ourselves do not wish to do?" Now, gentlemen, let me suggest seriously to your minds that that is the most vicious, most dangerous proposition that could possibly be made in this connection. I contend that the idea that we should sit here, a body of intelligent men, American citizens, standing here for equality of all classes, and seriously consider a proposition of bringing into this country men who are to be confined to certain so-called menial elasses of labor, is repugnant to a proper spirit of manhood and opposed to a proper eonception of American institutions.

For my own part, I do not wish any man to come into this country to do any work that I myself am not prepared to do. For my own part, I regard all elasses of work as equally honorable. The man who drives the pick in a trench is equally honorable with the gentleman who drives the quill in a counting-room. I trust, gentlemen, that you will not consider that demagogy. That, in my judgment, is good Americanism, nothing more nor less. The idea that we should invite a coolie race here, to come and do certain work, eonveys the impression that certain elasses of labor are to be enslaved in this country and that certain classes of labor are undesirable. Now, if you are going to accept that theory, you must modify your views concerning our entire institutions, the institutions upon which the American nation is founded.

The gentleman says that this nation must be a missionary nation. That is to say, we must invite the Chinese over here to convert them. Well, that would be all right, but the trouble is that the boot is on the other leg. The Chinaman comes here and converts us. It is the Chinaman who is doing the missionary work, and not the American. And just in proportion as the Chinese and Japanese and Koreans come into this country they demoralize American sentiment and destroy the ideals of American manhood and American womanhood.

Now, I come to note a few of the expressions made by my friend, Mr. Chew, of California. I am pleased to meet the gentleman. I have had the honor

of meeting him in California, and I am pleased to meet him here and to congratulate him upon the fact that as the editor of a Chinese newspaper he seems to be able to do more than most editors of American newspapers in California can do, namely, travel from one end of the country to the other for the express purpose of explaining his views on this question. If we could get all of the California editors here they would make a very bold array, but, fortunately or unfortunately, as the case may be, they are all busy at home attending to their business.

(At this point the speaker was interrupted by hisses from all parts of the room.)

Mr. Chew says: "Who dares to say that China will not be able to protect her rights in the future?" It has been assumed in certain quarters that we were enforcing the Chinese Exclusion Act because China was not able to insist upon a recognition of her equality with the other nations. It is now hinted that that time and that condition are passing, and that the day is near when China will be able to protect herself, will be able to compel the United States to throw down the bars and admit the Chinaman upon the basis of equality with other nations.

Now, you can clearly see the suggestion. I am a man of peace. The men of the West are men of peace. We are pursuing a peaceful policy. We are pursuing a peaceful policy in demanding the enforcement and maintenance of the Chinese Exclusion Act and the extension of that Act to the Japs and Koreans. We are pursuing in that respect a policy designed to preserve the peace between ourselves and other nations. Unless that policy be adopted, the peace will be broken. It is a moral certainty, gentlemen, that the time will come, unless some restrictions are placed in the way, when the people of the West will be forced to take a stand in defense of their birthright. When that time comes they will take that stand, regardless of the consequences to themselves or others. The responsibility for whatever may follow will rest with those who now occupy, or who may hereafter occupy, an equivocal position upon this great question.

The question of enforcing and preserving the right of the American upon American soil has been tested by arms in the past. There are certain sections on the Pacific Coast, Mr. Chairman and gentlemen, in which there is not a single Chinaman. In those sections, notably in Humboldt county, California, and in Pierce county, Washington, large areas of territory in those sections, some years ago the white men, driven to desperate resort by the encroachments of the Chinese, simply coralled the Chinese in their respective localities, hired a ship and shipped them off to other ports, telling them not to come back again. And they haven't come back again. (Here the gavel fell.)

Scandinavian Water Power.

According to Export, the organ of the Central Union for Commercial Geography of Germany, Sweden is planning to use every ounce of water now going to waste over her falls and in her rivers for electricity. Engineers are in the hills making surveys, and capital is getting ready for the call that is sure to come just as soon as the surveys are completed. The same may be said of Norway, where the waters have shorter distances to run, but often of tremendous volume. In Sweden the power will be put to work in all manner of mills; in Norway in the mines—iron and copper. The movement in Norway is being backed by foreign capitalists, particularly Americans.

In a letter to an English friend a South African farmer writes: "Many of the fighting Boers have told me they are quite willing to erect a statue to Gen. Buller's memory in this country. They declare he is the only man who came out to fight them in a straightforward manner.

Franconian winegrowers are getting alarmed at the steady encroachment of phylloxera. Already, in a single district near Wurzburg, the government has had to pay $25,000 indemnity for infected wines destroyed by its agents.

The new South Wales House of Assembly passed by fifty-three votes to ten the second reading of the liquor act amendment bill, which provides for the total suppression of liquor licenses in a district, without compensation, on a two-thirds majority.

Post cards made of Irish peat from the bog of Allen formed one of the features of the Irish exhibition in London.

Bill Stokes, His Poem.

Looking over a file of the COAST SEAMEN'S JOURNAL, the writer came across an article concerning the tribulations of the men who wear the Army and Navy blue—the enlisted men—the writer of the article says:

> There are lots of saloons and restaurants where an enlisted man can not get anything to eat or drink, his uniform instead of commanding respect, is a badge of disgrace, and yet these are the men who in time of war bear the brunt of the fighting.

"'Tis true, and pity 'tis, 'tis true."

No one knows the truth better than he who submits the following poem. Sixteen years and a half he served his country, or imagines he did, and for a reward was refused admission to the hall of a fraternal organization in San Francisco because he was in uniform—that was "way back" in 1868. A year or two ago a sailor on the United States cruiser Baltimore was denied admission to Koster and Bial's music hall, in New York City, because he was dressed in his country's livery. The incident called forth the following screed, from a friend of the writer, by name Bill Stokes.

The words have been slightly changed to adapt it to the present conditions:

Oh what's the use of mincing things, it's plain enough to us,
A sojer or a sailor now, ain't worth a Goldarned cuss;
An' when he jines the service, be it plainly understood,
His name is most emphatically, Mud! Mud! Mud!

For when the cannon's silent, and the eagle is at rest,
And Uncle Sam's dominions with the sweets o' peace are blessed;
The slippered, smug civilian, sittin' cosily to hum,
Believes a sailor's nothin' but a Bum! Bum! Bum!

Let Mary Ellen's mommer ketch you speakin' with the lass,
An' Holy Moses! what a stream of insolence and sass
She'll pelt you with an' welt you with, before you can decamp,
The mildest name she gives you being Scamp! Scamp! Scamp!

We do not claim admission to the Patriarch-angels' ball,
But when they bar an entrance to a bloomin' music hall—
O tempora! O mores, it is time to make a kick;
Such un-American treatment makes me Sick! Sick! Sick!

But when the guns are roarin' and the rockets flash in air,
The enemy advancing and the midnight sky aglare,
They quickly change the tune and shout, as to the hills they scoot:
"Our battleships and boys in blue, let 'em Shoot! Shoot! Shoot!"

When battle's waves are shattered by our sailor boys so true,
With turrets, guns and upper deck, adrip with bloody dew;
Oh, then, we're valiant heroes, and they shake us by the hand;
Thermopylae ain't in it, boys; we're Grand! Grand! Grand!

To doubt their patriotic boasts, may seem a grave affront,
But yet I can't help thinkin', taking all into account,
Their "Hail Columbia!" "Boys in Blue!" and all that other stuff,
An' love for poor old shell-backs, is but Guff! Guff! Guff!

An' furthermore, I lay it down as an established fact,
Such treatment shows a woeful want o' honesty an' tact;
An' leaves us sadly to infer, with all the fuss they make,
The great American people is a Fake! Fake! Fake!

THE DOCTOR.

San Francisco.

Wrecks of the Year.

A chart of the United Kingdom has been compiled by the Royal National Lifeboat Institution from statistics issued by the Board of Trade in their latest Blue Book on the subject, which contains the information and figures for the year ending June 3, 1903. On the chart the spot where every serious shipping casualty occurred is shown by a black dot, and the precise position is also indicated of each of the 285 lifeboats belonging to the Royal National Lifeboat Institution.

The number of shipping casualties which occurred on or near the coasts of Great Britain and Ireland during the year 1902-1903 was 4357—an increase of 233 as compared with the previous twelvemonth. Collisions alone were responsible for 1452 casualties, and the number of cases of total loss and serious casualties reached 1290, an increase of 81 as compared with 1901-02. Of the 4357 casualties, 3906 befell British and Colonial vessels and 451 foreign vessels, the former showing an increase of 246, while the latter decreased by 13 as against the previous year.

As usual, the east coast of England had the largest share of casualties—the total being 682. The numbers for other localities were as follows: South coast 414; west coast of England and Scotland and east coast of Ireland, 1216; north coast of Scotland, 147; east coast of Scotland, 157; and other parts, 289.

The number of lives lost as a result of the casualties numbered 339, being a decrease of 288 as compared with the corresponding figures of the preceding year. Out of the total of 4357 casualties life was lost in only 94 cases, a falling off of 35 as compared with 1901-02. Of the 339 lives lost, 232 were from British and Colonial vessels and 107 from foreign vessels. The number lost in foundered vessels was 78, in collisions 65, in stranded vessels 114, in missing vessels 57, and in explosions, washed overboard, etc., 25. It is noteworthy that during the year in question only 9 passengers were lost, the remaining 330 consisting of officers and members of the crews of the vessels.

During the last half-century no fewer than 31,160 persons perished from shipwreck on our coasts, but this number, appalling though it seems, would have been more than doubled were it not for the Royal National Lifeboat Institution, whose lifeboats during that period rescued 34,547 lives.—London Graphic.

Rarely seen so far north, a rose flamingo and an Egyptian flamingo were recently shot on the sands near Calais.

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions.)

Breakers Ahead.

A cable dispatch informs us that in London, Eng., the ratio of paupers per 1,000 of population has been higher in most of the months of this year than in any previous year since 1874. Not only has there been a remarkable increase in outdoor relief, but the increase in the numbers entering workhouses has steadily continued. In no year of the history of London's Poor Law has the population in the workhouses been greater than during last December.

The London Express further informs us that in the last few weeks hundreds of Russian Jews have landed penniless in London, and that every steamer from the Continent brings from twenty to thirty more of these victims of Muscovite persecution. The more fortunate among them usually find work in some sweatshop, where they earn about five shillings a week, which enables them to get a lodging in some filthy, overcrowded garret or cellar, where, may be, eight or ten men sleep on old gunny sacks spread on the floor. Black bread, a bit of pickled herring, and a cup of bad tea is their food, "with a piece of gherkin or cucumber as an occasional luxury." The unlucky ones, who can find no work, are going without food often for days together. At night they roam the streets of Whitechapel and Spitalfields, sleeping on staircases and in doorways until they are moved on by the police. Were it not for the odd pennies which they receive from their compatriots once in a while they would surely starve to death, for the world's metropolis just now can not provide for its own paupers.

After centuries of so-called "civilization" this is what England and most of the other countries in Europe have come to, and it is what must inevitably happen to this country if we continue our present fatuous policy of allowing our economic problems to "work themselves out." At the present rate of increase our population will by the middle of this century be as dense as the population of Europe now is, and as our economic institutions are exactly the same as those in force over there, it follows as surely as like causes produce like effects that unless we change our economic institutions so as to bring about a more equitable distribution of wealth we must inevitably gravitate toward the social conditions now prevailing in Europe. The pauperism of Europe to-day is clearly the fruit of laws making the private monopoly of land the foundation of society. Hence, if we desire to escape the ghastly penury and pauperism of European "civilization" we must reconstruct our land laws so as to make private monopoly of land impossible. The fairest and most natural way to effect this reconstruction would undoubtedly be along Single Tax lines. Already we perceive the need for such reconstruction, for much of the best land in the United States is owned by syndicates and multi-millionaires, who even now balk at paying the wages demanded by negroes and white agricultural laborers. Instead, they openly encourage the immigration of Japanese, and secretly work for the modification or repeal of the Chinese Exclusion Act, so that their land may be cultivated by coolies. Although ours is yet a young nation, as nations go, we already feel the results of this transplanted "landlordism." Our cities are overcrowded with men and women, forced to work for starvation wages, a considerable percentage of these even being reduced to beggary and prostitution. And all this because the "inexhaustible natural resources of the country," which our friends, the smug trust editors, are wont to harp so much upon, have been monopolized by men and corporations who pay wages on which it is impossible for human beings to live and maintain a decent standard of civilization! As the years roll by and our population increases, it must be plain to even the most dull-witted that as we are now progressing it is only a question of a relatively short time when we must either revise our land laws or enact poor laws similar to those in Europe for the benefit of our paupers.

As bearing upon Shakespeare's dictum that "consistency is a jewel," it is rather curious to note that those highly moral people who frown most severely upon gambling in all its forms are usually the most strenuous exponents of the theories of life that "there is plenty of room at the top," and that "every poor boy has a chance to become President of the United States." With all due deference to these superior persons, it would be interesting to the "man with the hoe" to find out how a state of society can benefit workingmen as a class in which, as in a lottery, only an odd man here and there can ever win the "grand prize," and all the rest must from the very nature of the game play the role of losers all their lives. Does not the very chance of the odd man to reach the top under present conditions depend mainly upon the contingency of the other players being forced out of the game?

At the last regular meeting of the Central Federated Union of New York, a committee of five was appointed to co-operate with a well-known firm of lawyers in drafting labor laws to be submitted to the Legislature of the State. Since the constitution of the State has been amended to that effect, any labor laws which the Legislature may enact hereafter can not be annulled by the courts on the ground that they are "unconstitutional," which has been the usual fate of labor laws in the State of New York in the past. The said amendment was carried at the last election, thanks to the unremitting persistency of organized labor throughout the State during the campaign.

All the New York locals of the Bricklayers' and Masons' International Union, with the exception of Local No. 37, have been suspended by the International body for disobeying its order requiring all members to work for any subcontractor who installs fire-proofing brick so long as he pays union wages. The suspension edict affects in all about 9,000 men, who are thereby debarred from all privileges depending upon their affiliation with the International Union. This means that they can only work in New York as their union cards will not be recognized by the locals in other cities. It is said to be the first time in twenty-four years that the New York union bricklayers have been unconnected with the International body.

Strikes Analyzed.

The annual convention of the Economic and Political Science Association opened at Baltimore, Md., on December 28. To trade-unionists the most interesting address was that of T. S. Adams, of the University of Wisconsin, dealing with "strike violence." Mr. Adams' address was in part as follows:

In thirty months 180 persons were killed, 1051 injured and 5,533 arrested in strikes in the United States. This showing is distressing enough—a single innocent man beaten to death in the course of one hundred years is an infinite outrage. But, comparatively speaking, strike violence is insignificant. More lives are taken in lynching bees than in strikes, and in an average year there are probably four times as many arrests in Greater New York alone for assault and battery as in the whole United States for similar violence in strikes. The importance of strike violence is the intimidation and coercion whose existence it reveals, and which almost invariably accompany strikes. The law against intimidation and wrongful coercion, however, is not enforced, and this is largely due to the fact that the law of conspiracy is unequal, weighing more heavily upon the trade-unions than upon employers, and penalizing acts which are easily discovered when performed by large combinations of workmen, but are utterly beyond detection when performed by employers. This situation is intolerable. For obvious reasons it can not be remedied by repealing the law against boycotting, sympathetic strikes, and strikes against non-union men. It can not be cured by the rigid enforcement of existing law, because that would make the workingmen's position unbearably unequal, and it can not be remedied by the joint conference system, which is still in the experimental stage, and must confirm, if introduced without important modifications, the Closed Shop and other monopolistic policies of trade-unionism. In the end this may mean compulsory arbitration—arbitration through methods and machinery which shall be constitutional, American, and adapted to our general social structure. As a people we have failed to realize the possibilities of compulsory arbitration, largely because we have confined our attention too exclusively to the New Zealand system.

Mr. Adams' quoted remarks are unusually liberal in their tenor, considering their source; but they are chiefly interesting to trade-unionists as showing the workings of the academic mind upon a subject which it must necessarily analyze at long range. As for Mr. Adams' contention that "as a people we have failed to realize the possibilities of compulsory arbitration," it is probably the other way. It is just because as a people we realize that compulsory arbitration can never become "adapted to our general social structure" that the advocates of that method of settling labor disputes are in a hopeless minority. The labor problem, like all other problems, can only be intelligently solved by those who are most interested in its solution; that is, by those who labor.

The New York Herald has just emerged from the last throes of a fierce controversy among its readers and contributors over the merits and demerits of tea as a beverage. The points established by the controversy beyond dispute are, first, that tea is the most fragrant, delicious and healthful of all the beverages consumed by mankind; second, that tea is a bum drink, only fit for old maids and Chinamen; third, that tea is the most injurious beverage in common use to-day, and the prime cause of two-thirds of all the ills which flesh is heir to. So there you are, fellow citizens and tea-drinkers; pay your money and take your choice.

If it were not for the unquenchable tendency of many persons to draw general conclusions from particular premises, the world would be too much matter of fact for the rest of us to live in.

(Continued on Page 10.)

Home News.

Two hundred thousand poor persons were fed at various dinners in New York on Christmas.

United States Senator R. M. La Follette, former Governor of Wisconsin, was sworn in as Senator from that State on January 4.

The Department of Agriculture reports success in the effort to compress tea into tablets to save space, especially for the use of the army.

President Roosevelt has issued a statement saying that he does not want subscriptions to be taken for an $800,000 wedding gift to Miss Roosevelt.

The first "hero medal" under the Act of Congress approved February 23, 1905, has been awarded to George Poell, of Grand Island, Mich., who saved a child from death.

Mrs. Fannie Epstein, 112 years of age, who witnessed the invasion of Russia by Napoleon and the terrible scenes attending the burning of Moscow, died at Chicago, Ill., on January 3.

A resolution was introduced in the New York Legislature on January 3 requesting the resignation of United States Senator Depew, on the ground that he is unfitted to represent the people.

President Roosevelt has made an indirect denial of the statement, accredited to him by D. N. Mason, a candidate for the British Parliament, to the effect that his sympathies were with the Liberal party.

It is now reported that Luke Wright will resign as Governor-General of the Philippines, because his views on the race question interfere with successful government. Judge James F. Smith will probably succeed him.

Mayor Dunne, of Chicago, has announced that he will at once issue orders to Chief of Police Collins to arrest all scalpers of theater tickets and amusement tickets who operate on the sidewalks or streets.

President Roosevelt on January 2 issued a proclamation conferring upon imports from Switzerland of argols, still wines, vermouth, brandies and works of art the reductions provided for in section 3 of the Dingley act.

The controversy between the city of Knoxville, Tenn., and its water company as to the right of the city to establish its own waterworks, was decided by the United States Supreme Court on January 2 in favor of the city.

M. C. Palmer, charged with misappropriating funds of the American Exchange National Bank of Syracuse, N. Y., of which he was president, was found guilty on January 1 and sentenced to five years in Auburn prison.

Twenty-one miners in the Coaldale Coal Company's shaft at Coaldale, W. Va., were killed in an explosion on January 4. Three white men and eighteen colored men were entombed and no hope is held out that any of them escaped death.

The enormous sum of $150,000,000 in dividends and interest was disbursed on Wall street, New York, during the first week of January. This is the largest sum ever paid out in one quarter. It represents, on an investment basis of 4 per cent for money, capital of $3,750,000,000.

Frank Steunenberg, former Governor of Idaho, was killed by an explosion of dynamite while entering his home at Caldwell, in that State, on December 30. It is charged that the explosion was caused by members of the so-called "inner circle of Coeur d' Alene dynamiters," in revenge for Steunenberg's "bull-pen" tactics during the Coeur d' Alene strike of 1899. A number of suspects have been arrested.

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Pacific Coast Marine.

The American ship Two Brothers has been purchased by Woodside & Co., of San Francisco.

The American bark Martha Davis, sunk some months ago in Hilo harbor, Hawaii, is considered a menace to navigation and will be removed.

Six hundred feet of the trestle for the jetty at the mouth of the Columbia River, Or., was carried away by the storm on December 30.

The steamer Homer, which sailed from Astoria, Or., on December 31, for San Francisco, put back before crossing the bar, with her rudder broken.

The schooner Hogan, from San Francisco to Tillamook, Or., after trying to enter Tillamook Bay for three weeks, put into Astoria, Or., on December 31.

The North Spit buoy, a black second-class can No. 3, placed near the turn in the North Jetty in Humboldt Bay, has gone adrift, and will be replaced as soon as possible.

Captain William Mogg, of the wrecked whaler Bonanza, reached San Francisco on December 31, having come from Herschel Island, the scene of the disaster, by dog team, train and steamer.

The steamer Valencia, under command of Captain Camm, has taken the place of the disabled steamer City of Puebla on the route connecting San Francisco with Puget Sound.

Captain E. T. Ahlstrom has succeeded Captain Weber in command of the steamer Despatch, and W. F. Higgins takes the place of Captain J. F. Higgins in the steamer James S. Higgins.

The hull of the wrecked British ship Pass of Melport has been located by the settlers at Ucluelet, B. C., at a point fifty yards from shore near Amphitrite Point. Of the crew of thirty-five men only a few bodies have been recovered.

The ship Aginoe left Saginaw Bay, Alaska, bound for Yokohama, October 4, and has not been reported since. She was loaded with 1500 tons of salt salmon. The Aginoe carried a crew of sixteen all told.

The American bark Challenger, of San Francisco, Captain Peterson, from Killisnoo, Alaska, and which caught fire in Kii Channel, Japan, has been beached. The vessel is being pumped out and it is expected that she will be able to proceed for Osaka in a few days.

Latest news from the Orient regarding the recent death of Captain J. Tremaine Smith, of the Pacific Mail liner Siberia, is to the effect that Captain Smith committed suicide by cutting his throat with a razor. Despondency is ascribed as the cause.

The British steamer Restorer, in use by the Pacific Commercial Cable Company as a repair ship, arrived at San Francisco on Jan. 6, nine days from Honolulu, where she had been since April 24. The Restorer will be drydocked and repaired before sailing again.

The French ship Jean Baptiste, reported in a dangerous position at the mouth of the Columbia River, Or., on December 29, arrived in safety at Astoria on the 30th. She suffered no further damage than the loss of her anchor.

The schooner Advance, which was reported on the rocks at the mouth of the Coquille River, Or., on December 29, lies in an easy position on the sand beach near the lighthouse, on the north side of the entrance to the river. It is expected that she will be pulled off within the next few days.

The steamer Francis H. Leggett arrived at San Francisco from Eureka with the new steam-schooner Ravalli in tow. The new vessel is one of the largest of her class, with a capacity for carrying 750,000 feet of lumber, and is the property of the Hammond Lumber Company.

Short of provisions and with a foul bottom, the schooner Metha Nelson put into San Francisco on January 5, thirty-six days from Topolobampo, bound for Eureka. The master reports that gales were encountered soon after rounding Cape San Lucas, with high seas, and it was difficult to make any headway.

The Pacific Coast Steamship Company's steamer City of Puebla broke her shaft on the passage from Puget Sound to San Francisco last week. The Puebla was towed into the latter port by the steam-schooners Norwood and Chehalis, arriving on January 4. Repairs to the Puebla will cost $70,000 and take about three months.

Good progress is being made on the American-Hawaiian Company's new steamers, Mexican and Columbian, under course of construction at the Union Iron Works, San Francisco. They will, upon completion, be used on the line connecting the Coast and Honolulu with Salina Cruz, the Pacific terminus of the Tehuantepec Railroad.

A New York court has ordered a dividend of 5 per cent paid to the claimants of the Pacific Packing and Navigation Company, which went into the hands of a receiver several years ago. The dividend will be paid by the Guardian Trust Company. While it is the first dividend, it is not believed that the total dividend will be in excess of 10 per cent.

There is still no news from the overdue fishing schooner Nellie Coleman, now sixty days out from Unga Island. She is thought to have either gone down or been blown far out of her course in a gale on November 19. She had on board Captain Andrew Johnson and six others. She is owned by the Seattle and Alaska Fish Company.

Captain Genereaux, marine underwriter, at Seattle, Wash., states that the wrecked steamer Portland can be saved with comparatively little expense. He stated that with the exception of one hole abaft the foremast, the hull was practically uninjured. All the ore has been taken out and everything of any value removed. At low water the Portland is almost dry.

The American ship Charles E. Moody, Captain Rasmussen, arrived at San Francisco on December 31, fifteen days from Seattle and nine days from Clallam. Southwest gales of some severity were experienced throughout the entire passage, and several sails were blown away. Other vessels from the North had similar reports to make upon their arrival.

The new steamer J. B. Stetson, Captain Bonifield, recently launched for Ira P. Harmon of San Francisco, sailed from Blakeley, Wash., on December 31 for Gamble, to load a cargo of lumber for the first-named port. She will be towed down the Coast, and after discharging her cargo will be fitted with engines and machinery.

A telegram received at San Francisco on January 5 reported the arrival at Osaka, Japan, on the 4th, of the bark Alden Besse, from Anacortes, on Puget Sound, with her cargo of salmon on fire. The vessel was purchased some months ago by a Japanese from the J. D. Spreckels & Brothers Company for use between the Sound and Japan.

Captain J. G. Walvig has been appointed master of the steamer Point Arena, vice Henry Nyman. Captain Walter H. Smith is appointed to command the barkentine Portland, vice J. L. Clark; T. Thompson is to command the schooner Helene, vice H. Larsen, and Captain A. Thompson will take command of the brigantine Geneva, vice C. H. Chase.

Delegate Kalanianaole of Hawaii introduced bills in Congress on January 5 appropriating $60,000 for a lighthouse at Mana Point, Hawaii; $40,000 for a light at Molokini; $40,000 for a light at the Molokai leper settlement; $40,000 for a lighthouse depot at Honolulu; $150,000 for a lighthouse tender for Hawaii, Midway and Samoa, and $150,000 for a public building at Hilo.

Following is the re-insurance list, as posted at San Francisco on Jan. 7: German ship Alsternixe, 196 days from Hamburg for Santa Rosalia, 10 per cent; British ship Drumcraig, 108 days from Astoria for Manila, 25 per cent; British bark Ednysed, 102 days from Trapani for Gloucester, 20 per cent; British ship King David, 101 days from Salina Cruz for Puget Sound, 30 per cent.

Representative Kahn on January 5 introduced a bill in Congress to authorize the Secretary of Commerce and Labor to apply $20,000 of the license tax derived from salmon canneries to the erection of a hospital in Alaska. Canners are taxed 4 cents a case on salmon, the revenue amounting to about $100,000 annually, which goes into the Treasury. The bill devotes $5,000 annually to the maintenance of the hospital.

A force of electricians from the Mare Island (Cal.) equipment electrical shop will be dispatched in a few days to Point Arguello to install a 150-foot sectional mast for the wireless telegraphy station at that point. This station is the first of a series of nine which are to be installed on this Coast in the near future, four of which will be south of San Francisco and five on the north.

After a long absence and some exciting experiences, the old steamer Barracouta has come back to the Coast, arriving at Vancouver, B. C., on January 5. She is owned by the Pacific Mail Company, and was under charter to the Barneson-Hibberd Company with a cargo of merchandise to the Siberian coast, where she was captured by the Japanese warships and escorted to Japan. She was only recently released.

Senator Perkins has introduced bills in Congress making Port Harford and Monterey sub-ports of entry; appropriating $50,000 for a light and fog signal in Carquinez Straits and applying thereto the money heretofore appropriated for the Point Dume light; appropriating $5,000 for additional land near Pigeon Point lighthouse; authorizing the construction of a tender for the Twelfth Lighthouse District to cost $130,000, and another for Honolulu and Pacific waters to cost $150,000.

DIED.

Augustus Horris, No. 1361, a native of Ireland, aged 55, died at San Francisco, Cal., Dec. 30, 1905.

August Johansson, No. 1645, a native of Finland, aged 27, died at Guaymas, Mexico, Dec. 3, 1905.

$100 REWARD, $100.

The readers of this paper will be pleased to learn that there is at least one dreaded disease that science has been able to cure in all its stages, and that is Catarrh. Hall's Catarrh Cure is the only positive cure now known to the medical fraternity. Catarrh being a constitutional disease, requires a constitutional treatment. Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system, thereby destroying the foundation of the disease, and giving the patient strength by building up the constitution and assisting nature in doing its work. The proprietors have so much faith in its curative powers that they offer One Hundred Dollars for any case that it fails to cure. Send for list of testimonials.

Address: F. J. CHENEY & CO., Toledo, O.

Sold by Druggists, 75c.

Take Hall's Family Pills for constipation.

F. R. Wall, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. Merchants' Exchange building, California street, near Montgomery; rooms 208-209. Phone Bush 508.

Fresh Water at Sea.

That copious springs of fresh water occur in the ocean is proved by the evidence of travelers in the Pacific and the West Indies, as well as in our own Southern States. That such springs are probably of more frequent occurrence than is generally supposed, is argued from geological and other evidence by Prof. C. D. Hitchcock, of Dartmouth College, who writes on the subject in the Popular Science Monthly. He says:

The facts are not numerous, but are stated upon the best authority. Prof. Joseph Le Conte, in his "Geology," says that fresh-water springs arise in the ocean in the Hawaiian Islands. In reply to my inquiry as to details, he wrote that he had not preserved the memoranda relating to these phenomena, and that they had escaped his memory. No one can doubt the correctness of the statement in view of the existence of the proved underground waters. Powerful streams discharge millions of gallons of water through the artificial openings very near the seashore. If not intercepted, they must continue a considerable distance out to sea, and hence must well up to the surface amid saline billows.

Inquiry about these springs during the past summer in the territory of Hawaii has resulted in the discovery of several upon Oahu; there is one off Diamond Head, a second off Wailae. At the east end of Maui, in Haua, there was a fortress named Kaimuke, occupied by soldiers in the ancient times. As it was almost an island, communication with the mainland was not feasible in the time of siege, and for the lack of water it could not have been held except for the presence of submarine springs. The natives would dive down to collect water in their calabashes, which supplied all the wants of the garrison. Other springs were known in the harbor of Hana, and at low tide at Lahaina. Upon Hawadi I found there were fresh-water springs off Kawadahae and Punaluu. Further inquiry would doubtless discover many other examples.

That similar springs occur off the coast of the Southern United States, both in the Atlantic and the Gulf, appears from the following facts, given by Professor Hitchcock further on:

Statements made by residents claim the existence of fresh-water springs miles away from the land opposite St. Augustine, Matanzas, and Ormond. The first of these is also mentioned by T. C. Mendenhall, formerly superintendent of the United States Coast Survey, in a letter to J. W. Gregory, in charge of Artesian Wells Investigations, Department of Agriculture.

Mr. M. L. Fuller furnishes me with the following additional localities. Dr. Mendenhall mentions the reported occurrence of fresh-water springs off the mouth of the Mississippi River. In "The Island of Cuba," by Lieut. A. S. Rowan and M. M. Ramsey (Henry Holt & Co., 1896), page 18, it is stated that the water is often forced by hydrostatic pressure to the surface far out at sea. Elisée Réclus remarked that "in the Jardines (east of the Isle of Pinos), so named from the verdure-clad islets strewn like gardens amid the blue waters, springs of fresh water bubble up from the deep, flowing probably in subterranean galleries from the mainland."

Mr. Fuller also adds the following quotation from a paper by himself upon the "Hydrology of Cuba," in the Water Supply Paper No. 110, page 93: the springs "issue at all altitudes, from the higher portions of the hills down to the lowland border, or even at sea-level. . . . Not all the water comes to the surface as springs, but some passes outward and emerges from the sea bottom along the coast, where in many instances the fresh water can be seen bubbling up through the salt water. Such springs occur in Havana Harbor and at many other points. The fresh water which surges as copious springs on some of the keys is probably of the same origin, coming from the mainland through subterranean passages in the limestone.

Professor Hitchcock concludes that the necessary conditions for the occurrence of these sub-oceanic springs seem to be those which will permit the existence of underground streams flowing toward the sea; such as will render the boring of artesian wells successful. He says:

Evidently there must be strata—whether of the later fossiliferous rocks or igneous sheets—dipping gently seaward; and the springs can not appear very far away from the coast. We should, therefore, look for these phenomena adjacent to islands and all coasts bordered by tertiary and basaltic rocks. They may be seen off nearly the entire eastern coast of the United States—from Cape Cod to the Rio Grande. Possibly also fresh water may be able to accumulate beneath the submarine belt of tertiary between Nantucket and the Great Banks of Newfoundland. It is conceivable that they might be utilized for the supply of steamships in places where the local supply is either defective or unwholesome.—Literary Digest.

COAST SEAMEN'S JOURNAL

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

ALLIED PRINTING TRADES UNION LABEL COUNCIL SAN FRANCISCO

WEDNESDAY, - - - - JANUARY 10, 1906.

THE HISSING EPISODE.

The editor of this paper is not addicted to the vice of printing his own speeches, recognizing as he does many weighty objections to that course, one of which is that the said effusions are not worth the space, as compared with the results obtainable from a carefully written presentation of the given subject. The departure from this rule, made in the present issue of the JOURNAL, by the publication of the "Speech That Was Hissed," seems to be justified by the peculiar circumstances of the case. Judged by the rule previously referred to, the speech in question, delivered to the National Conference on Immigration, at Madison Square Garden, New York City, on December 8, is open to the general objection to printing purely extempore matter. It isn't much of a speech; on the contrary, we freely admit that, considered from the oratorical standpoint, it is a very crude and disjointed utterance. The utmost that may be claimed for the "Speech That Was Hissed" is that it gives a fairly clear and definite idea of the speaker's views, that it is an honest and blunt statement of the subject under discussion and that it is couched in language that affords no reasonable ground for a charge of impropriety. Whatever else the speech may indicate we leave to the judgment of its hearers and readers.

The present publication of the speech is due primarily to the fact that it is a bad one, or at any rate was so regarded by the audience to whom it was addressed, as evidenced by the fact that it was greeted by "hisses from all parts of the room." The press dispatches of December 9 informed the country of the latter fact, without giving any explanation other than to attribute to the speaker language which he did not use, which false reports were entirely unjustified by anything that was actually said. The "Speech That Was Hissed" is now printed for the benefit of those who desire to be correctly informed concerning the episode. In passing it may be said that the publication now made is a literal copy of the official stenographer's notes, neither "toned down" nor "fixed up," but warm from the heart and raw from the tongue—just as the reader might himself have spoken, provided he is on the same side as the speaker, and provided he isn't an orator and is therefore unschooled in the art of disguising the thought in words that may mean anything or nothing, according to the requirements of the case.

No extenuation or explanation of the speech is here offered. The speech speaks for itself and must stand as its own defense. It is up to the readers of the JOURNAL to determine for themselves the justification, or otherwise, of the hissing episode, to determine whether the speaker exceeded the limits of debate, or whether the audience exceeded the limits of decency. That question should not be difficult of solution. It is merely a question of a speaker's right to be straightforward, rather than evasive or "diplomatic," if he so chooses. In other words, it is a question of the hearers' right to cry down a speaker with whose views or manner they do not agree.

We do not propose at this time to enter upon a discussion of the attitude assumed by the National Conference on Immigration on the subject of Asiatic or other phase of the immigration problem. The hissing episode, of itself, affords a sufficient commentary upon the action of the Conference, as indicating the animus of the pro-Chinese resolutions adopted by that gathering. A single observation will suffice for the present, namely, that the man who was hissed by the New York meeting while advocating the cause of the American people, isn't the first one who has received similar treatment in a similar cause by a similar audience and in the same locality. And he won't be the last.

Mr. Will J. French, President of the San Francisco Labor Council, and until recently President of San Francisco Typographical Union No. 21 and of the Allied Printing Trades Council of that city, will shortly cease active participation in the labor movement, to engage in business at Sacramento, Cal. Brother French has rendered distinguished service to organized labor, particularly as President of the Labor Council, his conduct of that office having been almost faultless and a source of great admiration among the delegates to that body. The regret of his associates upon the loss of so valuable a co-worker but increases the depth of their regard for his future success. The JOURNAL extends its best wishes to Brother French. May he live long and prosper!

Recent important victories in the printers' strike for the eight-hour day indicate the early and complete success of that movement. The employing printers are evidently mindful of the Scriptural adage: "He gives twice who gives quickly." The more quickly the employers concede the eight-hour day the less money they will lose and the less hard feeling they will engender. As the victor and the vanquished shake hands and go to work the labor movement utters a heartfelt, "Bless you, my children!"

The Union Labor News, of Los Angeles, Cal., announces the completion of its fifth year of publication. The JOURNAL congratulates its contemporary upon the success achieved by it and wishes it a long career of prosperity in the cause which it so ably advocates.

THE FISHERMEN'S HOSPITAL.

The appeal of the organized fishermen and other representatives of the fishing industry for the establishment of a hospital in the Bristol Bay region of Alaska has borne fruit in the introduction of a bill in Congress, providing for such an institution, to be maintained out of the tax levied upon the Alaska fisheries. That the need of a hospital for the care of the Alaska fishermen during the season is widely recognized by those familiar with the conditions of the industry is proved by the general approval given the fishermen's petition. The petition itself reads as follows:

PETITION
OF THE
SALMON PACKERS OF ALASKA, THE FISHERMEN'S PROTECTIVE UNION OF THE PACIFIC COAST AND ALASKA, AND OTHER AFFILIATED ORGANIZATIONS.

To the Secretary of the Interior,
ETHAN ALEN HITCHCOCK,
Washington, D. C.

Sir:—We, the undersigned, salmon packers and fishermen engaged in the salmon fisheries of the Bristol Bay region, Alaska, respectfully petition you to unite with us in the effort to obtain the establishment of a Government Hospital in the Bristol Bay region, in the vicinity of the mouth of the Nushagak River, and we submit the following facts to you for your consideration:

First: That there are upwards of eight thousand men employed in the business of salmon fishing and canning each year, in the Bristol Bay region, and there are nearly five hundred men, women and children residing near the mouth of the Nushagak the year round.

Second: During the season a great many of the men employed receive injuries of a serious nature, which require the attention of skilled physicians and surgeons. Even trifling cuts and scratches often become infected in the handling of the fish, and death from blood poisoning has too frequently ensued from lack of proper treatment in such cases, and more serious accidents are of almost every-day occurrence. For the treatment of all such accidents and other sickness the men have had to rely in past years upon the "rough and ready" care of unskilled persons, except in the case of certain fishing companies who provide for proper medical attendance by the employment of physicians at their own expense.

The expense of maintaining a proper hospital could not very well be borne by any one of the canning companies, and even if one of the canneries were to establish a hospital, the difficulty of communication between the various plants would prevent many of the men at other places from receiving proper care.

The only feasible proposition for a Hospital is the establishment of a Government Hospital at some central point, such as at the mouth of the Nushagak, and the maintenance of a Government launch service to make the rounds of the various canneries at stated intervals, to take the sick and wounded men to the hospital.

Third: As to the cost of building and maintaining such a hospital, it is difficult at this time to make an estimate. There should be a Chief Surgeon in charge, an assistant, and several men nurses during the fishing season, and at least one doctor and a nurse throughout the year. After the initial expense of building, the expense should not be more than ten thousand dollars a year at most, and in this connection, it might not be amiss to point out that this sum is a very small proportion of the revenue obtained by the Government from the tax on the salmon pack, which exceeds seventy- five thousand dollars each year.

As it is extremely important for the welfare of all who are engaged in the Alaska salmon business that such a hospital should be established before the beginning of the next fishing season, and that the matter should be presented to the coming session of Congress, we address this somewhat brief memorandum of the matter to you at the present time and earnestly request that you give the matter your careful consideration, and join with us in presenting the matter to the Congress and the authorities at Washington this winter.

Any of the undersigned will be only too glad to supplement this petition with any further information that you may wish to have in regard to the matter.

This petition has received the signatures of every canning company on the Pacific Coast. Thus it may be said that the demand for the establishment of a hospital is unanimous among those acquainted with the conditions of life on the fishing grounds. It is to be hoped that the Kahn bill, now before Congress, will be passed at an early date, so that the hospital may be opened in time to be of use during the coming season.

Asiatic Exclusion, like charity and a lot of other things, should begin at home. Suppose you, dear reader, begin by excluding the Asiatic product from your list of purchases!

THE SHIP SUBSIDY BILL.

Although the word "subsidy" has been entirely eliminated from the latest Ship Subsidy bill it is practically the same old bill under a different name. The bill as introduced in the Senate bears the following title:

"To promote the national defense, to create a force of naval volunteers, to establish American ocean mail liners to foreign markets, to promote commerce, and to provide revenue from tonnage." That feature of the proposed law in which seamen are particularly interested is the one relating to naval volunteers. It is claimed that the bill in question, if enacted into law, will create a force of naval volunteers. Section 1 of the bill explains, in part, how that force is to be created. The plan is to pay annually a stipulated amount, varying from $15 to $100, to American seamen of all grades, from master down, who are capable and willing to render service as naval volunteers in time of war. Section I reads as follows:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, that the Secretary of the Navy and the Secretary of Commerce and Labor shall cause to be made an enrollment of officers and men now and hereafter employed in the merchant marine and deep-sea fisheries of the United States who may be capable of rendering service as naval volunteers in time of war and who are willing to undertake such service. No man shall be thus enrolled who is not a citizen of the United States or who has not declared his intention to become a citizen. Any naval volunteer who, having declared his intention to become a citizen, fails to complete his naturalization, according to the provisions of title thirty of the Revised Statutes, shall be stricken from the rolls. These naval volunteers shall be enrolled for a period of three years, during which period they shall be subject to render service on call of the President in time of war. They shall also possess such qualifications, receive such instruction, and be subject to such regulations as the Secretary of the Navy may prescribe. The Secretary of the Treasury is hereby authorized and directed, upon proper audit, to pay, out of any money in the Treasury not otherwise appropriated, to each officer or seaman thus enrolled and employed in the merchant marine or in the deep-sea fisheries, as hereinafter provided, an annual retainer as follows: For each master or chief engineer of a vessel of the United States of five thousand gross tons or over, one hundred dollars; for each master or chief engineer of a vessel of the United States of one thousand gross tons or over, but of less than five thousand gross tons, eighty-five dollars; for each master or chief engineer of a vessel of the United States under one thousand gross tons, seventy dollars; for each mate or assistant engineer of a vessel of the United States of five thousand gross tons or over, seventy dollars; for each mate or assistant engineer of a vessel of the United States of one thousand gross tons or over, but of less than five thousand gross tons, fifty-five dollars; for each mate or assistant engineer of a vessel of the United States under one thousand gross tons, forty dollars; for each seaman, twenty-five dollars; for each boy, fifteen dollars. Such retainer shall be paid at the end of each year of service on certificate by an officer, to be designated by the Secretary of the Navy, that the naval volunteer has satisfactorily complied with the regulations, and on certificate by the Commissioner of Navigation that such volunteer has served satisfactorily for at least six months of the preceding twelve months on vessels of the United States in the merchant marine or in the deep-sea fisheries.

Section 2 provides for the payment of a direct subsidy to American ships in the foreign trade or the deep-sea fisheries.

Section 3 states that no vessel shall receive the subsidy provided for in Section 2 unless the owners agree to fulfill various obligations, of which the following are the more important:

Each vessel subsidized may be taken and used by the United States in time of war upon payment to the owner of the fair value of the vessel at the time of the taking.

The vessel must also carry free of charge the mails of the United States when required.

Upon each departure of the vessel from the United States at least one-sixth of the crew shall be citizens of the United States, or men who have declared their intentions to become citizens, and of the deck force, excluding licensed officers, at least one-half shall be able seamen, who are hereby defined to be men who have had two years' or more experience at sea on deck.

A vessel shall not be entitled to the subvention above provided for, unless during the period of employment in the foreign trade or deep-sea fisheries the following proportions of the crew of the vessel after the dates specified shall have been enrolled in the naval volunteers: After July first, nineteen hundred and eight, one-eighth; after July first, nineteen hundred and twelve, one-sixth; after July first, nineteen hundred and seventeen, one-fourth: Provided, That if the foregoing stated proportions of naval volunteers can not be obtained at a foreign port with reasonable effort, as certified by the consul, other persons may be substituted until the first return of said vessel to the United States, without forfeiture of the subvention.

The remaining part of the bill deals with additional subsidies to certain regular lines of ocean mail steamers. The stipulations contained in Section 3 of the bill apply also to the vessels in the latter class. There is, however, one more section which is intended to persuade American shipowners to carry boys on their vessels. The section in question reads as follows:

SEC. 9. That on proof to the satisfaction of the Commissioner of Navigation that a vessel of the United States has on any foreign voyage carried a boy or boys, a citizen or citizens of the United States, under twenty-one years of age, suitably trained during that voyage in seamanship or engineering, in the proportion of one for such vessel, and in addition one for each one thousand tons of her net registered tonnage, there shall be paid to the owner or owners of the vessel, out of any money in the Treasury not otherwise appropriated, an allowance equivalent to eighty per centum of the tonnage duties paid in respect of the entry in the United States of that vessel from that voyage: Provided, That such payment shall not be made after July first, nineteen hundred and eight, except in respect of any boy who is enrolled in the naval volunteers, or is an apprentice indentured in accordance with law.

As a whole, the proposed bill differs but little from the previous subsidy schemes. The advocates of a Ship Subsidy bill have at last come to the conclusion that in order to have their pet measure enacted into law they must make it appear that the seamen themselves will be part beneficiaries of the millions to be distributed.

The "eminent statesmen" who are sponsors for the bill evidently have faith in that old maxim: "Mundus vult decipi" (The world wishes to be deceived).

It is needless to state that the organized seamen of America can not be fooled with a sugar-coated Subsidy bill. The recent convention of the International Seamen's Union of America, at Cleveland, O., reiterated the stand taken by the organized seamen and organized labor generally in reference to ship subsidies. The seamen of America do not ask for special favors in the shape of retainers. All that is asked by the seamen of this country is simple justice.

Mr. George Keeling and Mr. Joseph Bredsteen, of Eureka, Cal., were conspicuous among the delegates to the recent convention of the California State Federation of Labor. Both gentlemen are noted for their valuable services to the labor movement of Eureka, Mr. Keeling being Secretary of the Federated Trades Council, and Mr. Bredsteen editor of the Labor News. In their respective capacities Brothers Keeling and Bredsteen are closely associated with the members of the Sailors' Union in the thriving northern seaport and have greatly aided the Sailors in their work in that locality. The JOURNAL avails itself of the opportunity and pleasure of personal acquaintance with these gentlemen to thank them for the good offices extended, to bespeak a continuance thereof and to assure them that the favor will be reciprocated whenever occasion offers.

When you think of the Cigarmakers' blue label don't forget the Tobacco-Workers' little emblem of the same color. Both labels stand for the same thing—the thing that all trade-unionists stand for—namely, fair conditions of employment. Demand these labels when buying cigars or tobacco!

Demand the union label on all products!

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

HEADQUARTERS, SAN FRANCISCO, Jan. 2, 1906.
Regular weekly meeting was called to order at 7:30 p. m., E. A. Erickson presiding. Secretary reported shipping fair. The Quarterly Finance Committee was elected.

SAN FRANCISCO, Jan. 8, 1906.
Regular weekly meeting was called to order at 7:30 p. m., E. A. Erickson presiding. Secretary reported shipping good. The Quarterly Finance Committee reported having found books, bills and cash on hand and in banks correct. Delegates to the San Francisco Labor Council and the City Front Federation were nominated. The following were elected on the Banking Committee: Ed. Andersen, E. A. Erickson, W. Macarthur, P. Scharrenberg and C. C. Simonsen. A committee was elected to canvas the ballots cast at the semi-annual election of officers. The meeting then took a recess until Tuesday, Jan. 9.

E. ELLISON, Secretary pro tem.
S. W. cor. East and Mission sts. Tel. Main 5397.

TACOMA AGENCY, Jan. 2, 1906.
Shipping and prospects fair.

JOHN W. CARLSON, Agent pro tem.
3004 McCarver st. Tel. Main 808.

SEATTLE AGENCY, Jan. 2, 1906.
Shipping dull.

OSCAR PEARSON, Agent pro tem.
1312 Western ave. P. O. Box 65. Tel. James 3031.

PORT TOWNSEND AGENCY, Dec. 31, 1905.
No meeting; no quorum. Shipping and general situation unchanged.

WM. THORBECK, Agent.
114 Quincy st. P. O. Box 48. Tel. 443.

ABERDEEN AGENCY, Jan. 1, 1906.
Shipping and prospects fair.

WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

PORTLAND (OR.) AGENCY, Jan. 3, 1906.
No meeting; no quorum. Situation unchanged.

D. W. PAUL, Agent.
40 Union ave. Tel. East 4912.

EUREKA AGENCY, Jan. 2, 1906.
No meeting; no quorum. Shipping and prospects good.

C. SORENSEN, Agent.
222 C street. P. O. Box 327. Tel. Main 566.

SAN PEDRO AGENCY, Jan. 2, 1906.
Shipping and prospects fair.

HARRY OHLSEN, Agent.
P. O. Box 2380. Tel. Main 774.

HONOLULU (H. T.) AGENCY, Dec. 26, 1905.
Shipping dull; prospects uncertain.

C. COLDIN, Agent.
Cor. Queen and Nuuanu sts. P. O. Box 96.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

HEADQUARTERS, SAN FRANCISCO, Jan. 4, 1906.
Regular weekly meeting was called to order at 7:30 p. m., Eugene Burke in the chair. Secretary reported situation unchanged. The Quarterly Finance Committee was elected. The full Shipwreck Benefit of $50.00 was ordered paid to seven members of the steamer Portland. The following were declared elected officers for the ensuing term: Secretary, Eugene Steidle; Treasurer, Ed. Andersen; First Patrolman, Dan Fulton; Second Patrolman, Eugene Burke; Seattle Agent, Wash. Sorenson; San Pedro Agent, Chas. M. Dawson; Patrolman in Seattle, James Derbyshire.

EUGENE STEIDLE, Secretary.
54 Mission st.

SEATTLE (WASH.) AGENCY, Dec. 28, 1905.
Shipping quiet; good many men ashore.

WASH. SORENSEN, Agent.

SAN PEDRO (CAL.) AGENCY, Dec. 28, 1905.
Shipping very good. Few men ashore.

CHAS. M. DAWSON, Agent.

LAKE SEAMEN'S UNION.

HEADQUARTERS, CHICAGO, ILL., Jan. 2, 1906.
Situation quiet.

V. A. OLANDER, Sec. pro tem.
123 North Desplaines st.

ATLANTIC COAST SEAMEN'S UNION.

HEADQUARTERS, BOSTON, MASS., Jan. 4, 1906.
Shipping fair.

WM. H. FRAZIER, Secretary.
1½A Lewis st.

ATLANTIC COAST MARINE FIREMEN'S UNION.

HEADQUARTERS, BROOKLYN, N. Y., Dec. 27, 1905.
Shipping fair; prospects good.

DANIEL SULLIVAN, Secretary.
15 Union st.

On the Great Lakes.

(Contributed by the Lake Seamen's Unions.)

The Death Roll.

One hundred and nineteen comrades died during 1905, up to December 23rd. The JOURNAL correspondent has endeavored to give as nearly as possible the cause and place of death, but this is not on record in all cases. The unusually large number of deaths from shipwrecks during the great storms of September, October and November will be noted. A list of the comrades who lost their effects will be forwarded later, also a statement of benefits paid, etc. The moral of this long list of deaths is easy to read: Keep your dues paid up; insure for yourself at least a Christian burial, or, if shipwrecked, assure yourself that you are in good standing and can obtain the Shipwreck Benefit, so that you may again provide yourself with the clothing which it is imperative that you have if you would sail on the Lakes. W. H. JENKINS.

Conneaut, O.

Big Repair Bills.

According to the Cleveland Plain Dealer the repairs on the steamers Wm. E. Corey, R. W. England and Charles M. Warner, will be the largest repair bills ever paid on the Lakes, with the exception of the J. T. Hutchison. The latter vessel, it will be remembered, went ashore in Lake Superior in the late fall of 1903. Her repair bill was upward of one hundred thousand dollars.

The Corey, now in drydock at Superior, shows about sixty per cent. of her bottom plates damaged, or between eighty and ninety plates, a large number of broken frames, and her tank top is thought to be punctured.

The steamer England has about 150 feet of her bottom damaged, and many of her plates can not be again used.

The Warner, which went ashore at the Straits of Mackinac, has 130 damaged plates and a number of broken plates. The Ellwood is partly loaded and may be taken to Lake Erie for repairs. The Crescent City, Mataafa, Edenborn, and Barge Manila will be left on the beach until next spring. It will probably be late in the summer of 1906 before some of these craft are again in commission.

The steamer Penobscot of the Shaw-Eddy line will be lengthened ninety-two feet, at the yards of the Toledo Ship Building Company this winter. This will make her 447 feet long. Evidently the work of lengthening the smaller vessels is to continue. Last winter the steamers Castalia, Curry, City of Bangor, L. C. Waldo, Sevona and Victory and the barge Constitution were lengthened seventy-two feet each. With the wreck and breaking in two of the Sevona, it was thought in some quarters that the lengthening of vessels would stop, but this is evidently not to be the case.

The first two 10,000-ton steamers building for Captain Mitchell are to be named the Joseph Sellwood and the Loftus Cuddy. The Sellwood was scheduled to be launched at Lorain on January 6th and the Cuddy some time in February.

Alexander McKechnie has been elected agent of Superior branch of Lake Seamen's Union and will begin his duties at once.

Death Roll, Lake Seamen's Union, 1905.

Name.	No.	Date of Death.	Home.	Place and Cause.
Brown, Harry	939	Nov. 29	Rockford, Ill.	Detroit, Mich.
Bettis, Thos. A.....	7870	May	Rosburg, Mich.	Drowned from steamer J. B. Keefe, off Duluth.
Bartley, Chas. F.....	8323	May 5	McDonald, P. O., Canada.	Drowned from steamer W. D. Rees, Lake Superior.
Biggam, Samuel	6192	Aug. 12	Cleveland, Ohio.	No particulars.
Carson, Alex	4857	Dec. 19	Sweden.	Chicago, while working as lineman.
Conlin, Richard E....	3466	March 5	Sackett's Harbor, N. Y.	Dropped dead at Erie, Pa.
Cavanagh, Thos.	5092	May 5	Denver, Colo.	Killed on steamer Queen City, Lorain, Ohio.
Cunningham, Frank ..	7630	June 6	Harbor Beach, Mich.	Drowned at Washburn, Wis.
Christensen, Martin ..	12586	Feb. 2	Milwaukee, Wis.	Consumption at Farsund, Norway.
Carr, Thos.	7369	Oct. 20	Chicago, Ill.	Drowned, steamer Kaliyuga.
Cummings, Matt.	5433	Sept. 2	Oswego, N. Y.	Drowned, steamer Ioseo, Lake Superior.
Derbyshire, Thos.	8799	March 10	Liverpool, England.	Marine Hospital, at Portland, Me.
Dahlin, Albert	8981	Feb. 23	Cleveland, Ohio.	No particulars.
Dettman, Paul	5817	Oct. 20	Wausau, Wis.	Drowned, steamer Kaliyuga.
Deaves, Herman	7851	Oct. 9	Liverpool, England.	Buffalo, N. Y.
Drew, Gust.	684	Sept. 2	Buffalo, N. Y.	Drowned, steamer Sevona.
Edwards, Bendix	11514	Nov. 23	Norway.	Consumption, Dunning, Ill.
Everett, Wm. M.....	897	March	Sandusky, O.	Cleveland, O.
Erickson, Harry	850	Aug. 4	Sweden.	Killed on Moravia, Escanaba, Mich.
Enman, Jno. S.....	4295	Oct. 17	Vernon River, P. E. Q.	Drowned from barge Minnedosa.
Frost, Frank	1898	May 6	Saginaw, Mich.	Killed at Chicago, while working on new building.
Flynn, Geo. F.....	12424	June 2	Chicago, Ill.	Killed on steamer Munroe C. Smith, Conneaut.
Flanagan, P.	14332	June 28	Elmira, N. Y.	Drowned at Two Harbors, Mich.
Foster, Geo. E.....	8677	Oct. 20	Canada.	Drowned from steamer Kaliyuga.
Jacobson, John	11435	Aug. 21	Rice Lake, Wis.	Sault Ste. Marie.
Gallegher, W. M.....	16028	Dec. 3	Butler, Pa.	Drowned from steamer Bessemer, Two Harbors, Mich.
Grandsire, Jno.....	1217	March 6	Rockford, Ill.	Cleveland Marine Hospital.
Gulett, Joe	2837	May 23	Marine City, Mich.	Marine City.
Granthen, Wm.	8367	May 10	Fayette, Mich.	Tonawanda, N. Y.
Goodman, Jas. H.....	6914	Nov. 10	Garanoque, Ont.	Killed, Kingston, Ont.
Gallagher, Frank	4066	Sept. 29	Ogdensburg, N. Y.	Ogdensburg, N. Y.; dropsy.
Gabrielson, Gabriel ...	5084	Sept. 2	Toledo, Ohio.	Lost on schooner Olive Jeanette.
Gulbransen, Jas. T....	10230	Sept. 2	Norway.	Lost on schooner Olive Jeanette.
Harney, David	13098	March 27	Manchester, England.	Drowned at Ashtabula.
Hansen, Gunder	10015	Nov. 28	Sweden.	Drowned from steamer Victory, Lake Superior.
Hill, John	1168	Dec. 18	Sandusky, Ohio.	Hospital at Indianapolis, Ind.
Hanson, John	9286	Jan. 19	Chicago, Ill.	New York City, cerebro spiual meningitis.
Hogan, John	9465	July 10	Baltimore, Md.	Killed by train, Ashtabula.
Hawkes, Jas.	2888	Sept. 3	Ogdensburg, N. Y.	Chicago.
Hall, J. T.....	10949	Aug. 29	St. Louis, Mo.	Drowned at Ft. William, Ont.
Hamilton, George	1449	Sept. 20	Sackett Harbor.	Drowned from steamer Sevona.
Hayes, Frank	13370	June 29	Lancaster, N. H.	Baraboo, Wis., killed by train.
Hendrichsou, H.	14294	July 8	Marinette, Wis.	Killed at Ashtabula.
Hendrickson, Henrick .	2619	Aug. 1	Chicago, Ill.	Hospital, Chicago.
Hughes, Geo.	5561	Aug. 10	Manister, Mich.	Hospital, Chicago.
Hough, Benjamin	2384	Sept. 2	Saginaw, Mich.	Drowned from steamer Ioseo.
Iredale, Joseph	16475	Sept. 20	Buffalo, N. Y.	Railway accident, So. Chicago.
Jacobson, Joseph	5120	Nov. 28	Norway.	Drowned from Ira H. Owen.
Johnson, John	2918	May 13	Sheboygan, Wis.	Marine Hospital, Chicago.
Johnson, George	3719	Aug. 10	Cleveland, Ohio.	Milwaukee, Wis.
Knutson, D. A.....	12464	Nov. 28	Lisbon, Portugal.	Drowned from steamer Ira H. Owen.
Kinney, Wm.	12001	Jan. 21	Toledo, Ohio.	Railway accident, near Ann Arbor, Mich.
King, Juo.	13434	May 26	Ireland.	New York City.
Kernahan, Hugh	9609	Oct. 10	Detroit, Mich.	Train, Cleveland, O.
Lindquist, Jno. W....	388	Sept. 2	Finland.	Drowned from steamer Samuel Mather.
Lapash, Harry	6681	Oct. 20	Detroit, Mich.	Drowned from schooner Tasmania.
Lindlof, Axel	6878	Sept. 2	Marinette, Wis.	Drowned from barge Pretoria, Lake Superior.
McCoy, Wm.	5958	Dec. 21	Buffalo, N. Y.	Buffalo, N. Y.
Montray, Louis	2385	Nov. 28	Ogdensburg, N. Y.	Drowned from steamer Ira H. Owen.
McKee, Chas.	11705	Nov. 28	Ogdensburg, N. Y.	Drowned from steamer Ira H. Owen.
Morrow, Jas.	2674	Nov. 28	Lorain, Ohio.	Drowned from barge Maderia, Lake Superior.
Mcloud, Thos.	6419	Nov. 28	Welletou, Ky.	Drowned from steamer Mataafa.
Miller, John	9232	Nov. 15	Germany.	Milwaukee.
McKellan, Gordon ...	1742	April 29	Detroit, Mich.	Detroit.
Morgan, C. J.....	4819	March 2	No address.	Cleveland.
Malm, Chas. J.....	6123	May 12	Cleveland, Ohio.	Buffalo.
McArthur, A.	6813	July 23	Cleveland, Ohio.	Drowned from Barge Cahoon, Cleveland.
Meyers, Jas.	7876	Jan. 7	Chicago, Ill.	County Hospital, Chicago.
McCarthy, Thos.	10210	July 28	Oswego, N. Y.	Cleveland.
Martin, Jas.	12257	April 2	Buffalo, N. Y.	Hospital, Buffalo, N. Y.
McNally, Jno.	14841	July 28	Prescott, Ont.	Kingston, Ont.
Miller, Fred	16332	Oct. 9	Chicago, Ill.	Buffalo, N. Y.
Meloch, Thaddus	6085	Sept. 22	Mt. Clements.	Killed on barge Godfrey.
McCounell, Jno.	5559	Sept. 2	Chicago, Ill.	Drowned from Olive Jeanette.
McCarron, Fred	13923	Oct. 11	Marine City.	Hospital, Superior, Wis.
McPherson, Angus ...	2326	Sept. 19	Cape Britton.	Killed on the Marion W. Page, Cleveland, O.
Mayer, Ieke	2334	Sept. 2	Milwaukee, Wis.	Drowned from barge Pretoria, Lake Superior.
Murphy, John	10299	Nov. 8	Buffalo, N. Y.	Marine Hospital, Cleveland, O.
McPherson, Murdock	2401	Sept. 11	Chicago, Ill.	Killed in railway accident, So. Chicago.
Nolan, Peter	11574	Sept. 28	So. Chicago.	Drowned from Ira H. Owen.
Noble, Samuel	8035	June 1	Detroit, Mich.	Milwaukee, Wis., smallpox.
Olsen, Jno. A.....	11509	Oct. 13	Sweden.	Killed on the Mary E. Bourke, Tonawanda.
Olson, Chas.	15654	Oct. 12	Sweden.	Mercy Hospital, Buffalo, enteric fever.
Olson, Fred	2747	Oct. 23	Norway.	Milwaukee.
Powers, Edward	4963	Jan. 16	So. Chicago, Ill.	So. Chicago.
Powers, John	13566	April 12	Waterford, Ireland.	Chicago.
Perrson, Petter	2993	Sept. 2	Chicago.	Lost from Olive Jeanette.
Pederson, Alfred	537	Sept. 2	Boston, Mass.	Lost from barge Pretoria.
Philbrick, Dell	4681	Dec. 7	Toledo, Ohio.	Hospital, Toledo, O.
Rounds, Jno.	1044	Nov. 24	Medina, Ohio.	Drowned from steamer Jno. B. Trevor, Chicago.
Rivard, Frank	4636	Sept. 24	Mt. Clemens, Mich.	Killed on barge Godfrey.
Randolph, John	9594	Jan. 27	Manitowoc, Wis.	Dunning Hospital, Chicago.
Ross, John	8348	Nov. 20	Pittsburg, Pa.	Lost on the Kaliyuga.
Rush, John	10369	Nov. 20	Cohoes, N. Y.	Lost on the Kaliyuga.

Name.	No.	Date of Death.	Home.	Place and Cause.
Smith, Theodore	16030	Nov. 28	Chicago, Ill.	Drowned on Ira H. Owen.
Smith, Thomas	3295	Dec. 14	Chicago, Ill.	Buffalo, N. Y.
Sylvester, Geo.	11959	Nov. 15	Thorold, Ont., Canada.	Erie, Pa., Hospital.
Stanley	15031	Dec. 4	Detroit, Mich.	Detroit.
Shine, Edward	4838	March 3	Tonawanda.	Killed by train, Tonawanda, N. Y.
Stanton, Chas.	10930	June 21	Buffalo.	Buffalo.
Svenson, Christian ...	11845	June 9	Norway.	Cleveland.
Smit, Gustof	14626	May 13	Norway.	Drowned at Ashtabula.
Shehee, Wm.	10213	Aug. 4	England.	Drowned from steamer Mary H Boyce, Lorain, O.
Schwab, Henry L....	8001	Sept. 2	Bay City, Mich.	Drowned on barge Pretoria.
Salveson, Nils	7860	Sept. 3	Buffalo, N. Y.	Drowned from steamer Sevona.
Syvertsen, Paul	14565	Sept. 13	Milwaukee.	Drowned at Buffalo.
Smith, George	4278	Oct. 17	New York City.	Drowned on barge Minnedosa.
Trapp, Jno.	3646	Oct. 20	Courtwright, Can.	Lost from the schooner Tasmania.
Ulbrich, Aug.	7283	Oct. 20	Ashland, Wis.	Lost from the schooner Tasmania.
Vorce, G. S.....	3806	Feb. 24	None.	Buffalo.
Walters, Fred	3965	June 8	Buffalo.	Killed on steamer Lackawanna, Chicago.
Ward, Jno. J.....	3932	Dec. 23	Home unknown.	Killed by railway train at Ripley, Tenn.
Whitsitt, Geo.	4343	Oct. 20	St. Clair, Mich.	Drowned from schooner Tasmania.
Wright, Thos.	811	Oct. 20	Flat Rock, Mich.	Drowned from the Kaliyuga.
Wellit, Otto	61	Sept. 2	Cleveland, Ohio.	Drowned from steamer Sevona.
White, Patrick	5232	Sept. 9	Bay City.	Drowned near Huron Bay, Lake Superior.
Wilson, Geo.	9443	Oct. 31	Philadelphia, Pa.	Ft. Stanton, consumption.
Young, C. E.....	14423	Jan 6	Buffalo, N. Y.	Killed in railway wreck, Myersdale, Pa.
Yotter, John	12261	Oct. 20	Bethlehem, Pa.	Lost with the Kaliyuga.

Ore Men Building Boats.

The fact that Mr. Beeker has ordered two new boats in such a short time is said to indicate the growing tendency of iron ore men, independent or otherwise, to build their own boats to carry their own ore. As some explain it. it is not so much a question of economy as a business proposition—where the ore men figure they might just as well make the money they pay out to individual vesselowners. One man who has given the subject serious thought, looks forward to the time when all ore will be carried by strictly ore fleets.

Opposed to the arguments of the men who expect ore interests to eventually own their own Lake fleets is the reasoning of hard-headed vesselmen, who assert that the development of the country, and particularly the Lake commerce, is beyond the conception of a human mind—too vast even to attempt figuring out. Such men reiterate that the same cry has been raised for the last ten years—that there will not be enough business for all the new boats. While their talk is slightly tinged with optimism, there is no question but that the increasing prosperity of the country is too great to estimate even six months ahead.

Marine Notes.

It is estimated that the sum of $162,798.76 was paid to lumber handlers of the Tonawanda during the season of 1905.

The new 10,000 ton steamer building at Detroit Engineering works for the Shenango Steamship Company will be named the Wm. P. Snyder.

An ordinance will probably be passed in Milwaukee, compelling vessels to take at least one tug when backing through bridges, thus preventing accidents.

TONAWANDA LETTER LIST.

Andresen, A.
Andreasen, Niles S.
Borgesen, David
Bristow, E. H.
Brinniers, K.
Bondon, Fred
Brown, Joe
Brown, Clarence J.
Brown, Fred C.
Berryman, J.
Burgess, James
Brick, James J.
Carlson, Chas.
Carron, F.
Clare, Frank
Conger, Joseph
Cunningham, John
Cattanact, Ralph
Christensen, Chas.
Currie, John
Delahage, Horace
Drucks, Louis
Dougherty, James
Eby, Albert
Erikson, Andrew
Engelsen, T. M.
Evensen, Ed.
Flaherty, Wm.
Gillgren, Peter
Gay, Harry B.
Green, J. S.
Heeley, Edwin
Hansen, Martin
Hansen, Therg.
Hansfen, Thov.
Hillman, T. R.
Hanson, T.
Hanson, A.
Hillman, Henry
Herring, S. A.
Hansen, Karl Otto
Johansen, Einar
Johansen, Martin
Jacobson, August.
Johansson, Carl
Jamerson, Wm.
Jeferson, George
Kaelaske, Michael
Karlsson, G. P.
Karlsen, Karl
Larsen, Louis
Lundgren, Viktor
Leeland, W. M.
Laparge, John
Mathasen, Oscar
Magnasson, C. T.
McDonald, Murdock
McLeod, Thos.
McLawhy, Ed.
Nilsen, Niles.
Osterdahl, H. B.
Ommundsen, Tollak
Pedersen, A. H.
Peterson, N. A.
Rollo, Nelson
Rankin, Joe W.
Sullivan, S. T.
Stalis, Wm.
Sheidon, H. S.
Tebo, Henry
Van Anthony, Chas.
Waters, Frank
Young, James

The schooner Helvetia brought the last cargo of lumber to Tonawanda this season. It is estimated that vessels in the lumber trade between upper Lake ports and Tonawanda lost about seven million feet during the last two months of navigation.

What are you doing to help organize the mates of the Great Lakes under the International Seamen's Union? Every little helps. Put in a word when you can and thereby contribute your mite toward the wellfare of your organization.

INFORMATION WANTED.

Thos. Ibsen will please communicate with his brother, A. Ibsen, Box 609, care of A. E. Fish, Fargo, N. Dak.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS

LAKE SEAMEN'S UNION

(Lakes District International Seamen's Union of America.)

121 and 123 North Desplaines Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, WIS.....133 Clinton Street
Telephone 240 South.

BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.

ASHTABULA HARBOR, O.....87 Bridge Street
Telephone 552.

CLEVELAND, O.....171 East River Street
Telephone Bell Main 1295.

TOLEDO, O.....719 Summit Street
Telephone Black 6981.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES.

DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3724.

ASHLAND, WIS.....515 East Second Street
Ashland Phone 1563.

SUPERIOR, WIS.....1721 North Third Street
Telephone Peoples 4615.

BAY CITY, MICH.....919 North Water Street
OGDENSBURG, N. Y.....94 Hamilton Street

SUB-AGENCIES.

MANITOWOC, WIS.....809 South Eighth Street
ERIE, PA.....107 East Third Street
Telephone Bell 599 F.

CONNEAUT HARBOR, O.....992 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
Telephone 1944 South Chicago.

SANDUSKY, O.....1107 Adams Street
PORT HURON, MICH.....931 Military Street

HOSPITALS AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.
CHICAGO, ILL.; DETROIT, MICH.; CLEVELAND, O.

RELIEF STATIONS.

Ashtabula Harbor, O.
Buffalo, N. Y.
Duluth, Minn.
Erie, Pa.
Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Wis.
Houghton, Mich.
Ludington, Mich.
Manistei, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault Ste. Marie, Mich.
Sheboygan, Mich.
Sturgeon Bay, Wis.
Superior, Wis.
Toledo, O.

We Don't Patronize.

FOOD AND KINDRED PRODUCTS.

Bread—McKinney Bread Company, St. Louis, Mo.; National Biscuit Company, Chicago, Ill.
Cigars—Carl Upman, of New York City; Kerbs, Wertheim & Schiffer, of New York City; The Henry George and Tom Moore.
Flour—Washburn-Crosby Milling Co., Minneapolis, Minn.; Kelley Milling Co., Kansas City, Mo.
Groceries—James Butler, New York City.
Meats—Kingan Packing Company, of Indianapolis, Ind.
Pipes—Wm. Demuth & Co., New York.
Tobacco—American and Continental Tobacco Companies.

CLOTHING.

Buttons—Davenport Pearl Button Company, Davenport Iowa; Krementz & Co., Newark, N. J.
Clothing—N. Snellenberg & Co., Philadelphia, Pa.; Clothiers' Exchange, Rochester, N. Y.; Strawbridge & Clothier, Philadelphia, Pa.; Blauner Bros., New York.
Corsets—Chicago Corset Company, manufacturers Kabo and La Marguerite Corsets.
Gloves—J. H. Cownie Glove Co., Des Moines, Iowa; California Glove Co., Napa, Cal.
Hats—J. B. Stetson Company, Philadelphia, Pa.; E. M. Knox Company, Brooklyn, N. Y.
Shirts and Collars—United Shirt and Collar Company, Troy, N. Y.; Van Zandt, Jacobs & Co., Troy, N. Y.; Cluett, Peahody & Co., Troy, N. Y.; James R. Kaiser, New York City.
Textile—Merrimac Manufacturing Co. (printed goods), Lowell, Mass.
Underwear—Oneita Knitting Mills, Utica, N. Y.
Woolens—Hartford Carpet Co., Thompsonville, Conn.; J. Capps & Son, Jacksonville, Ill.

PRINTING AND PUBLICATIONS.

Bookbinders—Geo. M. Hill Co., Chicago, Ill.; Boorum & Pease Co., Brooklyn, N. Y.
Newspapers—Philadelphia Democrat, Philadelphia, Pa.; Hudson, Kimberly & Co., printers of Kansas City, Mo.; W. B. Conkey Co., publishers, Hammond, Ind.; Times, Los Angeles, Cal.
Shoes—Harney Bros., Lynn, Mass.; J. E. Tilt Shoe Co., Chicago, Ill.
Suspenders—Russel Manufacturing Co., Middletown, Conn.

POTTERY, GLASS, STONE AND CEMENT.

Pottery and Brick—J. B. Owens Pottery Co. of Zanesville, Ohio; Northwestern Terra Cotta Co. of Chicago, Ill.; C. W. Stine Pottery Co., White Cottage, Ohio; Harbison-Walker Refractory Co., Pittsburg, Pa.; Utica Hydraulic Cement and Utica Cement Mfg. Co., Utica, Ill.

MACHINERY AND BUILDING.

Carriage and Wagon Builders—S. R. Baily & Co., Amesbury, Mass.; Hassett & Hodge, Amesbury, Mass.; Carr, Prescott & Co., Amesbury, Mass.
General Hardware—Landers, Frary & Clark, Aetna Company, New Britain, Conn.; Iver Johnson Arms Company, Fitchburg, Mass.; Kelsey Furnace Company, Syracuse, N. Y.; Brown & Sharpe Tool Company, Providence, R. I.; John Russell Cutlery Company, Turner's Falls, Mass.; Atlas Tack Company, Fairhaven, Mass.; Henry Disston & Co., Philadelphia, Pa.; American Hardware Co. (Russell & Erwin Co. and P. & F. Corbin Co.), New Britain, Conn.; Merritt & Company, Philadelphia, Pa.
Iron and Steel—Illinois Iron and Bolt Company, of Carpentersville, Ill.; Carborundum Company, Niagara Falls, N. Y.; Casey & Hedges, Chattanooga, Tenn.; Gurney Foundry Company, Toronto, Ont.; Sattley Manufacturing Company, Springfield, Ohio; Page Needle Company, Franklin, N. H.; American Circular Loom Company, New Orange, N. J.; Payne Engine Company, Elmira, N. Y.; Lincoln Iron Works (F. R. Patch Manufacturing Company), Rutland, Vt.; Art Metal Construction Company, Jamestown, N. Y.; Erie City Iron Works, Erie, Pa.; David Maydole Hammer Co., Norwich, N. Y.; Singer Sewing Machine Co., Elizabeth, N. J.; National Elevator and Machine Company, Honesdale, Pa.; Pittshurg Expanded Metal Co., Pittshurg, Pa.; Peckham Manufacturing Company, Kingston, N. Y.
Iron, Architectural—Geo. L. Meskir, Evansville, Ind.
Stoves—Germer Stove Company, Erie, Pa.; "Radiant Home" Stoves, Ranges and Hot Air Blast, Erie, Pa.; Wrought Iron Range Co., St. Louis, Mo.

WOOD AND FURNITURE.

Bags—Gulf Bag Company, New Orleans, La., branch Bemis Bros., St. Louis, Mo.
Baskets—Williams Manufacturing Company, Northampton, Mass.
Brooms and Dusters—The Lee Broom and Duster Company, of Davenport, Iowa; M. Goeller's Sons, Circleville, Ohio; Merkle-Wiley Broom Co., Paris, Ill.
Carriages—Crane, Breed & Co., Cincinnati, Ohio.
Cooperage—Northwestern Cooperage and Lumber Company (otherwise known as the Buckeye Stave Company), of Ohio, Michigan and Wisconsin; Elgin Butter Tub Company, Elgin, Ill.; Williams Cooperage Company and Palmer Manufacturing Company, of Popiar Bluff, Mo.
China—Wick China Company, Kittanning, Pa.
Furniture—American Billiard Table Company, Cincinnati, Ohio; Brumhy Chair Company, Marietta, Ga.; O. Wisner Piano Company, Brooklyn, N. Y.; Krell Piano Company, Cincinnati, Ohio; N. Drucker & Co., Cincinnati, Ohio; St. Johns Table Company, St. Johns, Mich.; Grand Rapids Furniture Manufacturing Association, Grand Rapids, Mich.; Derby Desk Co., Boston, Mass.
Gold Leaf—W. H. Kemp Company, New York, N. Y.; Andrew Reeves, Chicago, Ill.; George Reeves, Cape May, N. J.; Hastings Company, Philadelphia, Pa.; Henry Ayers, Philadelphia, Pa.
Lumber—Trinity County Lumber Company, Groveton, Texas; Reinle Bros. & Solomon, Baltimore, Md.; Himmelberger Harrison Lumher Company, Morehouse, Mo.; Union Lumber Company, Fort Bragg, Cal.; St. Paul and Tacoma Lumber Company, Tacoma, Wash.; Gray's Harbor Commercial Co., Cosmopolis, Wash.
Leather—Kullman, Salz & Co., Benicia, Cal.; A. B. Patrick & Co., San Francisco, Cal.; Lerch Bros., Baltimore, Md.
Rubber—Kokomo Rubber Company, Kokomo, Ind., B. F. Goodrich Rubber Company, Akron, Ohio; Diamond Rubber Company, Akron, Ohio.
Paper Boxes—E. N. Rowell & Co., Batavia, N. Y.; J. N. Roberts & Co., Metropolis, Ill.
Paper—Remington-Martin Paper Co., Norfolk, N. Y. (Raymond Paper Co., Raymondsville, N. Y.; J. L. Frost Paper Co., Norwood, N. Y.); Potter Wall Paper Co., Hohoken, N. J.
Typewriters—Underwood Typewriter Company, Hartford, Conn.
Watches—Keystone Watch Case Company, of Philadelphia, Pa.; Crescent Courvoisier Wilcox Company; Jos. Fahy, Brooklyn Watch Case Company, Sag Harbor.

MISCELLANEOUS

Advertising Novelties—Novelty Advertising Company, Coshocton, Ohio.
Burlap—H. B. Wiggins' Son's Company, Bloomfield, N. J.
Bill Pasters—Bryan & Co., Cleveland, Ohio.
Railways—Atchison, Topeka and Santa Fe Railroad; Missouri, Kansas and Texas Railway Company.
Telegraphy—Western Union Telegraph Company, and its Messenger Service.
D. M. Parry, Indianapolis, Ind.
Wellman, Osborne & Co., Lynn, Mass.; Thomas Taylor & Son, Hudson, Mass.
C. W. Post, Manufacturer of Grape-Nuts and Postum Cereal, Battle Creek, Mich.
Lehmaier-Swartz & Co., New York City.

On the Atlantic Coast.

(Continued from page 3.)

A news dispatch informs us that the old side-wheel steamer Olympia has been bought in the "bone-yard" of the Oregon Steam Navigation Company, at Portland, Or., to be towed to New York, for use as an excursion steamer. As it is only eighteen months since the General Slocum was burned, this bringing of another condemned floating tinderbox to ply with passengers in the waters of New York shows how much our grasping shipmongers care for public opinion. It is likewise pretty good evidence that they must have managed to suitably "square" our "public servants," or they would never go to the great expense of towing an old hulk like the Olympia all the way around Cape Horn. Finally, the incident is a good proof that the terrible lessons taught by the General Slocum calamity have not at all been heeded by the general public. But, what else can be expected from a public that will meekly stand for evils against which the untutored savages of Darkest Africa would rebel?

A debate on "Strikes and Boycotts" between Herbert N. Casson, the noted writer and lecturer on economics, and James A. Emery, of California, Secretary of the Citizens' Industrial Association of America, was held on December 17 at the People's Forum, in New Rochelle. Mr. Casson defended the use of the strike and the boycott, saying that they were American institutions used by the founders of the Republic. Mr. Emery graciously admitted that workingmen had a right to strike, provided they violated no contract. His main objection to strikes was that they were so frequently accompanied by violence, and this he blamed on the "labor leaders." To this, Mr. Casson replied that we might as well blame George Washington for the accidents which happen on the Fourth of July.

Martin Littleton, Borough President of Brooklyn, who receives a yearly salary of $7,500, says it is utterly impossible for a man to live on that salary in the way demanded of a public official. This statement would seem to substantiate the contention of trade-unionists and others that the increase in wages of late years has not kept pace with the increase in the cost of living. If the trusts keep on boosting the prices of luxuries, public officials may yet have to organize and strike for bigger salaries and longer vacations.

Union Items.

Two of the largest publishing firms in New York, Collier's and J. J. Little & Co., have agreed to the demands of the Typographical Union for an eight-hour workday. Both of these firms were originally in the Typothetae, but dropped out of it some time ago. It is now certain that other large independent publishing firms will follow the lead of these two houses, as, of course, the loss of the Typothetae will be their gain.

The employes of the New York Street Cleaning Department have prepared a Disability bill, to be introduced in the Legislature. It provides for the creation of a pension fund consisting of all the money received from fines imposed upon sweepers and drivers, and half the proceeds from the sales of unredeemed encumbrances, condemned carts, ashes and garbage-trimming privileges.

Fag Ends.

Work for the Initiative and Referendum and the Recall!

If reforms harmed nobody and pleased everybody they would be the most popular diversions of the day.

Humbugs thrive because of the disposition of human nature to put the greatest faith in what it least understands.

The wise man draws wisdom from the same source whence the fool but adds to his follies, for the worth of anything is measured not by what it is but by the use we make of it.

If a man who holds such amazingly lopsided views on the plainest of current industrial questions as does President Eliot, of Harvard, is "an intellectual giant," our standard of intellectuality must have been reduced to that level of conventional make-believes in which "intellect" and "understanding" are synonymous only in a Pickwickian sense.

The New York press promptly proclaimed that on Christmas Day several thousand of the city's poor—over one hundred thousand, it is estimated—were fed by charitable persons and organizations. The pride in this instance was no doubt due to the fact that here indeed was proof positive of our much-advertised "national prosperity."

John Burns' labeling of the pro-Mongolian policy of the British Government in South Africa as "Orientalized Imperialism" ought to remind us that if our Eliots and other "first citizens" had their way we would soon be wrestling with the problem of "Orientalized Republicanism" in this "land of the free and home of the brave."

The Rev. Thomas Dixon, author of "The Clansman" and "The Leopard's Spots," predicts that inside of fifty years we will come to a pass as a nation where we will either have to exterminate the negroes in this country or deport them. With the "black peril," and the "yellow peril," and the "no discrimination" "white peril" in our midst, we seem indeed to be headed toward perilous times.

The aristocratic residents on Riverside Drive, New York, have complained to the authorities that life is made unbearable for them by the constant tooting of the whistles of the harbor craft, and have requested that the "nuisance" be stopped. The authorities have promised to "look into the matter," and it is said that a bill will shortly be introduced in the Legislature, permitting the tooting of tug whistles at night only on the East River side, where only poor people live.

District Attorney Jerome, of New York, claims to have proof that some of the millionaire life-insurance presidents are just common, "low-down door-mat thieves," who have been in the habit for years of ordering all sorts of things sent to their private residences and charging the cost for same up to the policy-holders. There is not the least danger, however, of any of these gentlemen going to jail. As society is now organized, respectable "door-mat theft" will be quite safe for any one who controls an insurance company or two.

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Althof & Bahls, 524 Sacramento.
Art Printery, The, 41-43 Eighth.
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Barry, James H., The Star Press, 429 Montgomery.
Belcher & Phillips, 508 Clay.
Ben Franklin Press, 123 Seventh.
Bensen & Liss, 776 Bryant.
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Black Cat Press, 402 McAllister.
Boulin-Leichner Co., 519 Filbert.
Brown, Andrew, Printing Co., First and Mission.
Brunt, W. N. Co., 102-104 Second.
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Clayburgh, Leilich & Schneider, City Hall Square.
Church Press, 23 Davis.
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Cook, The Morton L., 144 Second.
Crocker, H. S. Co., 217 Bush.
Cubery & Co., 587 Mission.
Danish Printing Co., 410 Kearny.
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Day & McClinton, 538 Sacramento.
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Gilmartin Publishing Co., The, 19 First.
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Hughes, E. C. & Co., 511 Sansome.
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Jalumstein Printing Co., 310 Hayes.
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Lafontain, J. R., 535 California.
Latham & Emanuel, 511 Sacramento.
Leader, The, 532 Commercial.
Levingston, L., 540 Clay.
Levison Printing Co., 514 Sacramento.
Luce & Iler Co., 406 Sansome.
Lynch, James T., 514 Kearny.
Lyon, W. T. & Co., 161 First.
Majestic Press, The, 314 Eighth.
McCracken Printing Co., 509 Kearny.
Medina & Co., 221 Sacramento.
Meyerfeld, Alfred M., 414 Pine.
Monahan, John & Co., 412 Commercial.
Moore-Hinds Co., 28 First.
Morris & Bain, 108 Market.
Murdock, C. A. & Co., 532 Clay.
Mysell-Rollins Co., 22 Clay.
Nevin, C. W. & Co., 532 Commercial.
Occidental Mystic Press, 6 Cottage Row.
Pacific Goldsmith Publishing Co., 146 Second.
Partridge, John, 306 California.
Pernau Bros., 543 Clay.
Phelan, F. M., 111 Cook.
Phillips & Van Orden, 508 Clay.
Police Bulletin of San Francisco, Hall of Justice.
Polyglott Press, 628 Montgomery.
Recorder Publishing Co., 516 Commercial.
Roesch, Louis Co., 321-25 Sansome.
Rooney, J. V. Co., 1308 Mission.
Samuel, Wm., 411½ California.
San Francisco Newspaper Union, 405-407 Sansome.
Schreiber, P. H., 809 Mission.
Shanly, J. M., 414 Clay.
Smyth, Owen H., 511 Sacramento.
Spaulding, Geo. & Co., 414 Clay.
Springer & Co., 240 Ellis.
Stanley-Taylor Co., 656 Mission.
Standard Printing Co., 518 Clay.
Sterett Co., W. J., 933 Market.
Sterling Press, 229 Stevenson.
Stuetzel & Co., 144 Second.
Sunset Press, 1327 Market.
Sutter Press, The, 240 Stockton.
Tomoye Press, 144 Union Square av.
Town Talk Printing Co., 146 Second.
Turner, H. S., 3232 Mission.
Valleau & Peterson, 410 Sansome.
Waie Printing Co., 621 Clay.
Werner, Geo. A., 1067 Howard.
Western Fine Arts Co., 529 Clay.
Williams, Joseph, 142 Seventh.
Wilson, Geo. F., 405 Front.
Winkler, Chas. W., 146 Second.
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Woodward, W. A. & Co., 12 Sutter.

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Mailoye, F., 422 Sacramento.
Mysell-Rollins Co., 22 Clay.
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Webster, Fred L., 19 First.
Whelan, Richard I. & Co., 42 Steuart.
San Francisco Mailing Co., 609 Mission, 5th Floor.

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General News.

In his first public address since his entry into the British Cabinet, John Burns vigorously attacked "Orientalized Imperialism."

A dispatch from Tokio, Japan, says that on January 4 an explosion set fire to a mine at Akita, on the main island of Japan, and that 101 persons were burned to death.

The triennial election for one-third of the membership of the French Senate has resulted in the return of most of the former Senators. The supporters of the Government in many instances received increased majorities.

For fourteen hours the Leyland liner Columbian, which arrived at Boston, Mass., on January 6, from Loudon, was at the mercy of the sea in a storm, on account of an accident to her machinery. She broke down on December 26 when about 800 miles out from London.

The strike of the chorus of the Metropolitan Opera-house at New York was ended on January 6. Director Heinrich Conried agreed to pay the members of the chorus $20 a week instead of $15, and they relinquished their demand for recognition of their union.

W. A. G. Crawford, convicted of conspiring with August W. Machen and George E. Lorenz to defraud the United States in connection with a contract for supplying the Postoffice Department with letter-carriers' satchels, was sentenced to imprisonment for two years at Washington, D. C., on December 30. The Court did not impose a fine.

Recognition of the extraordinary heroism displayed by the officers and crew of the United States gunboat Bennington, when her boilers exploded at San Diego, Cal., on July 21 last, is contained in a general order issued on January 6 at the Navy Department by Secretary Bonaparte. Each of eleven members of the crew has been awarded a medal of honor and $100 gratuity.

The steamer Shawmut, from Port Tampa, reports that at 4 p. m. on January 4, nine miles south of Frying Pan lightship, she spoke the British bark Robert S. Bernard, from Montevideo November 2 for New York, with mainmast and mizzen topmast gone. Captain Andrews of the bark declined assistance.

Referring to the demands made by foreigners for indemnity as the result of damages sustained by foreign property during the rioting in Russia, the Foreign Office says that in the case of riots, as in the case of civil war, military necessity governs the situation and foreigners have to take their chances with the native population.

The crew of the wrecked American bark Edward L. Mayberry of New York was brought to Southampton, Eng., on January 2, and was informed that under the new Aliens' Exclusion Act they were "destitute aliens," and could not land. The crew appealed to the American Consul, Mr. Swain, who solved the difficulty by filing a bond making himself personally responsible that the men should not become a charge of the community while in England. The crew sailed for the United States on January 6.

The monthly circulation statement issued by the Controller of the Currency shows that at the close of business on December 30, 1905, the total circulation of national bank notes was $540,914,347, an increase for the year of $76,120,191, and an increase for the month of $7,585,089. The amount of circulation based on United States bonds was $504,842,313, an increase for the year of $73,000,528, and an increase for the month of $7,226,000. The amount of circulation secured by lawful money was $36,072,033, an increase for the year of $3,199,663, and an increase for the month of $359,080.

World's Workers.

The London Standard charges that the new Liberal Government is committed to an unconstitutional act in stopping the importation of Chinese coolies to South Africa.

In an encounter between workmen and Cossacks on December 29 at the Nevsky shipbuilding yards, St. Petersburg, eight Cossacks and twenty-seven workmen were killed and many were injured.

The Sydney (Australia) Labor Council has called upon the Labor party to move the adjournment of the Legislative Assembly in order to ventilate the unions' grievances respecting the administration of the State Arbitration Act.

Austrian railway employes have resolved to resort to "passive obstruction" in order to enforce their demands on the Government for increased wages. This "passive obstruction" plan was very successfully adopted by the Italian railway workers some time ago.

The London Times of December 30 publishes a dispatch from Odessa which announces that the crisis there is over. Public sentiment has cooled under martial law, two-thirds of the strikers will be back at work to-day, and the majority of the leaders have been arrested.

The men known as the "linkers-in" in the plate-laying gang working on the Degilbo (Australia) railway extension, recently struck for 7s. 6d. per day—a rise of 6d.—owing to the Department stipulating that fifty chains shall be done per day. They were paid off and a fresh gang was put on.

The New South Wales Labor Commission reports that the female registry is now an established institution, and is filling a useful place in the industrial life of the State. During the year that State institution received 2200 applications from employers, of which 1330 had been suitably filled.

Sim, the English Chief Registrar of Friendly Societies, has crawled down from his lofty anti-union perch by agreeing to accept a provision for payments to Members of Parliament by trade-unions, if they are not embodied in the statement of the objects of any given trade-union, but are made part of its special rules.

At the recent Charters Towers (Queensland) bye-election Labor Candidate Mullan was repeatedly asked by an unkempt elector, "Can you tell me the difference between Capital and Labor?" "Yes," replied Mr. Mullan, "if I were to lend you a fiver, that would be capital; but if I were to try and get it back again, that would be labor."

If the Factories and Shops amending measure is passed in its present form by the Victorian (Australia) Parliament, butchers' shops will close at 5 p. m. on Mondays, Tuesdays and Thursdays; at 1 p. m. on Wednesday (if that day is chosen as the half-holiday, or 5 p. m. if not); 6 p. m. on Fridays; and 1 p. m. on Saturdays (if half-holiday, or 9 p. m. if not).

A Workmen's Compensation Bill, practically on the lines of a measure which has been law in England for the past eight years, was introduced in the New South Wales Assembly recently by a private member, and ruled out of order by the Speaker, on the ground that it should have been preceded by a "message," or should have been introduced by the Government.

At the Lyttleton (New Zealand) court recently an ex-member of the Stevedores' Union, who had been suspended for breaches of the union's rules, sued that union for one month's wages, he having been prevented by the union from working for that period. The magistrate, however, held that the defendant union was not acting unlawfully, and had the necessary statutory power to make the rules under which it had acted.

San Francisco Letter List.

Letters are advertised for six months and kept at the Sailors' Union Office for twelve months, all told. If not called for at the expiration of one year letters will be returned to the Postoffice.

Aamodt, I. P.
Aass, A.
Adolf, C.
Agard, Kristian
Aglitzky, Hans
Ahlof, W.
Alatere, Alex.
Alonso, J. S.
Amundsen, Dan
Andersen, A. F.
Andersen-689
Andersen, Eskel
Andersen, Henry
Andersen, E. G.
Andersen, Henry
Andersen, Ole
Andersen-1191
Andersen, Niem.
Anderson-1218
Anderson, Axel P.
Anderson, Axel S.
Baartveit, M.
Bahamondes, R.
Barber, A.
Bardsen, T.
Barleben, E.
Baten, Anton
Bayerle, Rupert
Becker, Fred. W.
Beertha, Thos.
Behrens, O.
Benson, Ben
Berge, Johannes
Bergh, Borge
Bergholm, Ed.
Bergquist, W.
Berner, A.
Bernert, Fred
Cainan, G. J.
Carlo, Pergher
Carol, Arthur
Cameron, R.
Carlsen, Hans
Carlson-1019
Carlson-760
Carnaghan, W.
Carrick, Jas. B.
Caspary, S.
Chandler, P.
Chevis, Frank
Christensen, O. M.
Dahlgren, P.
Dahlgren, Oscar
Dahlman, J. A.
Dabel, W. G.
Donnely, M.
Dorseh, Emil
Danielson, Ernst
De Groot, J.
Edman-557
Ehlert, August
Eide-419
Elstrat, T.
Eklund, Ellis
Eklund, W. F.
Ekstrom, C. O.
Engelgren, L.
Ensign, Arthur
Erbe, A.
Fagelund, Gus.
Fagerlund, G.-415
Fahlesen, Emil
Faroe, A. H.
Faroe, Gust.
Fichter, A.
Gabrielsen, T.
Gad-478
Geissler, F.
Gallis, Groner
Gent-561
Gerdes, J.
Gerner, Hans
Gerrard, W. H.
Gibbs, H. D.
Gillholm, Albin
Goodman, C.
Gottschalk, Max
Hageman, H.
Haglund, E. M.
Haglund-1019
Hahner, Fred
Hakonon, G.
Hallsten, F. R.
Halvorsen, H.
Halvorsen, Wm.
Halvorsen, Anders
Halvorsen, M.
Hanson-494
Hallsten, A. H.
Hansen-1450
Hansen, Max
Hansen, Alf.
Hansen, Hans R.
Hansen-1267
Hansen, Krist
Hansen, H. C.
Hansen, Chas. G.
Hansen, Maurice
Hansen-815
Hansen, J. A. J.
Hansen, Fred
Hansen, Fred S.
Harghjen, O. M.
Ingbretsen, J. A.
Jakobsen-1341
Jakopsen, Gustav
Jansen-944
Jansen, Henry
Jansson, Fredrik
Jennings, C.
Jensen, Oscar
Jensen-1326
Jensen, Jas. B.
Jensen, Carl
Jensen, Emil
eJnsen, Niels O.
Jensen-1650
Jepsen, Antonl
Johanesen-1422
Johanesen-1428
Johanesen-1549
Johanesen, Borge
Johannesen, M.
Johannesen-1421
Johansen-1343
Kahlbetzer, F.
Kakko, A. J.
Kalua, James
Kandela, E.
Karlson, L.
Karoll, J.
Kasa, Petter
Kask, John
Kelner, Andrew
Kittilsen, L.
Knudsen, Herman
Kristensen-986
Anderson-507
Anderson, And. S.
Anderson-1060
Anderson, Victor
Anderson, Sven
Anderson, Adolf
Anderson, Thomas
Anderson, Ed. A.
Andersson, Oskar
Andersson, John
Andersson-991
Andrews, B.
Antonesen-542
Ardelenu, D. I.
Arncke, Konrad
Arntson, Erik
Arvesen, Arndt
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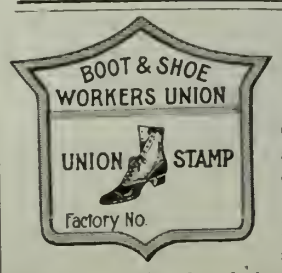
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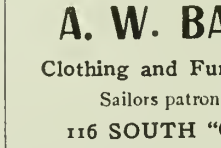
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INFORMATION WANTED.

Any one knowing the whereabouts of Fred Hellman will kindly communicate with the JOURNAL Office, as it concerns his financial interests.

News from Abroad.

The rice crop in Korea has failed. It is 40 per cent below an average year's crop and famine is expected.

Five hundred and eighty persons were killed or wounded during the recent revolt at Tukum, Courland, Russia.

London (Eng.) panper records show that the ratio of those who need relief is greater than in any year since 1874.

A proclamation has been issued at San Domingo announcing the decision of Congress to impeach the fugitive President, General Morales.

Conservative foreigners in Pekin agree that the hostility of the Chinese, manifested first against Americans, is extended toward all foreigners.

It is rumored that Russian Premier Witte will shortly be retired and that M. Durnovo, Minister of the Interior, will succeed to the Premiership.

Reports from Russia indicate that although the authorities are gradually gaining the upper hand of the revolutionists the situation is still very grave.

Great activity prevails among the troops in the garrisons at Manila, P. I. Three regiments are under field orders in view of the possible eventualities in China.

General Bogdanovitch, Vice-Governor-General of Tamboff, Central Russia, who was wounded three times with revolver shots on December 28, died of his wounds on January 1.

Both the military and civil officials of the Philippines say that the conditions in the islands were never better, and that all the troops could be withdrawn without danger.

The revolutionary movement in Moscow was ended on December 31 by the surrender of the revolutionists, who claimed that the purpose of the revolt had been accomplished.

Three Chinese implicated in the assassination of American missionaries at Lienchou were executed in the premises of the joint commission on December 7 and many others were punished.

Cable advices received at Washington, D. C., on January 5, from San Domingo announce that the revolution is practically at an end, the troops are dispersing to their homes and the country is again becoming quiet.

A Chilean syndicate has made the lowest bid for the building of a railroad from Arica, Chile, to La Paz, Bolivia. The tender of the syndicate was $11,250,000. An American syndicate withdrew its tender.

Sir Edwin Cornwall, chairman of the London County Council, has issued a proposal for an annual international congress of representatives of capitals having over 500,000 population, to discuss municipal methods.

The Aliens' Exclusion Act passed at the last session of the British Parliament went into effect on January 1. The first effect of the new law was that the Immigration officers refused to permit the landing of twenty-four of forty-two immigrants from Germany.

Admiral Rojestvensky has published a statement charging that a British fleet intended to attack him had he been successful in the battle of the Japan Sea. The British ships were awaiting the result at Wei-Hai-Wei, says the Russian Admiral. The British Government has demanded an explanation.

A personal investigation in the hospitals shows that there were 548 persons killed and 1065 wounded in the recent riots at Moscow, Russia. One hundred and seventy-four of the injured taken to the hospitals have since died. The troops lost nine killed, of whom two were officers, and fifty-one wounded. Of the police force ten were killed and fifteen wounded. The final figures of the casualties will closely approximate 2,500.

Labor News.

In anticipation of a miners' strike, the heads of seven anthracite companies have agreed to store 8,000,000 tons of coal by April 1.

The Typographical Union of New York has announced that three firms of employing printers, members of the Typothetae, have conceded the eight-hour day and the Closed Shop.

The 46,000 union printers of the United States and Canada have decided to give 10 per cent of their weekly wages toward the support of the men now on strike for an eight-hour day.

Over three hundred miners and smeltermen are on strike at Greenwood and Boundary Falls, B. C., in the effort to secure an eight-hour instead of a twelve-hour shift.

Typographical Union, No. 6, of New York, the largest orgauization of wage-earning printers in the world, on December 31, formally declared a strike in all the book and job printing offices within its jurisdiction.

An injunction to restrain the printing trades unions of St. Louis, Mo., from interfering with the business of the Greeley Printery Company of that city, was granted by Judge Tayler in the Circuit Court on December 30.

The publishing house of Harper & Bros. has acceded to the demands of their striking printers for the forty-eight hour week and the Closed Shop. More than 100 printers employed by the house returned to work at once.

The Typographical Unions of Chicago, Ill., announce that the eight-hour day is now in effect in three-fourths of the book and job offices of that city. Notwithstanding the continued opposition of the Typothetae, 2,400 members of the unions, out of a total of 3,500, have secured the eight-hour day.

The statement was made at the national headquarters of the Amalgamated Window-Glass Workers of America in Cleveland, O., on December 31, that the majority membership of 6,000 window-glass workers have voted in favor of leaving the matter of adjusting the wages entirely in the hands of the wage committee of the organization.

The strike of union printers at Washington, D. C., in establishments which have refused to grant the demand for an eight-hour day and the Closed Shop was inaugurated on January 4. About 125 men are affected. Most of the shops anticipated the strike and, it is said, were able to put to work a full force of non-union printers.

The agents of the Panama Canal Company who have been at Kingston, Jamaica, for some time for the purpose of hiring laborers to work on the Canal, have closed their offices by orders from Washington, owing to Governor Swettenham's attitude in refusiug to allow laborers to go to Panama without a deposit of $5 each.

Five officials of the Carriage and Wagon Workers' Union of Chicago and two of their alleged hired sluggers, who have been on trial in the Criminal Court for conspiracy, were found guilty on December 29, and sentenced to terms in the penitentiary. The severest punishment was inflicted upon Charles Gilhooley, leader of the alleged gang of sluggers. Besides receiving a sentence to the penitentiary, he was also fined $2,000. The other union men who were found guilty were Henry Newman, financial secretary of the Carriage and Wagon Workers' Union, No. 4; Charles Casey, secretary of the Union; Edward Shields, recording secretary; Charles H. Deutsch, member of the executive board; John Heiden, member of the executive board, and Marcus Looney, one of the alleged hired sluggers. Frank Novak, another member of the executive board was found not guilty.

EUREKA, CAL.

SAWTELLE CLOTHING STORE
H. A. SCHWARTZ, Prop.
Headquarters for Seamen's Wearing Apparel.
A complete line of Union Made goods in
Clothing, Shoes, Hats, Furnishing Goods,
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The "Popular Favorites," the "Little Beauty," the "Princess" and other high grade union-made cigars
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C. O'CONNOR
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First-class Board and Lodging
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LETTER LIST.

(Continued from Page 13.)

Letters in the Office of the Marine Cooks and Stewards' Association, Seattle, Wash.

Beale, A. J.	McCoy, E. S.
Branford, Charles	Mor, P.
Barbeau, Leon	McAllister, Geo.
Boeduher, Gus	Nelson, Walter
Brown, W. A.	O'Brien, John P.
Baker, L. G.	Olsen, James
Beck, H.	O'Donnell, Harry
Campbell, N. H.	Perry, John
Colton, B.	Palmer, J.
Colbert, M. J.	Payne, Fred
Douglas, F.	Peters, Richard
Donoghoe, Alfred	Prell, Henry
Dolan, J.	Peterson, E.
Fuller, Ernest	Ruderman, Jacob
Foster, Jack	Roberts, F.
Gade, Peter	Ritchley, Frank
Gomex, Frank	Reid, W. J.
Ggenewegan, J.	Robinson, Orville
Hafford, H. M.	Stanford, John
Hohbach, Henry	Sabean, M. G.
Herbert, Chas.	Smith, J. F.
Hedger, A.	Schmidt, Arthur J.
Hayter, Richard	Scott, E. B.
Kelly, W. C.	Taylor, Albert
Keller, Neil F.	Wooding, A.
Lewis, Miles	Wilson, Tom
Le Counte, Harry	Wright, Edwin
Magnuson, Gustaf	West, Augustus
McCarthy, T. J.	Yager, Sam
McArthur, Wm.	York, G. T.
McLean, J. S.	

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INFORMATION WANTED.

The crew of the schooner C. H. White, who were captured on the Siberian coast by a Russian man-of-war, will find it to their financial interest to communicate with the JOURNAL office.

Erik Johansen, No. 13,261, member of the Lake Seamen's Union, is inquired for by his aunt. Address, COAST SEAMEN'S JOURNAL.

Fred Amor, last heard of on the steamer Pomona, is inquired for. Address, COAST SEAMEN'S JOURNAL.

Harry B. Douville is inquired for by his mother. Kindly communicate with the JOURNAL office.

H. W. HUTTON
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SEA-FARING MEN'S OUTFITTER
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UNION STAMP
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INFORMATION WANTED.

Information regarding the whereabouts of Friedrich Wilhelm Budde, born at Coeln-Deutz, April 1, 1868, who left Germany twenty years ago as a cabin boy, and last wrote to his relatives from Santa Barbara, Cal., in 1891, is respectfully requested. German Consul ate, San Francisco, Cal.

Any one knowing the whereabouts of John D. Gray, native of Scotland, last heard of at Freemantle, W. Australia, at present supposed to be sailing on the American Coasts, is inquired for by his sister, Mrs. Angus. Kindly communicate with the JOURNAL office.

Ronald Miller, aged 18, a native of England, left the British ship "County of Merioneth" at Adelaide, Australia, in April, 1905, now supposed to be on the Pacific Coast, is inquired for by relatives. Kindly communicate with the JOURNAL office.

Theodore Blackwell, colored, last heard from two years ago when running an engine for the U. S. Government, is inquired for by his mother, Mrs. Elvira Conley, 814 N. Campbell street, El Paso, Texas.

Andrew Anderson, a native of Ellsborslane, Westerjutland, Sweden, age about 58, has been sailing from Pacific Coast ports for about 14 years, is inquired for. Address, COAST SEAMEN'S JOURNAL.

Joseph Clark, native of County Rush, Dublin, Ireland, is inquired for by his mother. Any one knowing his whereabouts will please communicate with the JOURNAL office.

Wo Larsen or Wo Curtis Larsen, age 24, last heard from at San Francisco, March, 1905. News of importance waits him at the U. S. Shipping Commissioner's Office.

Robert Jacques, a native of England, aged 24, discharged from the steamer Aztec about August 1, 1904, is inquired for. Address, COAST SEAMEN'S JOURNAL.

John Anderson, a seaman, who was on the St. Paul, when wrecked, is inquired for by A. W. Beadle & Co., 22 Market street, San Francisco.

Wilhelm Mannstrom is inquired for by his sister, Lena, at present at San Francisco. Address, COAST SEAMEN'S JOURNAL.

Domestic and Naval.

It was announced at the Charlestown (Mass.), Navy Yard that the battleship New Jersey will have her trial trip about March 25.

The crew of the schooner Allan, which went ashore at Watch Hill, Conn., on December 31, were rescued by members of the Coast Artillery stationed in the vicinity.

Captain A. T. Nottingham, of the two-masted oyster schooner Emma, was instantly killed by an explosion of a gasoline tank on board the vessel in Hampton Creek, Va., on December 27.

During the year 1905 the total number of vessels which arrived in New York, according to the books of the Government at the Barge Office, was 11,399, of which 6,064 were steamers and 5,335 were sailing vessels. The arrivals at New York for the past year show an increase of 120 vessels over 1904.

As a reward for his prompt action in going to the relief of Lightship No. 58, off Nantucket recently, as the result of which thirteen men, constituting the crew of the lightship, were rescued from almost certain death, Captain Gibbs, of the lighthouse-tender Azalea, has received a substantial increase in salary.

The chain cables for use on the new express Cunarders will be the largest ever made for the use of a ship. They will have links 22½ inches in length, made of iron 3¾ inches in diameter at the smallest part. Each link weighs 160 pounds. The links were forwarded to Lloyd's proving house for testing, and while the strain applied was about 90 per cent above the Admiralty proof strain the links failed to break.

The steamer Pennsylvania, one of the pioneer vessels of the American line between Philadelphia and Liverpool, which was sold to parties on the Pacific Coast, cleared from Philadelphia, Pa., on December 27 for Seattle by way of Wilmington, Del. The old liner will probably never again be seen on the Atlantic Coast, as she will be operated by the Michigan Steamship Company in transporting gold seekers from Seattle to Alaska.

Captain Borden and the six members of the crew of the American schooner Nokomis arrived at Pensacola, Fla., on January 4, having been brought from St. Andrews, where they were washed up on the beach in an almost unconscious condition, with limbs swollen and benumbed and almost dead from exposure. The Nokomis was abandoned in a sinking condition on the passage from Gulfport to Cuba, and the men spent six days in an open boat.

Three Norwegian barks left Boston, Mass., recently on a race of more than 6,000 miles to South America, and many wagers have been laid on the result. The bark Agda, Captain Olsen, bound for Buenos Ayres, Argentina, and the bark Athens, Captain Rasmussen, destined for Bahia Blanca, the naval station of Argentina, left the harbor together. Later the bark Frama, Captain Tjensvold, got away for Rosario, and will endeavor to overtake the other vessels.

Secretary of the Navy Bonaparte has acted upon the proceedings of the court-martial in the case of Commander Lucien Young of the gunboat Bennington, who was tried on charges connected with the fatal explosion on that vessel at San Diego last summer. The court found Commander Young guilty of a part of the specifications alleging negligence of duty, and sentenced him to receive a letter of reprimand, which sentence will be carried out. The case of Ensign Wade, who was associated with Commander Young in this matter, has not yet been disposed of.

With the Wits.

The man who talks of 'seeing life''
Must have peculiar sight,
For life is only visible,
He seems to think, at night.

One Plan.—''Well,'' said the first physician, ''what has that new patient of yours got?''

''I don't know,'' replied the other, ''but I'm trying to turn it into typhoid fever. I'm great on that.''

Reduced from One Dollar.—Mrs. Byers—Mrs. O'Neill, next door, was talking to-day about her Irish blood and the 'struggle of '98.' I wonder what she means by that?''

Mr. Byers—''Sounds like a fight at a bargain sale.''

No Appeal.—''If your wife treats you so shamefully,'' said Henpeck's friend, ''why don't you get a divorce from her?''

''I did want to,'' replied Henpeck, ''but she said 'no,' and, of course, that settled it.''

It Might Grow.—Miss Koy—''No, Mr. Sophtly, I have never really considered you as a lover.''

Mr. Sophtly—''But don't you think you could learn to love me a little?''

Miss Koy—''But a little learning, you know, is a dangerous thing.''

Easily Fixed.—''I'm afraid our horse won't run,'' said he, when they had reached the race track.

''Why not?'' she asked.

''He has been scratched.''

''Good gracious! Don't the people here know anything about court-plaster?''

Inconsistent.—B. Ginner—''These editors think they're smart, but they don't practice what they preach.''

Jenks—''Indeed! In what particular?''

B. Ginner—''Why, they insist on your writing on one side of the paper only, but they print on both sides.''

Misunderstood.—Wicks—''I saw some verses in the paper to-day by 'Peter Pettikin.' ''

Hicks—''Yes; he's a friend of mine.''

Wicks—''So you told me. By the way, 'Peter Pettikin' is a pseudonym, of course?''

Hicks—''No, indeed; he's a Democrat.''



Union made Clothing

ISSUED BY AUTHORITY OF UNITED WORKERS GENERAL EXECUTIVE BOARD GARMENT AMERICA UNION MADE 7071142 REGISTERED.

We are one of the pioneers to adopt the union label of the Garment Workers. We manufacture all our clothing in our own workshops, and all of it is made by union men. Ours are the only thoroughly union clothing stores in San Francisco.

Other stores have only a few union-made lines to show union men when they call. But everything is union-made in our store.

In purchasing here you buy direct from the makers at a saving of middlemen's profits.

Ready-to-wear suits and overcoats $10.00 to $35.00.

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Garments can be purchased in either one of our two stores.

TWO LARGE STORES

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Cor. POWELL & ELLIS AND 740 MARKET

At Hale's

1906—The New Year greets the New Store with a cheery "Good Morning."

The New Store passes on best wishes to you all for a happy and prosperous new year in its practical way, through a series of important trade events that will bring you tangible benefits, chief among them Muslin Underwear, Embroideries, Silks, Beddings.

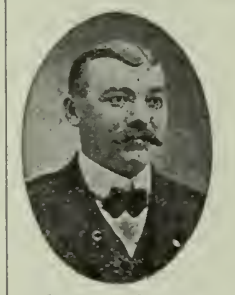
Weigh them all in that comparison balance that deals out favor only where favor is due.

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OFFICIAL PAPER OF THE INTERNATIONAL SEAMEN'S UNION OF AMERICA.

A Journal of Seamen, by Seamen, for Seamen. *Our Aim: The Brotherhood of the Sea.* *Our Motto: Justice by Organization.*

VOL. XIX. No. 17. SAN FRANCISCO, WEDNESDAY, JANUARY 17, 1906. WHOLE No. 953.

BRITISH MERCHANT SEAMEN.

Decline of Native-Born Element.

Hides of Ebony Displacing Hearts of Oak.

FROM a return issued recently by the British Board of Trade, dealing with the progress of merchant shipping in the United Kingdom and the principal maritime countries, the following significant particulars regarding numbers of seamen employed, and wages of seamen, have been extracted:

Numbers of Seamen Employed.

Apprentices.—In 1870 there were 18,303 indentures of apprentices in existence, and since 1877, when the total number was 16,721, a decline occurred in each year except 1892, and in 1904 the number had fallen to 5,179.

British and Foreign Persons.—The number of British persons (not including Lascars) employed in 1904 was 176,975, and the number of foreign persons 39,832, a proportion of 225 foreigners to every 1,000 British persons. Since 1886, when statistics of Lascars and Asiatics were first recorded, the total number employed rose from 204,470 in that year to 259,489 in 1904. The increase, however, was confined to the Lascars and Asiatics, (who numbered 16,673 in 1886, and 42,682 in 1904), and foreigners (of whom 25,183 were employed in 1886, and 39,382 in 1904).

Proportion Employed to Tonnage.

The proportion of persons employed to 100 tons steadily decreased, from 2.95 in 1891 to 2.52 in 1904. In the foreign trade in which 188,048 persons were employed in 1904, it was 2.44 in 1891, and 2.05 in 1904; in the home trade, however, employing 65,415 persons, it increased from 6.78 to 7.55.

Rates of Wages.

Able Seamen.—The predominant rates of wages paid per month (in addition to food) on sailing vessels during 1895-1904 showed an upward direction. In 1895 it was 55s.; in 1897-8, 55s. to 60s.; in 1899-1904, 60s. In 1890, however, the predominant rates were 60s. to 70s.

Rates of wages on foreign-going steamships have risen generally since 1895, and in 1904 were above the predominant rates of the former year. A fall in wages took place, however, in 1902 at certain ports, and the general level of wages in 1903 and 1904 remained slightly lower than in the years immediately preceding 1902. Figures are given for 1880 and 1890 where available, and show that in 1880 rates of wages were much lower than in 1895, but in 1890 they ruled higher than in any of the years 1895-1904.

The predominant rate in 1904 at ports on the East Coast was 90s., except at Hull, where it was 82s. 6d. and 85s. At ports in the Bristol Channel rates on the principal voyages were as follows:—70s. at Bristol, 85s. at Swansea and Avonmouth, 80s. at Barry and Newport, and 75c. at Cardiff and Penarth. At Liverpool and London they varied according to voyage, at the former port being 80s. and 90s. to the East Coast of North America, 80s. to the East Indies and China, 70s. to South America and West Indies, the West Coast of America, and the Mediterranean, and 60s. to the West coast of Africa, while at London rates were 90s. to the East Coast of North America, 80s. and 85s. to the East Indies and China, and the Mediterranean, and 80s. to South America and the West Indies, Australia and New Zealand, and the Cape, Natal and East Coast of Africa. Rates at Southampton were 80s., at Glasgow 80s., and at Dublin and Belfast 85s. and 90s. respectively.

Firemen.—Wages of firemen remained practically unchanged during 1900-1904, except at ports in the British Channel, where predominant rates fell in 1902-3, and in 1904 were generally 5s. below the level of 1900.

On the East Coast, rates for firemen in 1904 were the same as for able seamen, except at Hull, where they were 5s. higher. Rates at most ports in the Bristol Channel were the same as for able seamen, but at Swansea, Bristol and Avonmouth they were 5s. higher. Wages of firemen from Liverpool and London were generally 10s. higher, but to the East Indies and China from Liverpool they were the same, and to the Mediterranean from London they were 5s. higher. From Southampton rates were 15s. higher. From Glasgow they were the same, and from Dublin and Belfast they were 5s. higher.

A careful perusal of the foregoing will suggest to the reader a number of questions. It seems that Great Britain has nearly as many problems to dispose of in regard to the personnel of her merchant marine as has the United States.

It will be seen by the figures quoted that the number of Lascars (natives of East India), is constantly increasing. On the other hand, the number of apprentices on British ships has decreased from year to year. How long will Britannia continue to rule the waves when Asiatics are being trained in her merchant marine in ever-increasing numbers, while the sons of the native land are driven from the sea to such alarming extent as is revealed by the yearly decline in numbers of apprentices? In this connection it should be noted that all statements issued by the British Board of Trade are absolutely reliable and based upon statistics gathered by the officials who are stationed throughout the United Kingdom as well as nearby foreign ports.

Another significant feature of the Board of Trade's statistics is the mention of the fact that the proportion of persons employed to every 100 tons is steadily decreasing. New ships are constantly built larger, but no corresponding increase is made in the ship's crew. Each ton added to the modern-built vessel means additional income to the shipowner, but wages have remained practically stationary.

Trade-unionism among British seamen is not strong enough to assert itself by at least maintaining a minimum wage. As a result the rates of wages fluctuate slightly according to supply and demand at different ports. At present the general rates of wages paid are lower than they were a few years ago, but still somewhat higher than in 1895. It is, indeed, deplorable that the seafaring people of Great Britain cannot or will not follow the lead of their fellow workers ashore, who are recognized as the pioneers of the trade-union movement and have taught the workers of the world the value of organization in the industrial field.

Altogether the figures quoted speak eloquently of the need of organization among Great Britain's seafarers.

The British as a nation have become accustomed to boast that their strength lies upon the sea, but the facts as given in the foregoing statistics indicate that the British merchant marine is no longer, as it once was, the nursery of the navy. It has been truly said that a failure of the supply of native seamen on the merchant vessels of the country means not only the end of memorable traditions, but threatens the very foundation of national power. If the lessons taught by history are entirely ignored by a powerful nation, there will come a day of reckoning, and when the next war comes—and come it will—Great Britain's yellow and brown subjects, so useful to the shipowner in times of peace, will be found wanting in more than one respect. Nor will Great Britain's chestnuts be hauled out of the fire by that new-born Mongolian power which has so recently defeated a powerful "white" navy, manned by brave men who were not seamen!

However, John Bull is not the only one who is sacrificing his "all" in order that shipowners may have cheap labor and "compete" successfully. Uncle Sam has followed in his footsteps and many of his proud ships are manned by Asiatics, while the recruits for the Navy are secured, under ever-increasing difficulties, from the woods, the field and the farm. American seamen have asked for protection against Mongolian competition, but our statesmen say our ships must "compete" with the ships of other lands, and we can not compete unless we have cheap labor!

Thus the years roll by and the British and the American flags wave more or less proudly from coolie-manned ships—and when China and other Asiatic countries begin to build their navies and prepare for war, they will have trained seamen to choose from.

The time will come when both great English-speaking nations will be forced, by the first law of nature—self-preservation—to adopt measures which will bring back to the sea the natives of the land. The first step in that direction will be the strict exclusion of Asiatics from every ship that flies the British Union Jack or our own Stars and Stripes! Other measures which must and will be adopted are a manning scale, and last, but not least, a law which will provide for a standard of individual efficiency.

Union Shop Affirmed.

We have been very disrespectful to those noble and virtuous patriots, the sweaters, and those who, in the name of Liberty, Americanism, the Constitution, and the Golden Rule, have declared war on the union shop. We have treated in these columns the whole anti-union campaign as a farce and a bit of plutocratic hypocrisy as far as the appeals to "sacred principles" were concerned.

Nay, we have done more; we have had the hardihood to criticise, and some say to ridicule, certain decisions of solemn, ill-informed, or unconsciously prejudiced judges who had permitted sophistical attorneys to mislead them into condemning agreements voluntarily made, providing for the union shop; that is, for the exclusive employment of union men in certain establishments for certain periods.

How rash all that was! How could we contradict learned judges in whose opinion any "closed shop contract is an illegal and wrongful contract, a contract opposed to public policy, because designed to create a monopoly?" How could we continue to advocate the union shop and swear at the attempts of short-sighted employers and their obliging attorneys to outlaw all union shop contracts?

Well, we could—we did. We were guilty of those unheard-of things, as are the Typographical unions that even now, regardless of grotesque injunctions and silly dicta, are fighting for the union shop and the eight-hour day.

And, strange as it will seem to our friend, the enemy, one of the greatest courts in the country, the New York Court of Appeals, has just completely justified our attitude.

That great court, to which, by the way, organized labor is indebted for several admirable, sound, progressive decisions, has upheld a typical case, a union shop contract, declaring it perfectly legal and in no sense incompatible with public policy and industrial liberty.

More than that, it has treated the arguments of the grave counsel of the employers, party of the second part in the case, with a degree of disrespect that is akin to contempt. This is "the unkindest cut of all." Finally, the virtuous and patriotic champions of "liberty," in the form of sweat-shops and anti-union shops, have not even the consolation of one or more dissenting opinions. The court was unanimous!

Will the foundations of American liberty and American government withstand this shock?

We shall see. Meantime, let us briefly give the facts of the New York case, which we commend to the study of thoughtful employers and honest lawyers, as well as to the attention of organized labor.

The New York local of the Protective Coat Tailors and Pressers' Union had entered into an agreement with a clothing firm, whereby the latter, for a sufficient consideration, bound itself to employ none but good standing members of that union. The firm had violated the contract, and the union had brought suit to recover damages for the breach.

In the trial court the union won, but the favorable decision was later reversed by the appellate division. Two questions were involved: First, was the contract a good, legal contract? Second, was the defense sufficient on its face? The defense was that the contract was not enforceable in a court of law because it was opposed to public policy, in that it operated to restrain trade and establish monopoly in labor.

This, it will be remembered, was precisely the ground upon which some two years ago a high Illinois court declared a "Closed Shop" contract void and unlawful.

But the New York Court of Appeals declined to take that view. It held that the garment workers' union shop contract was perfectly valid, lawful and proper, and that the employers were bound by it.

By implication, the court rejected the contention that union shop contracts tend to create monopolies and as such are injurious to the public. We have shown how absurd and hollow the contention is, how it logically leads to the repudiation of all contracts, and how employers have always had the right to make contracts in regard to raw material, machinery and things of the kind that the hypocritical and pseudo-patriotic employers have attempted to deny to organized labor.

The New York decision completely vindicates the union shop, and covers its rabid, fanatical, or vicious enemies with confusion and ridicule. We almost pity the plutocratic lawyers and the prejudiced, gullible judges who have been betrayed into making silly, farcical decisions against the right of contract in the name of the right of contract.

The union shop rests on the right of contract and the right of property and the right to dispose of one's labor.—American Federationist.

Bookbinders in Saxony.

For some time past the workmen in the bookbinding and paper-box making establishments in Saxony have been working to secure higher wages. On November 25 a mass meeting was held in the hall of a hotel in Chemnitz, and a long debate ensued as to the action the workmen should take in regard to the matter. Some time ago the bookbinders' union worked out a wage tariff, a copy of which was sent to every bookbinding and paper-box making establishment or firm in Saxony, with the demand that an answer should be given not later than November 22. That day came and passed without an answer, and a crisis in the whole industry is now threatened. There are 165 firms involved in what may eventually prove to be a strike of serious dimensions.

The workmen demand a minimum wage of from $4.28 to $5.71 per week for male skilled workmanship, and $1.90 to $3.57 for the women. Especially skilled workmanship of both sexes should by all means receive a higher rate of wages. They also demand nine and one-half hours for a week day, including the noonday hour and vesper pauses. Resolutions were passed at the meeting in Chemnitz to the effect that the bookbinders' union as an organization was not yet sufficiently strong to order a general strike with any favorable prospects of success. It was decided, therefore, that the workmen in each bookbinding establishment should take whatever independent action they thought fit in order to secure the wage tariff set up by the union.

According to a Royal Decree published in the Official Gazette at Madrid, Spain, the conditions or terms specified on a bill of lading as between shipper or receiver and the owner of the vessel are not to be considered as binding in a court of law if such clauses are not in agreement with the "Codigo de Comercio," or Code of Spanish law.

Day Lost or Gained.

The following explanation of the loss or gain of a day in traveling around the world was written by the late Captain J. Tremaine Smith, of the Pacific Mail liner Siberia:

All time is reckoned from Greenwich, which is sometimes called the primer, or first meridian—longitude, 0. Places on the earth are either behind or ahead of Greenwich time, according as they are in east or west longitude. For example, when it is noon at Greenwich, it is 7 a. m. in New York the same day. New York is in 75 west, and as each 15 degrees of longitude is one hour of time, New York is therefore five hours behind Greenwich. When it is 8 a. m. in San Francisco, it is 4 p. m. in Greenwich of the same day. San Francisco is 120 degrees west from Greenwich, or eight hours of time later, of course. Places east of Greenwich have their time earlier by the difference of longitude, or the distance from Greenwich. Example: Manila is in longitude 120 degrees from Greenwich, or eight hours of time; therefore when it is 4 p. m. in Manila, it is 8 a. m. of the same day in Greenwich. In Japan, standard time is reckoned from the 135th meridian, or 9 hours ahead of Greenwich time. Noon at any place on the earth is marked by the advent of the sun across the meridian of that place. If the traveler is sailing from east to west, or from San Francisco towards Japan, and say, around the world on the same westerly course, he and the sun are moving in the same direction, and the instant the sun arrives at his meridian, it must be past noon at the place he left yesterday, and is not yet noon at the place he hopes to reach to-morrow. . . . The opposite condition holds, of course, if he is going eastward around the world; or, instead of the sun overtaking him, as it did in going westward, he now advances to meet the sun, and therefore shortens his day by the length of his distance made each day, instead of lengthening it; or his day will probably be 23½ hours, instead of 24½ hours. . . . By the time the traveler has reached the meridian of 180 degrees, going westward, he has lengthened his life by 12 hours of time, and if he continues to travel in the same direction until he reaches Greenwich (from which all time is reckoned) he will have added 24 hours to his life probably without being conscious of the fact. If traveling in the opposite direction (eastward), he will have shortened his life by the same time, but instead of dropping a day, as we have done here, he adds a day at the 180th meridian and evens up what he had lost on the journey. To put the problem more plainly: Suppose two men, A and B, started on the same instant on a journey around the world, the first going east, and the other west, neither making any alteration in their date from the time of starting until their return together on the same day. This is what would happen: A would believe that he had arrived say on Sunday, while B would persist in the belief that it was Friday. There would be a difference of two whole days in their reckoning; but no one would seriously entertain the idea that on this account A had lived forty-eight hours longer than B. The actual day of the week would of course be Saturday, and the actual time consumed by each on the journey would be precisely the same. A going west, should have dropped a day; B going east, should have added a day.

Demand the union label on all products!

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions.)

New Ship Canal.

Representative W. H. Wiley, of Orange, N. J., has introduced a concurrent resolution in Congress, providing for a survey of a ship canal from Newark to New York Bay, to be cut through the peninsula of New Jersey, lying between the Hackensack and the Hudson rivers. Steps have also been taken to have the New Jersey Legislature authorize the purchase or condemnation of the land needed for the project. The plan, as now matured, is to begin with the digging early in the spring. With the State of New Jersey and private capital both interested, the promoters of the undertaking—chief of whom is the Pennsylvania Railroad—anticipate no difficulty in acquiring the necessary land, as nearly all the rights of way involved have long since lapsed. A canvass of the New Jersey Legislature has already been made and the sentiment found to be almost unanimous in its favor. Active efforts are also being made in Washington, D. C., to have the matter placed, without the usual delays, before the River and Harbor Committee.

The new canal, when completed, will add seven and one-half miles to the harbor frontage of New York, and form an almost direct water connection between that port and Newark. The main part of the digging will have to be done between Jersey City and Bayonne, and the specifications will probably call for a width of two hundred feet and depth enough to accommodate the largest ocean-going steamers—thirty-five feet or so. As now planned, the terminals will be constructed so that they may be used for dock purposes, but this feature is subject to future revision, depending upon what deals, if any, affecting traffic through the canal may be entered into between the State and the railroads. It is also calculated that it is going to be the cheapest canal of its kind in the world, as the soil in that section is peculiarly easy to excavate. Hence, the cost of the engineering work has been estimated to be not more than $350,000.

The Pennsylvania Railroad recently stopped the custom of giving free passes to newspapermen and others. Shortly afterward the Pittsburg Newspaper Publishers' Association met in session and passed a resolution to bar from the respective newspapers all complimentary notices relating to the Pennsylvania Railroad or its officers. Also all railroad wrecks on that system are to be reported in detail hereafter, care to be taken that the railroads are not favored. This incident reveals one of the backyard features of that "great moral engine," the daily press, which has brought that institution into deserved distrust and contempt among the thinking part of the public. If this resolution of the Pittsburg Newspaper Publishers' Association proves anything at all, it proves that the average newspaper publisher is morally a blackmailer who for a consideration is willing to connive at violations of the law, but who the moment the consideration is withdrawn will turn and "inform" on those with whom he was previously in moral collusion.

Demand the union label on all products!

The Shorter Workday.

The New York Times, semi-official organ of the National Citizens' Industrial Association, ingenuously suspects that it has discovered an infallible counteractive to the "shorter workday" agitation. "The issue," it says with ex-cathedra solemnity, "would be plainer if in all the trades the men worked by the hour. Then they would be striking for longer days, not for shorter." It is just possible, however, that if workingmen generally worked by the hour they would in some way contrive to have the hourly pay harmonize with their ideas of what constitutes a fair day's pay for a fair day's work. In fact, that is exactly what they are doing now wherever wages are contracted for upon an hourly basis, for the very principle of overtime pay rests upon the incontrovertible proposition that a "day's work" must of necessity be accomplished within the duration of time understood by the term "day," as distinct from the term "night." It is also a matter of record that all intelligent workingmen are more or less opposed to what is known as working overtime, and generally consent to do so only because they must, or quit their jobs. It is quite the fashion in many establishments for the foremen to tell the men going home for supper that if they do not come back and work after supper they need not report for work next morning. Overtime does more to destroy the health of workingmen than any other single evil with which they have to contend, and as our civilization progresses the destructive nature of this evil will become more and more patent. It is safe to say that if the abolition of "overtime work" lay solely with workingmen the system would be abolished at once. The average workingman is quite satisfied to make a living by working six days in the week and eight hours a day.

Commissioner Watchorn, of the Department of Immigration, complains that the traffic in "undesirable females," brought to this country from Europe, is increasing, and that his department is unable to stop it. When the Panama Canal Commission imported a few hundred "wives" to Colon to cheer the lonesomeness of the laborers on the Canal some of our reverend Pecksniffs almost went into hysterics over the "infamy," but not one of them has thrown anything like a moral fit over the steady stream of "undesirable females" which has been pouring into this country via Ellis Island these many years past. And it is notable, too, that among our clergymen are found some of the most strenuous advocates of the "no discrimination" policy in the matter of Mongolian immigration, well knowing, as they must, that if we can not keep the "undesirable females" of Europe from coming here, we could not possibly hope, with our Chinese Exclusion laws repealed or "modified," to keep out the "undesirable females" of a country where, as in Japan, prostitution is sanctioned by hoary social usage.

The little, selfish, namby-pamby pleasure derived from smug optimism is vastly outweighed by the harm such optimism does in ignoring evils, and so retarding their cures.

"Class Legislation."

The recent decision handed down by the Appellate Division of the New York Supreme Court, declaring that the law which prohibits the insertion in a contract between an employer and an employe of a clause forbidding the latter to join a trade-union is unconstitutional, was as usual based upon the broad assumption that such laws are in the nature of "class legislation." This assumption is probably well founded; but if the principle involved in the decision of the court were applied to all the laws in existence, none but the Ten Commandments and their immediate offshoots on the statute books would stand the test of constitutionality. As civilized society is now organized, and doubtless will be for ages to come, men will always be divided into classes. Hence the great majority of laws enacted by our Congress and Legislatures must of necessity be in the nature of "class legislation," seeing that the interests of the various social classes are nearly always at variance, and that therefore but few laws will be accepted as just to all classes. If the classes into which human society is divided were of equal strength and social prestige and influence, the problem of human government would, of course, be greatly simplified. But as society now stands, any law enacted for the protection of the socially weak against the socially strong is foredoomed to a troublesome and precarious existence. This is so because, of the co-ordinate branches of our Government, the Judicial has always been, and still is, the least under the control of the plain people, i. e., the weaker classes of society. The results of this are seen in the frequency with which labor laws have been outlawed by the courts, while laws favoring the trusts enjoy the proverbial longevity of the cat.

Andrew Carnegie is now deferentially referred to by the lackeys of the press as "the famous ironmaster," their sense of the infernal unfitness of things no doubt restraining them from referring to him as "the famous steelmaster." When some of the other Tariff-protected trust pirates begin to whack up from their plunder as handsomely as does the little Laird o' Skibo, we may yet have the edifying pleasure of reading "the speech of the famous beef and pork master was greeted with ringing cheers by the assembled guests"; or that "the famous life-insurance master was visibly touched by the spirit of forbearance shown by the defrauded policy holders"; or that "the famous kerosene master had donned his favorite wig for the occasion"; etc., etc.

Other times, other manners. When people were rude enough to call a spade a spade, a man who took more than one sniff of anything savoring of corruption was regarded as a hog. Now that we have French names for our pet specimens of naughtiness, a man would take it as an insult to his intelligence did any one doubt his entire willingness to get right in on the ground floor of the most malodorous graft in sight.

(Continued on Page 10.)

Home News.

Senator Foraker has introduced a bill in Congress providing that the citizens of Porto Rico shall be citizens of the United States.

The Continental Rubber Company of America was incorporated at Trenton, N. J., on January 6, with an authorized capital of $30,000,000.

It is officially announced that the marriage of Miss Roosevelt and Nicholas Longworth will take place in the White House on February 17.

Dr. Charles Eliot Norton of Cambridge, Mass., has written a letter favoring a campaign for the killing off of the hopelessly insane, diseased and injured.

Mary McDonald, a negress, who claimed to be 135 years old, died at the Home for Aged and Infirm Colored Persons at Philadelphia, Pa., on January 7.

Five men were killed, three fatally hurt and twelve others maimed by an explosion at the plant of Dolese & Shepard, at Gary, Ill., fifteen miles from Chicago, on January 6.

The demands of the striking printers for an eight-hour day and a Closed Shop were conceded on January 6 by Funk & Wagnalls, an independent priuting firm in New York City.

Charters taken out in Eastern States during 1905 represent a total capitalization of well over $2,000,000,000, according to figures made public at New York on December 30.

W. E. Maloney, a veteran pension attorney, was sentenced to three months in the County Jail at Spokane, Wash., on January 5, and to pay a fine of $25 and costs for pension frauds.

The Supreme Court of Kansas, on January 6, decided that the law providing for separate high schools for the whites and negroes at Kansas City, Kas., is valid. Justice Brush dissented.

After four months of the most arduous work the legislative committee on insurance investigation, appointed at an extra session of the New York Legislature, finished its work and adjourned on December 30.

Fire in the public library at St. Louis, Mo., on January 5, destroyed 1500 books and damaged the building to a considerable extent. Many of the books and old manuscripts destroyed cannot be replaced.

Edmund Bersch, senteneed to the penitentiary from St. Louis, Mo., upon a conviction of having been a municipal boodler, was released from prison on January 6, having completed a two-years' sentence under the three-quarters law.

The year which has just closed has been most satisfactory and progressive with the financial institutions of Canada. The total deposits of the people in the banks last year were $522,317,000, which shows an increase of over $56,000,000 for the year.

William C. Dines, President of the Citizens' Investment Company, of St. Louis, Mo., was found guilty of obtaining money under false pretenses by a jury in the Circuit Court of that city on January 6, and sentenced to fifteen years in the peniteutiary.

The largest donation to the "conscience fund" ever received at Philadelphia, Pa., was handed to City Treasurer Schereh on January 6 by a messenger boy. The package contained $1,295.50, and the unknown sender in a note stated that it was an overcharge for city work.

J. B. Harris, of Monrovia, Cal., who was introduced to President Roosevelt recently and who has had much experience with Mexican and Central American labor, suggested to the President that this was the best labor available for the construction of the Panama Canal. Harris offered to supply this labor to the Canal Commission provided a proper contract could be secured.

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Pacific Coast Marine.

A bill to establish a Life-Saving station at Halfmoon Bay, Cal., has been introduced by Representative Hayes.

The ship Aginor, which was more than a month overdue from Saginaw Bay, Alaska, arrived at Yokohama, Japan, on January 8.

The schooner Advance, previously reported ashore near the lighthouse at Bandon, Or., is still in the same position, but is expected to be floated shortly.

Representative Kahn, of California, has introduced a bill in Congress granting unqualified American register to the bark Homeward Bound, of San Francisco.

The British ship Silberhorn has been ordered to proceed from San Francisco to Puget Sound for orders, after having been laid up in the former port for four years.

A telegram from London received at San Francisco on January 8 reported that the British ship Bangalore, from Philadelphia for Honolulu, has put into Valparaiso with her cargo on fire.

The barkentine Kohala, owned by Hind, Rolph & Co., is reported to have reached Champerico, Guatemala, after a fast run of twenty-eight days from San Francisco with a cargo of merchandise.

The American ship Sintram arrived in San Francisco on January 14, after a passage of 89 days from Hakodate, Japan. Heavy weather was encountered, necessitating the jettisoning of 2,000 bags of sulphur.

The steamer Penusylvania, purchased some time ago by a Seattle company for use on the northern coast, sailed from Philadelphia, Pa., on January 10, and will call at San Francisco on the way to the Sound.

On the way from Caspar, on her sixteen-hour run, the steam-schooner South Coast lost part of her deckload of lumber in the southeast gale and high sea. The vessel fared badly in the storm, but is reported to have suffered no serious damage.

The German ship Alsternixe, long on the overdue list, arrived on January 8 at Santa Rosalia, her destination, after a passage of 196 days from Hamburg. The master and second-mate died during the passage and many of the crew were laid up with scurvy.

Further advices received at San Francisco on January 12, from Kobe, Japan, state that the bark Challenger, before reported as a total loss, broke up during a storm. The cargo of fertilizer from Alaska is washing ashore, and there will probably be some salvage.

The steam-schooner W. H. Kruger, from Fort Bragg for San Francisco, was abandoned in a leaking condition on January 12. The Kruger's passengers and crew were landed at the latter port on the 15th by the steam-schooner Sea Foam. It is feared that the Kruger has become a total loss.

The Utah-Pacific Coal and Navigation Company, organized recently to open up new coal fields in Southern Utah, the exact location of which has not yet been divulged, is negotiating for the charter of two modern steamers to connect with the Salt Lake route at San Pedro and to ply between San Pedro harbor and the Hawaiian Islands.

The steam-dredger San Francisco and two barges broke adrift from the towboat while on the way from San Francisco to San Pedro on January 11 and went ashore near Bolinas, Cal. A heavy southeast gale prevailed at the time. The men on board the dredger and barges were rescued with much difficulty.

The Pacific Coast Steamship Company's steamer State of California, which arrived at Santa Barbara, Cal., on January 12, from San Francisco, reported the drowning of Boatswain M. Maguire off Monterey on the 11th. He was washed from the deck by a heavy sea, and all efforts to rescue him proved futile. His home was in San Francisco.

James Jansen, a seaman, who wrote from Washington confessing that he had fraudulent naturalization papers and had obtained a mate's license thereby, and who pleaded guilty before Judge De Haven at San Francisco on January 11, was sentenced on the 12th to pay a fine of $3000 or to remain in the Alameda County Jail until the fine is paid.

The schooner Jennie Wand, bound from Astoria for La Paz, Lower California, has gone ashore two miles from La Paz, and probably will be a total loss, according to information received at San Francisco on January 10. The crew were saved. The Jennie Wand was owned by Hickman & Masterson of San Francisco and was 124 feet long, with a net tonnage of 163.

A statement has been made public by the Spreckels Brothers Commercial Company, agents of the American-Hawaiian Steamship Company, to controvert the report that the steamers of that line would hereafter omit the stop at San Diego, Cal. It is denied emphatically that the Southern California harbor is to be abandoned as a port of call or that any change is contemplated.

The Senate Committee on Commerce on January 11 favorably reported Senator Perkins' bills appropriating $135,000 for a lighthouse tender for the Twelfth District; $75,000 for a revenue-cutter for San Francisco Bay; 225,000 for a revenue-cutter for Hawaii; $130,000 for a tender for the Inspector of the Twelfth Lighthouse District, and establishing a Life-Saving station at Halfmoon Bay.

Bids have been opened for dry-docking the steamer City of Puebla and the removing of her propeller and shaft, in order that a thorough inspection may be made. The bids were as follows: Moore & Scott Iron Works, $998; Union Iron Works, 799; Fulton Iron Works, $1950; Risdon Iron Works, $1495; United Engineering Works, $1400. Bids were also opened for furnishing a new low-pressure cylinder, but no award has yet been made.

Henry Weber, master, and James Spencer, engineer, of the steamer Despatch, whose licenses were suspended for ninety days on account of the fire on their boat at San Francisco on December 8, by which ten-year-old James Mitchell lost his life, appealed from the decision of the Local Inspectors who imposed the penalty, and have secured from Captain John Bermingham, Supervising Inspector, a one-half reduction in their sentence.

It is reported that the Northern Pacific Railroad Company plans, on the completion of the North Bank Road into Portland, Or., to put on two large passenger and freight steamers between that city and San Francisco. The steamers will carry 500 passengers, and will have an average speed of twenty-two knots. The company is considering the advisability of having the vessels constructed in San Francisco in preference to having them built in the East.

The first steamer of the line established between Japan and South America by the Toyo Kisen Kaisha is now on the southern coast, and the result of her mission is awaited with interest. The steamer is the British freighter Glenfarg, which was chartered for the occasion, and sailed from Japan with a rather light cargo, but with numerous Japanese and Chinese laborers in the steerage, bound for the southern continent to engage in contract work.

The immense sand bar which had formed at the mouth of Russian River, Cal., and which prevented salmon getting into that stream, has been blown open with dynamite. After the explosive had been used men and youths took shovels and opened the bar wide to permit all the fish to enter, and in consequence great quantities of the large and toothsome fish are running in the river. So large and plentiful are the fish the men and boys are catching them with pitchforks in lieu of the usual gaffs. The run of fish is reported to be the heaviest in more than eleven years, and the fish are larger as a rule.

Following is the reinsurance list, as posted at San Francisco on January 14: British ship Drumcraig, 115 days from Astoria for Manila, 35 per cent. British bark Ednyfed, 108 days from Trapani for Gloucester, 10 per cent. British bark St. Mary's Bay, 58 days from London for New York, 10 per cent. British ship Cumberland, 138 days from Iquique for Hamburg, 5 per cent. British ship King David, 108 days from Salina Cruz for Puget Sound, 65 per cent. British bark Mobile Bay, 190 days from New York for Formosa, 10 per cent.

A company known as the Independent Steamship Ticket Company was organized at Portland, Or., on January 10, to sell tickets on all the independent lines running out of Portland to San Francisco, Seattle, Tacoma, Los Angeles, Coos Bay, Eureka and other Coast points, and to provide for freight contracts to those points. It is said that the new company is really a combination of the independent steamship lines on the Coast to fight the San Francisco and Pacific Steamship Company, which has connections with various Coast points. The latter company is a Harriman enterprise. The Independent Steamship Company will also sell tickets from Seattle to Alaska.

For the first time in years there are no vessels on Puget Sound awaiting charters. Last year nearly every Sound port had vessels tied up awaiting more prosperous times in shipping. The revival in the lumber trade, together with the large wheat crop, have created a demand for every wind-jammer that the Sound shippers have been able to secure. The ship Elwell, chartered on January 13 by a San Francisco firm to carry lumber to Lahaina, was the last remaining vessel on the Sound unchartered. During the last three years the number of ships loaded at Sound ports has increased 70 per cent. During the next thirty days eight sailing vessels, now loading at Tacoma, Port Blakeley, Port Gamble and Ballard, will carry to foreign ports over 12,000,000 feet of lumber. Shipping men say that during the past month there has been a greater demand for lumber charters than ever.

DIED.

Theodor Nicolas Olsson, No. 815, a native of Sweden, aged 31, drowned at St. Michael, Alaska, October 20, 1905.

G. L. Stevens, No. 1605, a native of California, aged 25, died at Berkeley, Cal., 1905.

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The readers of this paper will be pleased to learn that there is at least one dreaded disease that science has been able to cure in all its stages, and that is Catarrh. Hall's Catarrh Cure is the only positive cure now known to the medical fraternity. Catarrh being a constitutional disease, requires a constitutional treatment. Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system, thereby destroying the foundation of the disease, and giving the patient strength by building up the constitution and assisting nature in doing its work. The proprietors have so much faith in its curative powers that they offer One Hundred Dollars for any case that it fails to cure. Send for list of testimonials.

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Canadian Fishing Industry.

Fishing ranks among the most interesting and important of Canadian industries. It furnishes employment to a great many people, supplies the world with a large share of that form of food, and yields to the soil in its by-products splendid fertilizing material. No one need be surprised, therefore, to find it the object of a great deal of care and solicitude to Canadian statesmen and economists. In this connection Consul-General Holloway says:

There has been considerable disappointment in the fish business, which has been dull. Still, prices have been higher. Bait has been scarce, owing largely to the ravages of the dogfish. These, if permitted to increase, would have destroyed fishing in the maritime provinces within a few years, but the work of extermination is being prosecuted with vigor. The Dominion Government has established a dogfish reduction plant at Canso as well as at Shippegan, which are grinding from 5 to 10 tons per hour, fishing schooners keeping them in good supply, the government paying fair prices for the fish. It has not been ascertained whether the oil can be marketed as yet, but there seems to be no question as to the value of the ground carcasses as fertilizers. The fishermen of Kings County recently held a meeting and asked the department of marine and fisheries to establish a reduction plant at that place. The dogfish are easily caught, and the fishermen are reported to be earning satisfactory wages by furnishing the same to the Government.

The United States is interested in clearing the Atlantic coast of the sea pests and has sent two representatives, Doctor Field and Doctor Delano, of the Massachusetts fisheries commission, to examine the Canadian plants. These gentlemen have visited the plant at Canso, as well as the establishment of Mr. Baker at Fourchu, which is canning the fish for food. They are satisfied that they can be introduced into foreign markets, as the food is reported as palatable and good. A correspondent of the Halifax Chronicle, in referring to the canning of dogfish, says: "The much-abused dogfish are coming to be as well spoken of as cod, haddock, and other varieties of fish. This is not because of its food qualities, but because of their money value to fishermen."

Owing to unusual scarcity of bait, cod fishing in Canadian waters has been very poor and the fishermen turned their attention to dogfish and have made fair wages. A ton of this fish, hitherto useless except as a fertilizer, is landed by two men in a short time. The present reduction works can not begin to take care of all the fish which are delivered daily. The consequence is that the fishermen can only fish a few days of the week. In addition to the deliveries of local fishermen at the reduction works, several schooner loads have been sent from Port Hood, Harbor au Bouche, Whitehead, and farther west. The manager has had his hands more than full in trying to handle all the fish that have been delivered. The Government is of the opinion that a market will be found for the canned dogfish, but will erect no more reduction plants until that question has been fully determined.

The railway scrap heap of the country last year reached the value of $1,250,000.

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WEDNESDAY, - - - - JANUARY 17, 1906.

LABOR SOLID FOR EXCLUSION.

The work of the Japanese and Korean Exclusion League has recently been formally indorsed by organized labor throughout California. Although never in doubt, the attitude of the State labor movement on the subject of Japanese and Korean Exclusion has been emphasized and its sentiments crystallized in practical form by the action of the State conventions of the Federation of Labor and Building Trades Council, both of which bodies have declared themselves during the past two weeks. In addition to the indorsement of the League's work, these conventions recommended that their respective affiliated bodies contribute to the funds of the League upon the basis originally adopted, namely, one cent per member per month. This action will greatly increase the resources available for prosecuting the campaign, thus materially improving the prospects of ultimate success. At the same time, it may be said that the action taken in this connection will go far to insure the success of the respective conventions themselves.

The success or failure of the work of these conventions, as of any similar gathering, can not be determined immediately and as a matter of personal opinion, but must be left to the test of time and practical experience. In this view it is probable that the action taken upon the Exclusion question will prove to be the most important feature of the conventions' work.

The question which organized labor of the State must decide is: Shall the State of California be preserved to the white race, the American race, or shall it be abandoned to the yellow race for purposes of Asiatic colonization?

There will be no dissent from the judgment of the recent conventions upon that question. When the American people at large are awakened to the full import of Asiatic immigration there will be no material difference of opinion regarding the proposition that Asiatic labor must be wholly and effectually excluded from the United States.

Doubtless there are, and always will be, certain elements of the people—those who have sacrificed patriotism to commercialism and those who indulge a mistaken conception of the Divine purpose—who will oppose Exclusion. But these elements do not count in the mass of American sentiment, except to make that sentiment more pronounced. The American people may be depended upon to protect themselves in any crisis that threatens them. All that need be feared in the present instance is that the crisis may occur before we are ready to deal with it in the way it should be dealt with, namely, by legislative means. In any event, the American people may be depended upon to resolve the question in their own favor, to defend and conquer in the cause of America for the Americans.

Upon organized labor of California devolves the duty of arousing and centralizing public opinion throughout the State and throughout the West. Experience in such matters justifies the prediction that as California goes so will go the whole territory of the Pacific Slope, if not of the entire Inter-Mountain section. As the central bodies of organized labor in California, the voice of the State Federation of Labor and the State Building Trades Council will be heard and heeded with respect by organized labor everywhere and by the friends of that institution throughout the world.

The question of Asiatic immigration is a labor question only in the sense that labor comes first in contact with it. In its broader aspects that question, like many another, is a public, a national, one. In the present, as in many other instances, organized labor stands in the vanguard and bears the brunt of the battle, not because the interests of labor, as such, are alone affected, but because organized labor is, and ever has been, the first and last promoter, defender and conservator of the public interests.

The voice of California has now been heard in emphatic and unmistakable tones. But one feature of the question remains to be acted upon, namely, the self-help feature.

Possibly the most effective, or at any rate the most immediate and practical measure of Exclusion consists in the refusal to patronize the products of the undesirable classes. The trade-unionist or other friend of National progress who patronizes the products of Asiatic labor can not be regarded as a sincere Exclusionist. Let us assure ourselves that no charge of insincerity may be made against us in this connection. If the Chinese and Japs can not be persuaded to "go" by legislative means, they can be forced to "go" by lack of employment. For once the trade-unionists may feel how it is to stand in the employer's boots. They are the real employers of Asiatic labor. Let them discharge that help, and thus vindicate their right to "run their own business." That attitude, generally adopted and firmly adhered to, will do much to solve the Exclusion question. Indeed, if we may venture a private opinion, the question will never be finally solved until that attitude is adopted. The legislation that is effective is, after all, but a reflex, an expression, of the public will. If the people of California will that Asiatics shall come to these shores, as evidenced by the purchase of Asiatic products, the Asiatics will "come," and no amount of legislation, however solemnly enacted, will make them "go."

Exclusion, like charity, should begin at home. Let us begin the work of excluding Asiatic labor by excluding the products of that labor from our daily uses. We may rest assured that to the extent that we pursue that policy the work of securing the enactment of a Japanese and Korean Exclusion Act will become easier, until it shall be consummated in a final declaration by the Congress of the United States that the welfare of our people shall no longer be menaced by the cheap coolie labor of the Orient.

DEFEAT OF THE POLITICIANS.

The California State Federation of Labor concluded an interesting week's session on the 6th inst. As had been expected, the chief feature of the convention's proceedings consisted in the struggle between those who would use the Federation for political purposes and those who would hold it to the purely trade-union line. The issue was raised upon a proposal to amend the Constitution so as to debar public office-holders from office in the Federation. After a lengthy debate the matter was tabled. A two-thirds vote being necessary, the politically inclined delegates were enabled to prevent the adoption of the proposed amendment. However, a substantial majority of the delegates stood firmly against the effort to capture the Federation for political purposes. The question will now be referred to a vote of the membership at large, and there is little doubt that it will be carried by a large majority. It is safe to infer that the Federation has passed the crucial stage of its existence. From now on there will be less politics and more trade-unionism in the deliberations of that body. For all of which let us be truly thankful!

The character and conduct of those delegates who opposed the amendment in question affords the best possible proof of the necessity of that measure. Almost without exception, certainly in every conspicuous instance, the delegates who were opposed to barring the public office-holder from office in the Federation were themselves office-holders, State or municipal. These men went to the convention as politicians, not as trade-unionists; their voices and votes were aimed to secure political, not trade-union, ends. The shameless hoodlumism which marked the proceedings for hours and days on end constitutes a sufficient commentary upon the motives inspiring the attempt to capture the Federation. As to the moral character of the men who led the fight for political control—well, it is just what might be expected of such men, that is, bad, in fact rotten. The least that can be said about these individuals is that they are not trade-unionists at all, but adventurers posing in the guise of trade-unionism. The latter institution, like every prosperous movement, has its parasites—individuals who fasten themselves upon it for blood-sucking purposes, and who will desert it the moment it ceases to afford them ample nourishment. Of course, the parasite seeks and secures election to that office in which he can best serve his selfish and nefarious ends. The politicians "higher up," the officials who dispense "patronage" among the groundlings, should take warning that they are being injured rather than aided by the conduct of their respective stool-pigeons in the labor movement. As for the State Federation itself, it is to be congratulated upon the demonstration of its ability to put up a "stand-off" fight against its enemies, which, under the circumstances, is almost as significant as a positive victory. At any rate, it has been demonstrated in black and white that a great majority of the Federation's membership stands firmly for trade-unionism and against so-called labor politics.

THE LABEL IN AUSTRALIA.

Score another victory for the union label! The Union Label bill has been passed by the Australian Federal Parliament, and is now the law of that great commonwealth. Hooraw for the Australian trade-unionists and their friends in Parliament! Hooraw for the little symbol of industrial fairplay, the "In Hoc Signo Vinces" of the crusade against the sweatshop and child labor!

The Union Label bill was introduced in the Federal Parliament as a feature of the Trade Marks bill, a measure dealing with the rights of registration and protection in the case of trade marks generally. The opportunity presented by the discussion of the Trade Marks bill was taken advantage of by the Labor members to introduce a clause granting the right to trade-unions to register their labels and thus secure legal protection for that particular species of "trade mark." The debate that ensued was long—the longest in the history of the Parliament—and warm, not to say acrimonious. The opponents of the Union Label clause stonewalled (i. e., filibustered) for weeks in the effort to wear out the Labor members, but without success. Labor Leader Watson, ably defended the clause by arguments and citations in proof of the absolute fairness of the label as a business proposition and its necessity as an industrial safeguard. Mr. Watson referred freely to American precedents in support of his contention, and in return presented many original points which are destined to become part of the gospel of union-label agitation throughout the world. The division was taken in the House of Representatives on December 5, the vote being 26 to 22 in favor of the Union Label clause. The Senate voted on the following day, the majority in favor of the proposition being the same as in the lower house, namely, 15 to 11. The Trade Marks bill goes into effect four months from the date of its passage. While extending congratulations to the Australian trade-unionists upon their victory in this connection, we may be excused a feeling of self-satisfaction based upon the fact that the union label is an American device—a San Francisco device, in fact—and that the American trade-unionists were first to recognize the invincible powers of that weapon. Hooraw for the United States!

President David Starr Jordan, of Stanford Jr. University, declares that the passage of a Japanese and Korean Exclusion Act would result in a war with Japan. Dr. Jordan must have it in for the Japs. Certainly the Doctor knows that his talk is calculated to augment Exclusion sentiment. The Doctor must also know that if there is one thing any self-respecting man or nation is bound to do it is that thing which some other man or nation suggests that he or it is afraid to do. If, perchanee, Doctor Jordan doesn't know these things, he is more of a college professor and less of a eommon-sense man than we had thought.

When making purchases of clothing see that the goods bear the label of the United Garment Workers of North America.

Now that the union label is the law in Australia, let's make it more the praetice in the United States.

For fair products in all lines consult the JOURNAL's advertising columns.

MORE PAY FOR LIFE-SAVERS.

The California State Federation of Labor, at its recent eonvention in Oakland, adopted a resolution, introduced by Delegate Erickson, of the Sailors' Union, urging an increase of pay for the men employed in the Life-Saving Service. The resolution reads as follows:

Whereas, The efficiency of the Life-Saving Service is impaired by its most proficient surfmen leaving, owing to the small compensation for their hazardous services; and

Whereas, In their places are necessarily substituted untried men, unused to concerted action, the laek of which often leads to failure in their life-saving operations; and

Whereas, Sound public policy demands that a service so valuable to human life and commerce shall not be deteriorated by the saving of a few dollars; therefore, be it

Resolved, By the California State Federation of Labor, in convention assembled, that we request Congress to increase the compensation of surfmen and keepers sufficient to retain the efficient men in the Service and secure a better class of recruits; further, be it

Resolved, That a copy of these resolutions be forwarded to each member of the House of Representatives and the Senate from this State.

The subject here dealt with is an important one and should receive the prompt attention of Congress. The Life-Saving Service is one of the most valuable features of the Government's work, and as such has been the object of more or less solicitude. As a means of inducing the experienced men of the Service to remain at their posts the pension plan has been suggested, a plan good enough in itself, but lacking the element of immediate interest for the men concerned. An inerease of pay, as proposed by the resolution here quoted, would provide a greater incentive to continued service than would a mere promise of reward, the realization of which must in the nature of things be regarded as a remote contingency. Besides, an increase of pay would be more in line with the requirements of justice to the Life-Savers. Those who appreciate the valuable and heroic work performed by the Life-Saving Service can find no better means of expressing themselves than by supporting the proposition for an increasc of pay to the members of that Service.

Judging by the number of papers which have reprinted the "Speech That Was Hissed," with indignant comment thereon (that is, on the hissing episode), the gentlemen who indulged themselves in a display of their temper are in for a salutary lesson—the lesson that the only way to silence an opponent is to treat him silently, that to hiss or howl at a man is simply to make him heard. The chief wonder in the circumstances is that these gentlemen should need to be taught that lesson.

Demand the union label on all produets!

ATLANTIC COAST SEAMEN'S UNION.

HEADQUARTERS, BOSTON, MASS., Jan. 9, 1906.
Shipping fair.
WM. H. FRAZIER, Secretary.
1½A Lewis st.

ATLANTIC COAST MARINE FIREMEN'S UNION.

HEADQUARTERS, BROOKLYN, N. Y., Jan. 5, 1906.
Shipping fair.
DANIEL SULLIVAN, Secretary.
15 Union st.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC.

HEADQUARTERS, NEW YORK, N. Y., Jan. 3, 1906.
Shipping good.
H. P. GRIFFIN, Secretary.
166 Christopher st.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

HEADQUARTERS, SAN FRANCISCO, Jan. 9, 1906.
The meeting was called to order at 7:30 p. m., to receive the report from the Election Board. The following officers were declared elected for the ensuing term: Treasurer, Ed. Andersen; Secretary, A. Furuseth; Assistant Secretary, E. Ellison; First Patrolman, E. A. Erickson; Second Patrolman, D. W. Paul; Third Patrolman, R. Tunnell; Janitor, O. Hansen; Tacoma Agent, H. L. Petterson; Seattle Agent, P. B. Gill; Seattle Patrolman, J. Henricksen; Port Townsend Agent, Wm. Thorbeck; Aberdeen Agent, Wm. Gohl; Portland Agent, C. A. Bock; Eureka Agent, C. Sorensen; San Pedro Agent, Harry Ohlsen; Honolulu Agent, C. W. Coldin; Editor COAST SEAMEN'S JOURNAL, W. Macarthur; Business Manager, P. Scharrenberg. The resolution relating to the acquisition of real estate was defeated.

SAN FRANCISCO, Jan. 15, 1906.
Regular weekly meeting was called to order at 7:30 p. m., Ed. Andersen presiding. Secretary reported shipping fair. The report of the Committee on Steam-schooner Agreement was adopted as submitted. Delegates were elected to the San Francisco Labor Council and City Front Federation. The Shipwreck Benefit was ordered paid to nine members of the crew of the steam-schooner W. H. Kruger, two members of the schooner Jennie Stella, and one member of the dredger which went ashore near Bolinas, Cal.
NOTICE.—Members are urgently requested to attend meetings when in port, as matters of great importance will be acted upon during the next few months.
E. ELLISON, Secretary pro tem.
S. W. cor. East and Mission sts. Tel. Main 5397.

TACOMA AGENT, Jan. 8, 1906.
Shipping fair; prospects good.
H. L. PETTERSON, Agent.
3004 McCarver st. Tel. Main 808.

SEATTLE AGENCY, Jan. 8, 1906.
Shipping dull; prospects poor.
P. B. GILL, Agent.
1312 Western ave. P. O. Box 65. Tel. James 3031.

PORT TOWNSEND AGENCY, Jan. 8, 1906.
No meeting; no quorum. Shipping dull.
WM. THORBECK, Agent.
114 Quincy st. P. O. Box 48. Tel. 443.

ABERDEEN AGENCY, Jan. 8, 1906.
Shipping medium; prospects uncertain.
WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

PORTLAND (OR.) AGENCY, Jan. 8, 1906.
No meeting; no quorum. Shipping dull.
D. W. PAUL, Agent.
40 Union ave. Tel. East 4912.

EUREKA AGENCY, Jan. 8, 1906.
No meeting; no quorum. Shipping good.
C. SORENSEN, Agent.
222 C street. P. O. Box 327. Tel. Main 566.

SAN PEDRO AGENCY, Jan. 8, 1906.
Shipping and prospects fair.
HARRY OHLSEN, Agent.
P. O. Box 2380. Tel. Main 774.

HONOLULU (H. T.) AGENCY, Jan. 2, 1906.
Shipping dull; prospects poor.
C. COLDIN, Agent.
Cor. Queen and Nuuanu sts. P. O. Box 96.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

HEADQUARTERS, SAN FRANCISCO, Jan. 11, 1906.
Regular weekly meeting was called to order at 7:30 p. m., James West in the chair. Secretary reported shipping very quiet. The Quarterly Finance Committee reported having found books, bills and cash on hand and in banks correct.
EUGENE STEIDLE, Secretary.
54 Mission st.

SEATTLE (WASH.) AGENCY, Jan. 4, 1906.
Shipping quiet; good many men ashore.
WASH. SORENSEN, Agent.

SAN PEDRO (CAL.) AGENCY, Jan. 4, 1906.
Shipping fair; few men ashore.
CHAS. M. DAWSON, Agent.

LAKE SEAMEN'S UNION.

HEADQUARTERS, CHICAGO, ILL., Jan. 8, 1906.
Situation quiet. The annual conference is now in session.
V. A. OLANDER, Sec. pro tem.
123 North Desplaines st.

MARINE COOKS AND STEWARDS OF THE GREAT LAKES.

HEADQUARTERS, BUFFALO, N. Y., Jan, 2, 1906.
Situation quiet.
H. R. WALKER, Secretary.
55 Main st.

On the Great Lakes.

(Contributed by the Lake Seamen's Unions.)

Harbor of Refuge.

That the project to establish a harbor of refuge on Keweenaw Point is impracticable is the substance of a report made to the United States Government by Major Charles L. Potter, engineer in charge of the Duluth district. After a thorough investigation in which forty-one steamship, railway and insurance companies were requested for opinions the result is that the proposal has not met with the necessary favor of the persons most directly interested.

The insurance companies were unanimously against the harbor project, declaring that it would cause more wrecks by reason of vessels trying to make the entrance in a storm than if there were no harbor close to offer refuge to vessels in distress.

The following is from the official report of General Mackenzie, Chief of Engineers, who thus refers to Major Potter's report:

"Major Potter reports that of the three possible harbors that could be utilized for the purpose in question, namely, Eagle harbor, Copper harbor and Lac La Belle, with the bay at its entrance, the first named is too small and the entrance too shallow to be considered; the second could be so improved as to make it available for small vessels, and could be made available for the large modern lake steamers, while the third can now be used for vessels drawing fourteen feet or less, and if improved could be used for larger ones; the bay at its entrance, namely, Bete Grise Bay, could not be improved as a harbor of refuge except at a cost out of proportion to the benefits.

"It appears also from Major Potter's report that the sentiment among those interested is not united in favor of the establishment of a harbor of refuge at the locality named, and that of two marine insurance companies consulted by him, both strongly recommended against such a harbor, one saying that vessels should keep away from Keweenaw Point, and the other that the presence of such a harbor would cause more wrecks in trying to make it than would occur without it.

"Major Potter states that in the fall of the year and spring, when storms may be frequently expected, almost all steamers take the Portage Canal instead of attempting to pass around Keweenaw Point, and that many use the canal throughout the season, while all local freight and all passenger steamers use that waterway. At the upper end of the canal a harbor which serves the purpose of a harbor of refuge has been established, and in Major Potter's report the necessity for a similar harbor at the lower end is urged.

"In forwarding Major Potter's report the division engineer, Lieutenant-Colonel W. H. Bixby, corps of engineers, says that he considers a useful harbor of refuge close to the end of Keweenaw Point impracticable at the present time, costing many times as much as it would be worth, and that he believes a harbor of refuge in the Portage Canal, near its Keweenaw end, as suggested by Major Potter, to be practicable, to be well worth its cost, and to be rapidly becoming an absolute necessity to navigation using the south shore of Lake Superior in the vicinity of Keweenaw Point, and enough to already justify and demand its immediate construction."

Vessels Laid Up.

The following named vessels are in winter quarters at Port Huron, Mich.:

Steamers—Oscar T. Flint, A. L. Hopkins, Samilac, W. D. Brown, W. D. Mathews, J. C. Ford, Mary Groh, M. M. Ross, Russia and Britanic. Schooners and Barges—Arenac, Aberdeen, Commerce, Emma Tyson, Favorite, W. H. Rounds, Guido, Thomas Howland, and Hattie Wells. Tugs—Geo. Hand, and H B. Wolvin.

At Sarnia: Steamers—Lillie Smith, City of New York, Imperial, Huronic, Saronic, Salvor, Sarnia, Winslow, Diven and Aldrick. Schooners—Standard Old Barge 58, Sophie, Kelderhouse, Olga, Belle Hanscombe, Ontario, Cataract, Erie, Stewart, Katahdin and Cyrenian.

There are about fifty-three vessels laid up in Tonawanda, but a list of names is not obtainable at present.

The Buffalo grain elevators are rapidly clearing up the grain-laden vessels in that harbor, there being only eight left out of a fleet of twenty-three a week ago. Some of the vessels will not be unloaded until spring.

The following vessels are in winter quarters at South Chicago:

East Side—Steamers: E. H. Garey, H. C. Frick, Geo. W. Perkins, Jno. Sharpless, Leonard, German, W. C. Richardson, Goodyear, H. H. Halden and Stephen M. Clement and Schooner Manitou.

West Side—Steamers: Geo. Stone, Panama, Wisconsin, D. M. Whitney, J. L. Weeks, J. C. Gilchrist and Eastland. Tugs—Fisher and Ames. Car Ferry Nos. 1 and 2.

The following vessels are in winter quarters at Chicago, Ill:

North Branch—Steamers: Charles Beatty, Ravenseraig, Magor, Normandy, Rampoa and Livingstone.

Lehigh Valley Coal Dock—Steamer Bethelham.

North Halstead—Steamer J. H. Wade and Schooner G. M. Filer and Ida.

Richardson Coal Dock—Steamers: Pheonic, W. P. Rend, Pasadena, Morris P. Grover and Panther.

Crescent Coal Company—Steamers: Black Rock and Cumberland.

Philadelphia and Reading Coal Company—Barge Athens; Schooner H. S. Faber.

Cosco Bros. North Coal Dock—Steamers: Jno. Plankington, P. D. Armour, America and Volunteer.

North Avenue Bridge—Schooner M. Dall.

P. H. Lumber Company, Blackhawk street—Schooners Mary E. Cook and G. J. Boyce. Steamers, W. M. Egan and R. P. Fitzgerald.

Schiller Lumber Company—Steamer H. E. Runnelles.

Division street and Ellston Avenue—Steamer J. J. McWilliams; Schooner John Mee; Steamers Lagonda and City of London.

Pittsburg Coal Company—Steamers Robert L. Fryer and Rappahannock; Barge Montezuma.

Heitler Lumber Company—Schooner Cora A.; Steamer P. J. Ralph; Barge Halstead; Schooner Goodman; Steamer Muelher; Schooners, Butchersboy and J. H. Mead; Barges, Harold and Connelly Bros.; Steamer J. D. Marshall.

Street & Chatfield Company—Schooners Resumption and Hattie Hut.

Clanie & Bishop Lumber Yard—Steamer Niko; Schooners Bertha Barnes and S. A. Woods.

Geo. Lill Coal Dock—Steamer Thomas Cranage.

Bradier & Ross Lumber Company—Schooner Julie B. Merrill.

Clyborne Place—Schooner Ford River.

Chicago Avenue Bridge—Schooner Alice; Steamers, Peerless, City of Travis, Jno. W. Moore, Wallula and Charlemagne Tower, Jr.

Erie Street—Barge Mary McLaughlin; Steamers, Billman and City of Paris.

Rutland Freight Dock—Steamers, Haskell, McVittie and Governor Smith.

Kinzie Street Bridge—Steamer Wm. H. Gratwick.

Orleans Street—Steamers, Tivga and Owego.

South Branch, Burlington Slip—Steamer Kalkaska.

Ruthburne Lumber Company—Steamer Jesse Farwell.

Harrison Street Bridge—Steamer Parks Foster.

Cox Bros. Coal Dock—Steamers, Merrimack and Lansing.

Canal Street—Schooner Ellen Williams.

Wells Street Bridge—Steamers, Leigh and Susquehanna.

Clark Street Bridge—Schooners, Apprentice Boy and J. L. Wren.

State Street Bridge—Steamer Milwaukee.

Below Rush Street Bridge—Steamers Arthur Orr and Chicago.

Edward Hines Lumber Company—Barges Alice B. Norris and Lizzie A. Law; Steamers, T. R. Wiehe, Edward D. Hines, Oscoda and Louis Palow; Barges A. M. Peterson, Delta, S. E. Marvin, Wayne, D. L. Filer and Ida Corning; Schooners, Libbie Nau and City of Chicago.

Pilsen Lumber Company—Steamer, J. H. Prentis; Barge, Oak Leaf; Steamer R. L. Fryer; Barge Middlesex; Schooner Richard Mott.

F. Beidler Lumber Company Yard—Schooner Berwyn.

Wilce Lumber Company—Schooner York State.

Goodwill Lumber Company, Center Street—Steamers New Orleans and W. B. Morley.

The following vessels are in winter quarters in Ashtabula Harbor:

Steamers, D. M. Clemson, S. M. Mather, J. B. Trevor, Roman, Mariska, Henry Cort, Philip Minch, L. C. Waldo, Republic, R. S. Warner, A. W. Thompson and G. A. Flag; Schooners, Warriner, Iron Age, Ashland and Page.

Announcement is made officially that the Bay City (Mich.) plant of the American Shipbuilding Company, which was destroyed by fire recently, will be immediately rebuilt and in operation again within thirty days. Revised figures give the loss by fire as $100,000.

Captain Nelson Spencer, who was one of the oldest shipmasters in active service on the Lakes, died at Muskegon, Mich., recently.

Marine Notes.

Extensive repairs are being made on the D. & C. passenger steamer City of Detroit at Detroit. Her old main decks and bulwarks have been ripped out and are being replaced with new ones.

The Reid Wrecking Company has taken a contract to release the steamer Argo, which has been ashore at Holland, Mich., for a month. The tugs Salvor and Diver have gone to the stranded boat.

The crew of the steamer Jesse Spalding, which came safely through the big Lake Superior gale, were remembered at Buffalo by Santa Claus. Captain, mates and engineer received $20 each, and other members of the crew $10 apiece.

The following officers have been elected by the Tug Firemen and Seamen's Association at Buffalo: President, Thomas Brunner; vice-president, Thomas Nolan; secretary-treasurer, E. T. Fontaine; recording secretary, James McLain; sergeant-at-arms, Ernest Flenckner. The board of trustees will be composed of the following: Thomas T. Manaman, George Hoefle and Charles Nash.

The old steamer Oregon is to be converted into a tow-barge. The Oregon was built in West Bay City, Mich., in 1882, and was a double-decker. The Gilchrist Company bought her, and after some years she was cut down and sold for a lumber hooker. She is now to be again cut down to a tow-barge. She was 779 gross tons burden, 197 feet long, 33 feet beam, 13 feet 9 inches deep, and 400 horse-power. She carried a crew of twelve men.

Comrades! Are you absolutely certain that you have the correct number in your union book? Drop into the nearest union office, and ask the agent to look you up in the record. The correct number is very necessary for at least two reasons; you pay dues to the wrong number and cause confusion, and you may not get credit for it, thereby losing your benefit in case of death or shipwreck. Look this up!

One of the largest lumber deals in the history of the Northwest is on the eve of consummation, if it has not already been concluded. Rumors that the Alger-Smith Lumber Company, one of the largest operators in the northern Minnesota timber country and which employs hundreds of men in that State, is about to dispose of all its extensive holdings to the Hines Lumber Company are rife among the officers of the various companies and in the great logging camps in the woods. The transfer of the property, which includes contracts and deeds for thousands of acres of land and millions of feet of timber, besides all the logging and shipping equipment and a private railroad line forty-five miles in length, would involve a consideration of $7,000,000.

Wintering at Tonawanda.

Steamers—St. Louis, C. H. Green, Ed. Smith, A. Weston, C. A. Street, F. A. Meyer, T. R. Buell, Satcham, L. L. Barth, C. F. Curtis, H. E. Packer, J. F. Eddy, Cormorant, Winnipeg, W. H. Sawyer, J. C. Pringle, Schoolcraft, Clyde, Oceanica, Fleetwood, Veronica, John Pridgeon, Jr., Eber Ward and Stafford.

Tow Barges—C. E. Redfern, Moravia, Buffalo, Our Son, Genoa, Ben Harrison, Buckeye State, Grace Holland, J. I. Case, J. G. Blaine, J. B. Lozen, Iron City, A. Stewart, Elenore, T. S. Fassett, Geo. Nester, B. L. Pennington, A. C. Tuxbury, Sweetheart, Ed. McWilliams, Helvetia, J. Godfrey, M. E. Burke, F. D. Ewen, and Unadilla

INFORMATION WANTED.

John Smith, No. 10,062, Lake Seamen's Union, is wanted as a witness in the case of Comrade Clarence E. Smith, injured on the steamer Maryland. Please notify the Lake Seamen's Union, 121 N. Desplaines street, Chicago, Ill.

LAKE SUPERIOR LETTER LIST.

Lake Superior
Boose, Paul
Bickford, Ezra
Butler, J. W. E.
Cornell, Robt.
Cormoley, Ed.
Chapman, F. J.
Harrison, Henry
Hay, A.
Hanson, John
Gilness, Peter
Graibner, R.
Iaeger, Louis
Jorgenson, Hans
Jacobson, A. B.
Johanson, F.
Johnson, Anton
Kiley, Paul
Lane, Dawson
Leroy, Philip
Lesmore, Wm.
Larson, Jas.
McLeod, Murdock
Millan, M. John
Niermi, Eli
Nilson, Carl
Nilson, Nels
Olson, Fred
Olson, John
Platenoff, Wm.
Peterson, Peter
Rider, Homer
Rahkala, Matt
Roberts, Henry
Svensen, A. E.
Smith, A. W.
Sherod, Ralph
Selstad, A. E.
Shaver, Claude
Stephenson, Matt
Tinsler, John
Thomas, J. G.
Wiese, Sam
Westphall, L. W.
Wahlers, Carl

TONAWANDA LETTER LIST.

Andresen, A.
Andreasen, Niles S.
Borgesen, David
Bristow, E. H.
Brinniers, K.
Bondon, Fred
Brown, Joe
Brown, Clarence J.
Brown, Fred C.
Berryman, J.
Burgess, James
Brick, James J.
Carlson, Chas.
Carron, F.
Clare, Frank
Conger, Joseph
Cunningham, John
Cattanact, Ralph
Christensen, Chas.
Currie, John
Delahage, Horace
Drucks, Louis
Dougherty, James
Eby, Albert
Erikson, Andrew
Engelsen, T. M.
Evensen, Ed.
Flaherty, Wm.
Gillgren, Peter
Gay, Harry B.
Green, J. S.
Heeley, Edwin
Hansen, Martin
Hansen, Therg.
Hansfen, Thov.
Hillman, T. R.
Hanson, T.
Hanson, A.
Hillman, Henry
Herring, S. A.
Hansen, Karl Otto
Johansen, Einar
Johansen, Martin
Jacobson, August.
Johansson, Carl
Jamerson, Wm.
Jeferson, George
Kaelaske, Michael
Karlsson, G. P.
Karlsen, Karl
Larsen, Louis
Lundgren, Viktor
Leeland, W. M.
Laparge, John
Mathasen, Oscar
Magnasson, C. T.
McDonald, Murdock
McLeod, Thos.
McLawhy, Ed.
Nilsen, Niles.
Osterdahl, H. B.
Ommundsen, Tollak
Pedersen, A. H.
Peterson, N. A.
Rollo, Nelson
Rankin, Joe W.
Sullivan, S. T.
Stalls, Wm.
Sheldon, H. S.
Tebo, Henry
Van Anthony, Chas.
Waters, Frank
Young, James

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS

LAKE SEAMEN'S UNION

(Lakes District International Seamen's Union of America.)

121 and 123 North Desplaines Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, WIS.....133 Clinton Street
Telephone 240 South.

BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.

ASHTABULA HARBOR, O.....87 Bridge Street
Telephone 552.

CLEVELAND, O.....171 East River Street
Telephone Bell Main 1295.

TOLEDO, O.....719 Summit Street
Telephone Black 6981.

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Erie, Pa.
Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Wis.
Houghton, Mich.
Ludington, Mich.
Manistel, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
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Sheboygan, Mich.
Sturgeon Bay, Wis.
Superior, Wis.
Toledo, O.

We Don't Patronize.

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Bread—McKinney Bread Company, St. Louis, Mo.; National Biscuit Company, Chicago, Ill.

Cigars—Carl Upman, of New York City; Kerbs, Wertheim & Schiffer, of New York City; The Henry George and Tom Moore.

Flour—Washburn-Crosby Milling Co., Minneapolis, Minn.; Kelley Milling Co., Kansas City, Mo.

Groceries—James Butler, New York City.

Meats—Kingan Packing Company, of Indianapolis, Ind.

Pipes—Wm. Demuth & Co., New York.

Tobacco—American and Continental Tobacco Companies.

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Buttons—Davenport Pearl Button Company, Davenport, Iowa; Krementz & Co., Newark, N. J.

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Gloves—J. H. Cownie Glove Co., Des Moines, Iowa; California Glove Co., Napa, Cal.

Hats—J. B. Stetson Company, Philadelphia, Pa.; E. M. Knox Company, Brooklyn, N. Y.

Shirts and Collars—United Shirt and Collar Company, Troy, N. Y.; Van Zandt, Jacobs & Co., Troy, N. Y.; Cluett, Peabody & Co., Troy, N. Y.; James R. Kaiser, New York City.

Textile—Merrimac Manufacturing Co. (printed goods), Lowell, Mass.

Underwear—Oneita Knitting Mills, Utica, N. Y.

Woolens—Hartford Carpet Co., Thompsonville, Conn.; J. Capps & Son, Jacksonville, Ill.

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Bookbinders—Geo. M. Hill Co., Chicago, Ill.; Boorum & Pease Co., Brooklyn, N. Y.

Newspapers—Philadelphia Democrat, Philadelphia, Pa.; Hudson, Kimberly & Co., printers, of Kansas City, Mo.; W. B. Conkey Co., publishers, Hammond, Ind.; Times, Los Angeles, Cal.

Shoes—Harney Bros., Lynn, Mass.; J. E. Tilt Shoe Co., Chicago, Ill.

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Pottery and Brick—J. B. Owens Pottery Co. of Zanesville, Ohio; Northwestern Terra Cotta Co. of Chicago, Ill.; C. W. Stine Pottery Co., White Cottage, Ohio; Harbison-Walker Refractory Co., Pittsburg, Pa.; Utica Hydraulic Cement and Utica Cement Mfg. Co., Utica, Ill.

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Lumber—Trinity County Lumber Company, Groveton, Texas; Reinle Bros. & Solomon, Baltimore, Md.; Himmelberger Harrison Lumber Company, Morehouse, Mo.; Union Lumber Company, Fort Bragg, Cal.; St. Paul and Tacoma Lumber Company, Tacoma, Wash.; Gray's Harbor Commercial Co., Cosmopolis, Wash.

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Paper—Remington-Martin Paper Co., Norfolk, N. Y. (Raymond Paper Co., Raymondsville, N. Y.; J. L. Frost Paper Co., Norwood, N. Y.); Potter Wall Paper Co., Hoboken, N. J.

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Thomas Taylor & Son, Hudson, Mass.

C. W. Post, Manufacturer of Grape Nuts and Postum Cereal, Battle Creek, Mich.

Lehmaier-Swartz & Co., New York City.

On the Atlantic Coast.

(Continued from page 3.)

Unions and Efficiency.

Commenting editorially upon the efforts of the Typographical unions to enforce their demands for an eight-hour workday and the "Closed Shop," the New York Times says:

If the unions insisted on a high standard of skill, fidelity, and efficiency, and undertook to organize all those who could and would conform to this standard, their case would be different. They would then enjoy a certain natural monopoly, which would not be complete, but would be effective within large limits and would justify itself. That, we regret to say, is not the principle on which most of the unions are conducted.

Whatever may be said against the New York Times on the score of its anti-trade-union sentiments, no one can justly accuse its editorial writers of being either dense or more than ordinarily ignorant. Hence it is as justifiable as moral certainty can make it to assume that in stating the position of trade-unions in general on the issue of membership morale to be such as quoted above, the writer has deliberately misrepresented the situation by resorting to the simple ruse of the average journalistic trickster—palming off a half-truth. Every intelligent student of the labor problem knows that the trade-unions would be only too glad to establish "a high standard of skill, fidelity and efficiency," and "to organize all those who could and would conform to this standard," but that they can not do so without the co-operation of the employers. It is the latter, however, and not the trade-unions, who are responsible for the alleged low standard of skill and efficiency which prevails in many trades at the present time, since in their efforts to crush the trade-unions the employers hire all the incompetents which the trade-unions have so far barred from membership. This, of course, is well known to the New York Times, but that paper evidently does not deem it necessary to be just or truthful when discussing the affairs of trade-unions.

At the regular weekly meeting of the Atlantic Coast Marine Firemen's Union, held at Headquarters, Brooklyn, N. Y., on December 27th, the following resolutions were read and adopted:

Whereas, It is reported that all but five of the United States Marine Hospitals are to be closed, and the patients placed under contract in private institutions, with no supervision by any regular surgeon of the United States Marine Hospital Service; and

Whereas, Previous experience has taught us that we are looked upon as paupers by a large number of private institutions, and treated by them as such, and made to feel that we are charity patients; therefore be it

Resolved, That we, the members of the Atlantic Coast Marine Firemen's Union, respectfully, yet earnestly, protest against the proposed change, which we understand is to be made in the interest of economy, in our opinion already practiced to too great an extent in the Marine Hospital Service; and be it further

Resolved, That on behalf of seamen who are sick or injured we petition Congress to continue to improve the present United States Marine Hospital Service.

The trial of Captain William Van Schaick, formerly commander of the ill-fated steamer General Slocum, began before Judge Thomas, in the Federal Circuit Court, New York, on January 10. Captain Van Schaick is charged by the Government with negligence in the performance of his duties as commander of the Slocum, and a strong attempt will be made by the District Attorney to obtain a conviction. Indictments in connection with the Slocum disaster are still pending against Frank H. Barnaby, President of the Knickerbocker Steamship Company, and the directors of that concern.

Fag Ends.

The truly "knowing chap" is he who can't fool himself.

Work for the Initiative and Referendum and the Recall!

Giving a fair day's work for a fair day's pay is a good brand of trade-unionism.

The proverbial "step from the sublime to the ridiculous" is generally a cynicism born of "the blues."

If every man had to practice all he preaches, preaching would soon be numbered among the "lost arts."

It is usually the man who has been "done good and plenty" who complains that there is "nothin' doin'."

Man will never be truly civilized until he learns to make his sentiments and prejudices subservient to reason and justice.

The only law that is really "majestic" is one that "plays no favorites." The other kind are only solemn caricatures.

The latest platform of the Chinese reform party, "China for the Chinese," is one which all good Americans will cheerfully subscribe to.

"Put money in thy purse," said wise Ben Franklin; but, like the good business man he was, he discreetly refrained from telling us whose money!

With all this unpleasant howling about "graft," there is one supreme consolation in being a multi-millionaire grafter; no power in the land can put him in jail.

Nothing, perhaps, proves so well the progress we have made in civilization as the fact that if a man can not acquire renown by deeds he can purchase it with cash!

The popularity of the sport known as "chasing the almighty dollar" is largely due to the excitement created by the ever-present danger of "getting caught" before "getting there."

Any beast in the field will give the young of his species an even chance in life, but it takes a man "created in the image of God" to grow fat off the sweat of little children and their mothers.

Nothing so weakens a poor man's faith in Christianity as having it preached to him by men who, if Christ is to be believed, can no more enter into the Kingdom of God than a camel can pass through the eye of a needle.

Out fitness as a people for self-government is abundantly attested by our amenability to reason whenever money "talks," and by our patriotic faith in the venerable dictum, "The voice of Mammon is the voice of God."

The Ocean Steamship Company, of Savannah, Ga., has contracted with the Roach shipyard, Chester, Penn., for a new 6000-ton steamer, to be completed next December. She will be 396 feet over all, 49 feet beam, and 35 feet deep; and will be the largest vessel trading on the Atlantic Coast.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

Affiliated with the
AMERICAN FEDERATION OF LABOR.

WM. H. FRAZIER, Secretary-Treasurer.
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OGDENSBURG, N. Y., 94 Hamilton St.
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29 Erskine Street, Sydney, N. S. W.

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Abbott, F. H., 314-316 Battery.
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Althof & Bahls, 524 Sacramento.
Art Printery, The, 41-43 Eighth.
Barnhart & Swasey, 107 New Montgomery.
Barry, James H., The Star Press, 429 Montgomery.
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Ben Franklin Press, 123 Seventh.
Bensen & Liss, 776 Bryant.
Berry Bros., 320 Sansome.
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Black Cat Press, 402 McAllister.
Boulin-Leichner Co., 519 Filbert.
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Clayburgh, Leilich & Schneider, City Hall Square.
Church Press, 23 Davis.
Collins, C. J., 16 Hayes.
Cook, The Morton L., 144 Second.
Crocker, H. S. Co., 217 Bush.
Cubery & Co., 587 Mission.
Danish Printing Co., 410 Kearny.
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Drake & Baker, 850 Market.
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Gilmartin Publishing Co., The, 19 First.
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Golden West Press, 146 Second.
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Knarston Printing Co., 529 Washington.
Lafontain, J. R., 535 California.
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Levlngston, L., 540 Clay.
Levlson Printing Co., 514 Sacramento.
Luce & Iler Co., 406 Sansome.
Lynch, Jamcs T., 514 Kearny.
Lyon, W. T. & Co., 161 First.
Majestic Press, The, 314 Eighth.
McCracken Printing Co., 509 Kearny.
Medina & Co., 221 Sacramento.
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Monahan, John & Co., 412 Commercial.
Moore-Hinds Co., 28 First.
Morris & Bain, 108 Market.
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Pacific Goldsmith Publishing Co., 146 Second.
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Phillips & Van Orden, 508 Clay.
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Rooney, J. V. Co., 1308 Mission.
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Spaulding, Geo. & Co., 414 Clay.
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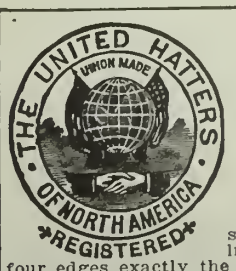
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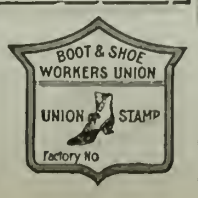
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General News.

A determined effort will be made at the present session to repeal the National Bankruptcy law.

American residents of the Isle of Pines have issued an appeal to the people of the United States, and have prepared to resist Cuban authority.

All incoming vessels at Atlantic ports report severe gales. The steamer Manchester Corporation at Philadelphia, Pa., on January 7 had a particularly severe voyage of sixteen days.

Grover Cleveland's name headed the petition recently presented to Governor Higgins, of New York, asking executive clemency for A. T. Patrick, the lawyer, condemned to death for the murder of the millionaire, W. M. Rice.

Representative Reeder, of Kansas, has introduced a resolution in Congress calling on the Attorney-General to report to the House whether the Pennsylvania, the Baltimore and Ohio and their affiliated roads are violating the Anti-Trust law.

From advance sheets of the official Catholic Directory, published at Milwaukee, Wis., it was found that the total Catholic population of the United States is 12,651,944, an increase of 189,151 over the previous year. The total number of Catholic priests is 14,484, an increase of 627.

Walter Wellman has been commissioned by the Chicago Record-Herald to find the North Pole in an airship. Wellman has accepted the commission and will be accompanied by Santos Dumont, who will build an airship for the purpose. The start will be made from Spitzbergen during the summer.

Leonard B. Imboden and James A. Hill, convicted of conspiracy to wreck the Denver Savings Bank and divert its funds to their use, were sentenced by Judge Peter L. Palmer in the United States District Court at Denver on January 6 to be confined in the State penitentiary from nine to ten years at hard labor.

Harry Welch and Frank Lambert, who were indicted jointly with Rev. George G. Ware, on a charge of conspiracy to defraud the Government of public lands, pleaded guilty in the Federal Court at Omaha, Neb., on January 6. It is understood that the two will be used by the Government as witnesses against Ware, whose agents they are said to have been.

Sir Thomas Lipton is making plans for another campaign against the measurement rules of the New York Yacht Club, and the bone of contention will be the America's Cup, for which Lipton already has tried three times. Lipton thinks that the next time he comes he can bring a good, wholesome type of boat, and will be met by one built under certain restrictions that will bar excessive overhaugs and other freakish features.

There has been a remarkable increase in the number of students attending Germany's twenty-one universities. The total number of matriculated students is now 42,390, as compared with 29,117 ten years ago. The University of Berlin has the largest, the total uumber of matriculated students being 8081. Bonn has 2908 and Heidelberg 1443. The faculty of the law was the best attended, having 12,139 students, as compared with 4975 a decade ago.

The British Government has issued the text of the Anglo-Cuban treaty providing for "reciprocal freedom of commerce and navigation between the two countries," for the period of ten years after the ratification of the treaty, which was signed at Havana on May 14, 1905, and still awaits the approval of the Cuban Senate. The publication was decided upon by the late Government to show the powers interested that the treaty is one to which nobody could object.

World's Workers.

Kangaroo and bear hunters are stated to be making good money in the Banana and other Central districts of Australia.

One of the gangs of white cane-cutters on a Tweed River (Australia) plantation recently averaged £14 odd per man for a month's work.

The number of British paupers relieved in thirty-five selected urban districts on one day in November corresponded to a rate of 229 per 10,000 of the estimated population.

The Isthmian Canal Commission has adopted a suggestion made by Chairman Shonts to experiment with labor from the north part of Spain in construction work on the Isthmus.

Bingera and nearly all the sugar mills in the Woongarra Scrub have closed down, which means a large addition to the unemployed in the Bundaberg (Queensland) district.

The number of fatal accidents to British seamen reported in November, 1905, was 189. The number reported in November of the years 1900-1904 varied from 65 to 208, the mean for the five years being 136.

New Zealand Premier Seddon's proposal for holding a "Parliament of Labor," to consist of delegates from organizations of employers, employes, and farmers, has been dropped, the present time being considered "inopportune."

The Workmen's Council of St. Petersburg, Russia, after consultation with the leaders of the other proletariat organizations, decided that the celebration of the anniversary of January 22 (Red Sunday) should take the form of a general pacific strike for a single day.

Exclusive of seamen, the number of British workpeople reported as killed in the course of their employment during November, 1905, was 241, being 49 more than in October, 1905, and 26 more than in November, 1904. The mean number for November in the years 1900-1904 was 226, the maximum year in this period being 1902, with 263 deaths, and the minimum year 1903, with 213 deaths.

The net effect of all changes in rates of British wages reported in November was an increase in wages of £1,253 per week. The changes affected 25,700 workpeople, all of whom received advances. The changes of the previous month affected 20,900 workpeople, the net result being an increase of about £610 per week. During November, 1904, the number of workpeople affected was nearly 154,400, and the net result a decrease of nearly £6,662 per week.

The sixth annual convention of the Califoruia State Federation of Labor was held in Oakland, Cal., on January 1-6. Over 250 delegates were in attendance. The convention indorsed the work of the Japanese and Korean Exclusion League and recommended that its members contribute to the furtherance of the work. A resolution barring politicians from office in the Federation was defeated by lack of the necessary two-thirds vote, although it was supported by a large majority of the delegates.

In November, 1904, the Panama Canal Commission's employes on the Isthmus numbered 3,500. In November, 1905, they numbered, approximately, 17,000. Of these 11,300 were under the department of construction and engineering, 2,600 under the bureau of material and supplies, and 3,050 under the department of government and sanitation. There were in the local auditor's office 46 men and in the office of the disbursing officer 21. Of the 17,000 employes about 2,705 were on the gold rolls and 14,250 on the silver rolls. The number of white Americans on the Isthmus of Panama is estimated at 1,500. The Panama Railroad Company employs about 2,500 men who are not included in the total of 17,000.

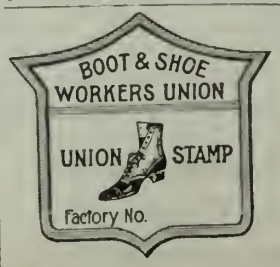
San Francisco Letter List.

Letters are advertised for six months and kept at the Sailors' Union Office for twelve months, all told. If not called for at the expiration of one year letters will be returned to the Postoffice.

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Parveshig, H.
Paulsen, P.
Paaversen, O.
Paludan, C.
Pedersen, H. P.
Peeples, S.
Pettersen, Arvid
Pettersen, O. P.
Persson, B.-826
Pearson, J. L.-921
Pestof, S.
Pederson, T.



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Pearson, Johan	Schutus, E.
Pien Rooske, G.	Storsten, H.
Plantikon, W.	Sorensen, S.
Poulson, H. G.	Salonon, Alex
Pregler, F.	Stenberg, Y.
Purnhagen, L.	Selin, G.
Paar, E.	Solberg, B.
Palsen, C.	Svensen, F. O.
Pedersen, Hans	Svensen, G. F.
Petterson, Chas.	Svensen, Ivan
Pederson, Lars	Svensen, Olaf
Pilen, A.	Swansen, L.
Petterson, P. A.	Strand, E.
Peterson, John	Strand, Oscar
Pirade, W.	Swansen, C. I.
Pedre, F.	Stenroth, Alf.
Piedvache, Emil	Soderstrom, A. A.
Rasmussen, J. F.	Serin, D.
Robertson, M.	Schultz, E.
Roy, P. N.	Sullivan, Ed.
Rasmussen, E.	Steckman, G. W.
Rasmussen, O.	Svensen, J.
Rasmussen, J. T. C.	Thorn, A.
Rasmussen, A.	Thornton, Thomas
Reinink, H.	Timm, K.
Runke, Ben	Turner, Fred
Robinsen, J. H.	Tighe, Th.
Ree, H. van	Troitzheim, R.
Quinn, D.	Yanger, Oscar
Schibsted, J.	Viedeman, C.
Santas, C.	Vold, O. P.
Shane, J.	Walsh, J. A.
Schroeder, Aug.	Weiss, C.
Scnade, Anton	Wilson, W.
Soberg, Gust.	Walter, E.
Smevik, J. J.	Wilsen, P. S.
Sjije, M.	Wilson, S.
Salberg, O.	Wirstrom, C.
Smith, W.	Weger, P.
Sonderman, G.	Well, Charles
Samuelson, E.	West, James
Schabethal, F.	Westcott, W.
Scarabocia, M.	Wick, U.
Smith, Andrew	Wight, U.
Smith, Paul	Wenecke, A.
Solis, Ingvald	Williams, A.
Solrud, J.	Wickman, M. H.
Swanson, H.	Wolf, F.
Swanson, G.	Winzens, G.
Swanson, A.-1181	Wahlfred, J.

ABERDEEN, WASH.

Anderson, Chas.	Ingman, M.
Anderson, P.	Iversen, John
Anderson, P.	Johnson, L.-951
Andersson, Charles	Klinker, J.
Anderson, A.-1060	Klingstrand, G.
Anderson, Ed.	Knudsen, H.-419
Andersen, L.-1245	Kjellgren, John
Anderson, Gus-1243	Lehtonen, S.
Anderson, Johan-12	Leahy, Wm.
Burg, Mike	Lindquist, K.
Begovich, J.	Leonard, J.
Berthelsen, A.	McFall, Fred
Bernhardsen, C.	Martin, John F.
Block, Hermann	McDonald, N.
Bridgeman, Ben	Morrissey, J.
Bohm, Adolf	Marks, Harry
Benson, W.	Mikkelsen, Alf.
Christensen, V.	Mietinnen, Adolf
Christensen, Nels	Nelson, Nels C.
Chlausen, J.	Olsen, Servin
Dishler, Peter	Odegaard, O. C.
Dahlquist, Fr.	Olsen, Adolf
Drew, Wm.	Olsen, Emiel M.
Dittmayer, Ch.	Peterson, John
Edmundsen, Th.	Pederson, Hans
Eriksen, Axel	Pettersen, Johan
Eliasen, Elias	Petersen, H. P.
Edelman, G.	Reynolds, Roy
Egeness, M.	Roni, Erik
Forsstrom, C.	Rohde, Rob.
Ferraris, G.	Rohde, Rob.
Frederiksen, V.	Richardsen, H.
Farstad, K. E.	Salvesen, Sam
Ferraris, G.	Schwenke, Carl
Hanson, Rob.	Swenson, James
Hahner, Ferd.	Soderstrom, J. A.
Holmes, C.	Steinberg, A.
Hansen, Throm	Thompson, Chris
Hansen, Th.	Ward, Harry

HONOLULU, H. T.

Anderson, Gilbert	Larson, Werner
Anderson, Sigurd	Molden, Jakot
Benson, John	Minzc, Toney
Baldvin, Melmer	Newman, Joseph
Figel, George	Olber, Morsehins
Hasel, Gustaf	Olsen, Olaf
Hakanson, F.	O'Harrow, Frank E
Hakanson, Clars.	Ramsey, Morris
Gerdes, T.	Sundberg, John
Johnson, H	Scholl, Karl
Johannsen, Emil	Sorensen, C. W.
ohannesen, Sigurd	Wie, Anton
Lundberg, Carry	Wie, Anton

(Continued on Page 14.)

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INFORMATION WANTED.

Theodore Blackwell, colored, last heard from two years ago when running an engine for the U. S. Government, is inquired for by his mother, Mrs. Elvira Conley, 814 N. Campbell street, El Paso, Texas.

INFORMATION WANTED.

Wilhelm Mannstrom is inquired for by his sister, Lena, at present at San Francisco. Address, COAST SEAMEN'S JOURNAL.

News from Abroad.

It is said that Irish leaders are avoiding discussion of the Home Rule question by tacit agreement with the Liberals, to aid the latter in their campaign in England.

The Japanese at Port Arthur are applying their home Customs regulations and collecting import duties. This step has been in preparation for some time past, and civil officials are in charge of the work.

Prefect Lunalskevich was assassinated on January 9 while he was driving in a sleigh from the railway station, at Uovominsk, Russian Poland. His little daughter, who was sitting by his side, was wounded.

The Chinese Government has agreed to make a thorough search to discover the whereabouts of Reuben H. Morley, a young man from Saginaw, Mich., who has disappeared in the interior of Northern China.

It is understood in London, Eng., that China shortly will follow the example of Japan and propose raising her legations at Washington, London, Paris, Berlin and St. Petersburg to the rank of embassies.

The German Government has placed orders for 20,000 freight cars to be able to transport troops by March 1 to the French frontier if necessary, but it is said in Berlin that the Government's intentions remain peaceful.

M. Doumer was elected President of the Chamber of Deputies by a small majority over M. Sarrien, on January 9. The result insures Doumer's candidacy for the Presidency of the Republic on January 31.

Captain Elmer Mikkelsen, who took part in the Baldwin and Amdrup Polar expeditions, and who proposes to explore the Polar regions west of those explored by Sverdrup, left Copenhagen for New York, by way of London, on January 9. He expects to start from San Francisco in June.

W. J. Bryan was created a Datto and saluted by fifty pieces of native artillery at Dulvan, Mindanao, P. I., on January 11, after which he was conveyed along the river to Datto Piang's palace in a royal vinta (a small boat) manned by forty Moros, where he received many presents.

The ceremonies of opening Tsinan-fu, capital of the province of Shan-Tung, to foreign trade was attended by many Chinese and foreign officials on January 10. The invited American guests present included consular officials and representatives of prominent mercantile companies.

Nearly 350 persons were killed or injured as the outcome of an attack made by Cossacks on January 11 on the Armenian Seminary at Tiflis, Caucasia, following the throwing of two bombs from that institution at a passing patrol. Four Cossacks were wounded and a boy was killed by the explosion of the bombs.

Prince Arthur of Connaught, attended by Admiral Sir Edward Seymour and other members of the Royal Commission appointed by King Edward to present the Order of the Garter to the Emperor of Japan, sailed from London, Eng., on January 11, for Tokio. Prince Arthur is also the bearer of three orders of merit for Admiral Togo, Field Marshal Oyama and Field Marshal Yamagata.

A Japanese Government report says Miyaga, Fukushima and Iwate Provinces, with a population of 2,821,557, are confronted by the worst famine in sixty years. Famine investigations in Miyaga report that "the sentence of death has been passed on one-third of the people of the province." Thousands in the three provinces have been obliged to eat shrubs, roots and the bark of trees, and 1,000,000 persons are in extreme want.

Labor News.

A national strike against employers in the Allied Building Trades was ordered on January 11. It will affect 10,000 structural iron-workers, and indirectly throw more than 200,000 workers out of employment.

Fifteen American girls employed at the Cawston ostrich farm at South Pasadena, Cal., struck recently against the employment of Japs as learners. The strike was speedily settled and the girls returned to work.

Nearly 100 employes of C. H. Masland & Co.'s carpet mills in Kensington, Pa., were recently locked out. It is charged that the employers' action was on account of the employes' sympathy with the Textile Workers' Union.

The Supreme Court of Colorado has granted a supersedeas in the case brought against the mine operators of Leadville which will result in testing a portion of the new law on blacklisting when the case is heard on its merits.

The annual conventions of the California State Federation of Labor and the California State Building Trades Council, recently held, indorsed the work of the Japanese and Korean Exclusion League, and decided to contribute financial support.

Out of 247 printing houses in New York City, 210 have signed the eight-hour day and "Closed Shop" agreement with the printers, according to a statement issued on January 9 by President McCormick of Typographical Union No. 6.

The United States Circuit Court of Appeals, at Cincinnati, O., on January 9, rendered a decision to the effect that the Chinese Exclusion Act remains in force by virtue of that Act of April 7, 1904, notwithstanding the lapsing of the treaty between the United States and China.

The Journeymen Bookbinders' Union, of San Francisco, has secured the eight-hour workday to take effect July 1. The agreement runs until July 1, 1907. The minimum scale agreed upon is $19.50 a week for forwarders, finishers and rulers. Cutters will receive $18, an increase of $1.50 a week, beginning February 1, 1906.

Civil service rules and regulations will not hereafter apply, so far as the Isthmian Canal Commission is concerned, to the employment of what is termed in a general way "outside men"; that is, track layers, skilled laborers, foremen, etc. To other classes of employes, stenographers, clerks, bookkeepers and other "inside men," the civil service rules will continue to apply.

More men are killed and maimed in Allegheny county, Pa., in peaceful pursuits in one year than were killed and wounded in the great battles of history. Statistics for the year just past show that there were killed and injured in the iron and steel mills and blast furnaces 9300; in other mills, shops and factories 4000 were sacrificed and either died or were maimed, while coal mines swell this figure to 4000 more. Railroad victims include an additional 400, making up a grand total of 17,700 who were slaughtered or injured in one year. In addition to this number there are thousands of cases that are not reported.

The last monthly report of the employes' relief fund for the Pennsylvania Railroad Company's lines east of Pittsburg and Erie shows that the payments of benefits to its members and the families of deceased members for the month of November, 1905, amounted to $113,609.91, of which $45,739.26 was on account of death and $67,870.65 on account of disablement by sickness and accident. The payments thus far are stated to have amounted in the aggregate to $14,217,475.85, of which $5,843,839.64 was on account of death of members and $8,373,636.21 on account of disablement.

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Reasonable Rates.
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LETTER LIST.

(Continued from Page 13.)

Letters in the Office of the Marine Cooks and Stewards' Association, Seattle, Wash.

Beale, A. J.	McCoy, E. S.
Branford, Charles	Mor, P.
Barbeau, Leon	McAllister, Geo.
Boeduher, Gus	Nelson, Walter
Brown, W. A.	O'Brien, John P.
Baker, L. G.	Olsen, James
Beck, H.	O'Donnell, Harry
Campbell, N. H.	Perry, John
Colton, B.	Palmer, J.
Colbert, M. J.	Payne, Fred
Douglas, F.	Peters, Richard
Donoghoe, Alfred	Prell, Henry
Dolan, J.	Peterson, E.
Fuller, Ernest	Ruderman, Jacob
Foster, Jack	Roberts, F.
Gade, Peter	Ritchley, Frank
Gomex, Frank	Reid, W. J.
Ggenewegan, J.	Robinson, Orville
Hafford, H. M.	Stanford, John
Hohbach, Henry	Sabean, M. G.
Herbert, Chas.	Smith, J. F.
Hedger, A.	Schmidt, Arthur J.
Hayter, Richard	Scott, E. B.
Kelly, W. C.	Taylor, Albert
Keller, Neil F.	Wooding, A.
Lewis, Miles	Wilson, Tom
Le Counte, Harry	Wright, Edwin
Magnuson, Gustaf	West, Augustus
McCarthy, T. J.	Yager, Sam
McArthur, Wm.	York, G. T.
McLean, J. S.	

PORTLAND, OR.

Amundsen, Peter	Leary, John
Anderson, W. J.	Lynd, Chas.
Bauer, Franz	McGregor, John A
Bregler, Fred	Moe, John
Christinsen, Albert	Olsson, Enock
Ivers, John	Petersson, M.
Jacobsson, John	Raetz, August
Johannesen, Hans H.	Soderman, Ells
Johansen-1592	Seibert, Henry
Janson, Oskar	Sjostrom, T. E.
Klover-463	Tyrholm, John
Kuned, William	Valet, Erling
Larsen, Louis	Westin, John

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William E. Iselin has purchased the successful America's Cup defender Vigilant, and announces that he will race her for the King's Cup.

Captain Joshua Norton and his mate, James Conley, were recently swept from the five-masted schooner Henry O. Barrett in Vineyard Sound and drowned.

Latest reports of the drydock Dewey, now being towed to Manila, P. I., are dated January 3, 200 miles off the Bermudas, and show good progress.

The New York Shipbuilding Company has been awarded a $1,000,000 contract to build a freight and passenger vessel for Pacific Coast service.

A recent cablegram from London says that the Norwegian bark Eliezer, from Santa Cruz for Havre, was abandoned, waterlogged, in latitude 46 deg. north, longitude 25 deg. west. All on board were saved.

United States Senator Mallory on January 9 filed the views of the minority in opposition to the Ship Subsidy bill. The report is similar to that made by the same Senator a year ago, in which subsidies were opposed as contrary to public policy.

An iceberg 150 feet high and 300 feet long was passed by the British steamer Bloomfield on her recent passage to Philadelphia, Pa., from Rouen. The vessel also passed a derelict schooner awash right in the track of the transatlantic liners.

The repeal of the law which enables wrecked vessels repaired in American yards to obtain American registry was determined upon on January 11 by the Senate Committee on Commerce in ordering a favorable report on a bill introduced by Senator Frye.

The Senate Committee on Commerce on January 11 ordered a favorable report on the bill prohibiting any steamer carrying passengers leaving any port unless she have in her service a full complement of licensed officers and able seamen to the number of one-half the crew.

Captain Weaver, for many years master of the old American liner Pennsylvania, has relinquished his post, and Captain John Blair, first-mate of the schoolship Saratoga, has been appointed in his place. The Pennsylvania, which is now owned by the Northwestern Steamship Company, is now on her way to the Pacific Coast.

Reports from Captain Amundsen, the explorer, discoverer of the Magnetic Pole, say that he found only nine and one-half feet of water in the Northwest Passage. A year will be occupied in compiling the scientific data collected on the expedition. Captain Amundsen expects to reach San Francisco next September.

It is reported from Seattle, Wash., that the Northwestern Steamship Company, which recently purchased the old American liner Pennsylvania, for the Pacific Coast, will probably buy another boat for the Seattle-Alaska service. The president of the company, John Rosene, is now in New York looking into the matter.

The Norwegian steamer Iris, Captain Devig, which sailed from New Orleans December 9 via Norfolk, Va., December 29, for Esbjerg, Denmark, has been wrecked on Horn's Reef in the North Sea, about twenty miles to the westward of Esbjerg. All the members of the crew, with the exception of one fireman, were rescued.

Rear-Admiral Coghlan, in a recent address declared that the United States Navy was far below the strength the public believed it was, and instead of having forty fighting ships, as appeared on paper, there were really only eighteen ships of the fighting class. Of these two were out of order, so that the Navy consisted of only sixteen ships.

With the Wits.

Marked Down to $3.75.—"I notice that a New York woman spends $375 a day. What do you think of that?"

"Huh! Either she doesn't belong to my set, or the printer left ont a period."

Bibulous.—"Nevertheless," said the young Roman, "he is an ambitious poet. He would serve the muses all his life."

"But," replied the elder, "he makes the mistake of supposing that Bacchus is one of the 'muses.'"

A Stake Race.—The stakeholder had vanished with the coin. Hot upon his trail were the bettors.

"Whither bound?" asked the curious of them.

"Bound to the stake," they made answer; and, lamenting more loudly than the martyrs of old, passed on.

Anomalous.—"It's a cold day for me," said the downcast man who had just been fired.

As he spoke he fell into an icy puddle, which made him hot.

"I'm so wet I'm dry," he muttered, picking himself up and entering where swinging doors invited.

Freedom of Speech.—"You are a liar!" shouted an angry citizen.

"Sir, but for my knowledge of your constitutional rights," said the one addressed, "I would resent your remark."

To such as were inclined to think him cowardly he explained that freedom of speech must be maintained even at the cost of personal dignity.

The Whole Thing.—Jackson Parke—"What do you consider the two most important places in the world?"

Gotham—"Oh, that's easy, of course—"

Jackson Parke—"Oh, don't say New York for one."

Gotham—"I wasn't going to. I was going to say 'Manhattan and the Bronx,' of course."

One of the Fixtures.—"Well, well, it sounds like slavery times to hear of this traffic in human beings. I understand old Colonel Bumlusch has actually been sold."

"What! You mean the colonel's person has been sold?"

"Yes. The paper says Gilligan sold his saloon yesterday with 'all its fixtures' to somebody else."

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COAST SEAMEN'S JOURNAL



FOR THE SEAFARING PEOPLE OF THE WORLD.

OFFICIAL PAPER OF THE INTERNATIONAL SEAMEN'S UNION OF AMERICA.

A Journal of Seamen, by Seamen, for Seamen. *Our Aim: The Brotherhood of the Sea.* *Our Motto: Justice by Organization.*

VOL. XIX. No. 18. SAN FRANCISCO, WEDNESDAY, JANUARY 24, 1906. WHOLE No. 954.

NEW THOUGHT IN A. F. OF L.

Significant Suggestions and Rulings.

Is the Convention Supreme, or Merely Advisory?

IN certain important respects the Pittsburg convention of the American Federation of Labor was an improvement upon its more immediate predecessors. The "jurisdiction" question, for instance, was dealt with in a manner that promises, if not a final settlement, at least a material lessening of the acuteness that has recently developed in that connection, which result must of itself make for calm discussion and ultimate peace between the contending organizations. The action of the convention in the three most important "jurisdiction" disputes—i. e., Seamen and Longshoremen, Plumbers and Steamfitters, and Carpenters and Woodworkers—is not only more definite, but also more in keeping with the generally accepted principles of trade-unionism than any steps previously taken by the Federation in these and other similar cases.

While the record of the Pittsburg convention in this respect is gratifying and will go far to prove the success of that gathering as a whole, certain incidents of the occasion demand attention, as suggesting a new trend of thought in the higher councils of organized labor, one that may lead to important and possibly harmful results. To specify: We are told that much of the time expended by the American Federation of Labor, its conventions and executive officers, in the effort to settle the "jurisdiction" question is time wasted; that, as to certain matters, the convention has no power to instruct the Executive Council, and that a requirement that the parties to a dispute must agree to abide by the decision of the arbitrators is "compulsory arbitration" and therefore contrary to the attitude of the Federation on the subject of arbitration in general. It is quite clear that if these views shall prevail as the confirmed judgment of the American Federation of Labor, the general conception and plan of that institution will have been changed. The Federation, from being a body designed to facilitate the workings of its constituent parts, will have become a body whose main function is to attitudinize before the public, its conventions will have become mere ratification meetings, and its "decisions" will have become so much diatribe which no one will be morally bound to pay the slightest deference to. Before accepting these views, it is well that the rank and file of the Federation should consider what they mean and whither they lead.

First, as to the waste of time, or otherwise, in the treatment of the "jurisdiction" question. The Executive Council, in its report, stated that much of its time is now devoted to the effort at adjustment of "jurisdiction" disputes, "which could be devoted to other subjects calculated to be of greater advantage to our fellow-workers and to our movement." The question arises: What "other subjects" has the Executive Council in mind? We can conceive of no subject of greater importance to the Federation and its officers than that of the relations existing between the respective affiliated bodies. We recognize no duty more imperative than that of maintaining or restoring good relations between the unions. We commonly hear much talk on the part of delegates whose organizations are happily enjoying peace with their fellow-workers, derogatory of the delegates who are forced to fight on the floor of the conventions for what they conceive to be their rights—as though the latter were themselves talking for the fun of the thing! The jurisdiction "squabblers" are told that they should "go outside and settle it," that they should "wash their dirty linen in private," and so forth. This sort of advice is not only impracticable, but it implies either a serious misunderstanding of the purposes and duties of the American Federation of Labor or a desire to evade the latter. "Jurisdiction" disputes are painful things—as much so to the immediate participants as to those who are called upon to act as jurymen—but they must be squarely met. Undoubtedly the conventions of the Federation would be more harmonious if their deliberations were confined to public affairs, say to the discussion of resolutions on this, that and the other topic of general interest. There are many things of more general importance, but there is no thing of more immediate importance than this thing of settling, or trying to settle, the disputes that arise between the organizations in the Federation. This, indeed, is what the Federation was designed for and what it is maintained for. At any rate, the continued usefulness of the Federation will depend upon the degree of its loyalty to that object. Should the Federation decide that organizations now or hereafter involved in "jurisdiction" disputes must "go outside and settle it," the organizations in question, having settled it, will probably remain outside. Further, those delegates who now so loudly deprecate the injection of "jurisdiction" disputes in the conventions of the American Federation of Labor should be warned that in any such process of settlement "outside," they are likely to find their own organizations settled "inside"—that is, inside of some other organization.

The question as to the power of the convention to instruct the Executive Council arose in connection with the recommendation of the Committee on Organization, that a charter be granted to the Steamfitters. A point of order was raised, that the Constitution (Art. XIV, Sec. 1) vests in the Executive Council the sole power to grant charters. The point was sustained by President Gompers. An appeal was taken from the latter's decision, and he was upheld by a vote of 118 to 50. On the face of things this action supersedes the time-honored belief that the convention is the supreme body of the Federation. If the ruling of President Gompers in this matter be sound, there remains a serious question as to how far the powers of the convention are limited in other matters. Does the convention retain any power at all—that is, any power that is worth the time and expense incurred in its exercise? Judged by ordinary conceptions, the ruling made by President Gompers is remarkable, to say the least, since it constitutes the Executive Council, not the convention, the chief authority in Federation affairs. Judged by the Constitution itself, that ruling is even more remarkable. The language of the Article in question is clear, but no more so than its intent. That Article reads as follows: "Certificates of affiliation shall be granted by the President of the Federation, by and with the consent of the Executive Council, to all national and international unions and local bodies affiliated with this Federation."

Obviously this is a necessary grant of power to be used between conventions, not, as President Gompers has ruled, to be used as against the express will of the convention itself. To construe the Constitution in any other light is to make the convention ridiculous, to make it, in fact, a mere advisory body. If the general membership of the Federation be satisfied to accept this view of the situation, it is in order to suggest that its advice may be conveyed to the Executive Council by some means less expensive in time, temper and money than that involved in the annual pilgrimage of several hundred delegates.

As to the alleged implication of "compulsion" in the proposal that organizations shall bind themselves to abide by the decision of an arbitrator, the objection based upon the ground that such a proposal is "compulsory arbitration" seems rather far-fetched. Compulsory arbitration is a well-understood institution that is opposed, and rightly so, for many reasons, not one of which has the slightest bearing upon the proposal of the Federation. In the view of the latter, arbitration, to be worthy the name, must be voluntary. Of course. But of what use is an arbitration tribunal unless it be understood that its decisions shall be respected? Assuming the arbitration board to be rightly composed and its judgment justly determined, what fear need any organization have concerning the results? Moreover, assuming that, should the judgment prove to be contrary to the evidence adduced, the organization aggrieved retains the right of appeal to the convention, wherein lies the risk of injustice? It is precisely because compulsory arbitration, as commonly understood, proceeds contrary to these assumptions that organized labor is opposed to that institution. In a word, the difference between the arbitration to which the organizations in the Federation are asked to pledge themselves and compulsory arbitration is that in the former instance the contestants reserve the right of appeal upon moral grounds, (that is, they are only morally, not legally, bound to obedience), while in the latter instance the contestants are bound to submit upon physical grounds. On the whole, it seems likely that those who are responsible for raising the compulsory arbitration bugaboo in the convention of the American Federation of Labor have permitted their fears of that institution to becloud their power of discrimination between that which the labor movement may do by and with its own advice and consent and that which its enemies would force it to do against its own judgment and for its own destruction.

It is significant that these expressions of new thought in the American Federation of Labor emanate from the older and most conservative, not to say authoritative, element of that body. The point of order against the right of the convention to instruct the Executive Council was raised by a member of the latter and received the support of other members of the Council. The charge that the time spent in the "jurisdiction" matter is time wasted was made by the Executive Council in its official capacity, while the objections to the alleged system of "compulsory arbitration" were also raised by members of the Council. To mention another instance of the same tendency, the Pittsburg convention was informed upon the same authority that the charters of offending unions will not be revoked by the Executive Council, notwithstanding any instructions by the convention, unless such instructions conform to the judgment of the Council itself. The position thus assumed by the Executive Council and by the members thereof may or may not be right and proper. The important point at present is that that position is an entirely new one and should therefore be thoroughly understood before being taken for granted.

Casson on Chinese.

Herbert N. Casson states, more succinctly than they have ever been stated before, the reasons why the Chinese should continue to be excluded. He numbers them and has twenty such reasons to print. Any one of them would itself be final, as the following list will show:

1. They do not come here to be American citizens, but to form Chinese colonies.

2. They do not come to America to escape from oppressive governments, but to make money and go back again.

3. The greater part of them come here as the chattels of a Chinese emigration company, and are slaves of that company while they remain here.

4. They refuse to adopt American customs or to live up to the American standard of morality.

5. They outnumber us five or six to one, and might overrun the United States just as they have overrun several of the countries of Asia.

6. They have room enough in China which has only ninety-seven to the square mile, while New York State has 126.

7. Their main endeavor is to get money to send back to China. In four and a half years they sent $50,000,000 out of the country.

8. In California, where Chinese immigration has been fairly tried, it has proved a failure. "Chinatown is the rankest growth of human degradation in America," said the Government Commission of 1885.

9. When Chinatown, in San Francisco, was officially investigated it was found to contain thirteen joss houses, 150 barricaded gambling dens and 106 disorderly houses. All this in a population of 30,000.

10. Repeated failures have proved that it is impossible to teach the Chinese to obey sanitary regulations.

11. As a citizen, the Chinaman is the worst possible. At a time when the Chinese were one-sixth of the population in California they paid only one four-hundredth of the taxation.

12. The expense of maintaining order in San Francisco's Chinatown in 1885 cost $12,000, more than the total amount it paid in taxes.

13. It is impossible to admit the Chinaman and keep out the opium joint. This reason alone would be sufficient to justify exclusion.

14. The Chinaman lowers the standard of wages and of living in every trade he enters.

15. Where the Chinese are numerous they refuse to work with Americans and seek to intimidate and terrorize them.

16. The Chinese never assimilate. "I have lived in California for thirty years and I have seen no change in the Chinaman," said a witness before the Government Commission.

17. When a vote was taken in California in 1879, 154,638 voted for exclusion and only 883 against.

18. The Chinese might prove as destructive to our republic as the Goths and Huns and Vandals were to the Roman empire.

19. It is too great a leap for the Chinese, who are the most backward of all peoples, to come at once to the United States, the most progressive of all countries. If the Chinese must come here, let them do so via Russia, Austria, Germany and England, spending at least 1,000 years in each of these countries.

20. The highest duty of man is to preserve and develop what is highest in the world. From the American point of view, nothing is higher than our twentieth century civilization, based on science, commerce, invention and rudimentary democracy. To throw the doors wide open to 420,000,000 people who hate and despise this civilization would greatly hamper us in working out the still greater problems of the future and perhaps destroy the valuable results of the past 2,000 years.

Vancouver Asiatic Schools.

United States Consul Dudley, of Vancouver, B. C., reports that a movement has been started by the Japanese to provide schools in which their own language shall be taught. There are several hundred Japanese employed in and about the city, many of whom have families. As many of these people expect to return to Japan, they are anxious that their children shall acquire a knowledge of their own language. The Consul writes:

The Japanese here are engaged in raising funds to establish a school in which their children shall be taught by teachers of their own race. Something more than $3000 has already been subscribed, and a lot of land is to be secured and a suitable building will be erected as soon as the fund becomes sufficient.

The Japanese laboring man seems to be a cheerful and liberal giver in proportion to his means. During the Russo-Japanese war the Japanese laboring here in saw mills, logging camps, and at other employments for small pay, contributed many thousands of dollars to the cause to which they stood ready to give their lives should they be called to return home and enter the army. These poor laboring men sent $10,000 as a contribution to the war fund by the first steamship that left here after war was declared.

There is little doubt that the funds required to establish the school will soon be accumulated; a first-class Japanese school will then be opened in this city. Many Japanese children attend the public schools and show great aptitude in acquiring the English language and in their studies generally. Whether these children will remain in the public schools, attending the Japanese school at night, or whether they will give up the public school in favor of their own, remains to be seen.

The Consul further reports that the executive of Chinese Empire Reform Association, at a meeting recently held in Vancouver, decided that Chinese schools should be established in all the large cities of Canada and that Chinese children shall be trained in their own language, as well as to its history and mythology. To this end it is proposed to maintain a number of Chinese teachers in each of the large cities.

Trade Schools in Saxony.

During the past five years the number of trade-continuation schools in Saxony has been increased by 10, so that now the total number is 46. The number of pupils attending these schools is 9139. Twenty-six of the schools were founded by different associations, 15 by school organizations, 4 by trade-unions, and 1 by a private person. The school in Chemnitz has the largest attendance, namely, 1460 pupils. Five hundred teachers in these schools have other occupations, such as teaching in the public schools, etc. The contingent expenses in 1904 amounted to $52,000. Of this sum $18,000 was raised through tuition and matriculation fees, $11,000 from different cities, and $8,860 from the State.

New Ocean Line.

United States Consul-General A. L. M. Gottschalk, of Callao, reports facts, in addition to those previously reported by him, regarding the establishment of a Peruvian line of mail and passenger steamships between Callao and the Canal Zone. A meeting was held on November 15 in the private office of the President of the Republic, the ministers of treasury and marine being in attendance, at which a Peruvian company for merchant marine traffic on the coast, between Guayaquil and Valparaiso, which will also establish a fortnightly direct mail service between Callao and Panama (by means of a 20-knot vessel), was duly organized. The company will also construct a 12,000-ton floating dock at Callao, where the present floating dock is both antiquated and inadequate to the needs of the port. It is to have a capital of 500,000 libras ($2,435,000 United States currency), of which one-half is subscribed in cash and the other in bonds.

The company will enjoy a Government subsidy of 30,000 libras annually ($146,100 United States currency), which is guaranteed by a mortgage on certain internal-revenue taxes. It is understood that the new company enjoys no monopoly rights on the coast, but will work in conjunction with other steamship lines at present existing. There is, however, every reason to suppose that its operations will cause an appreciable lowering in the exorbitant passenger and freight rates at present in vogue on this coast. The new company will have in its service four modern and up-to-date cargo and passenger ships of 2,000 tons burden each. The Government also places at its disposal the Peruvian transports Iquitos and Constitucion (the former is a 2083-ton steamer described in my dispatch, unnumbered, of March 24, 1905; the latter, an older vessel of the Peruvian navy), with the proviso that at any moment of public need these two ships must be returned to the Government.

The Peruvian Congress has still to pass upon the contract between the Government and the new company, whose terms, further than the abstract given above, have not been made public; but no congressional opposition is expected, as the new venture fills a long-felt want.

The State Department was also advised of the organization of the Peruvian National Steamship Company by Mr. Richard R. Neill, secretary of legation at Lima.

The textile workmen are the most poorly paid in Germany. Since 1899 the wages have risen somewhat, but it is doubtful if the advance has kept pace with the ever-increasing price of foodstuffs, especially meat. The strikes of recent years have caused manufacturers to organize for mutual protection, as they saw their interests threatened by the growing power of labor organizations. Organized labor in Germany to-day comprises 1,250,000 members, against 1,052,000 at the close of 1904, an increase of 18.5 per cent since last year. Since 1894 the organization has grown to five times its size. Adding to the above other labor unions, the total number was 1,500,000 in 1904, or 13 per cent more than in 1903.

It is said that 800,000 domestic animals, valued at $6,000,000, are slain by wolves every year in the Russian empire.

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions.)

A Just Decision.

A decision of much importance to seamen was rendered on January 6, by the United States District Court, Eastern District of New York, in the case of Fred Belzer vs. The Schooner Pereis A. Colwell. The particulars are in brief, as follows:

Fred Belzer, the libelant, who is a member of the Atlantic Coast Seamen's Union, shipped as an able seaman on the Colwell, on February 11, 1905, to make a trip from New York to Gulfport, Miss., via Tampa, Fla., and return to New York, at the rate of $25 per month. On the way to Tampa he was, without any fault either on his part or the vessel's, injured by a fall.

Upon the arrival of the vessel at Tampa he was sent to a hospital, where he remained five days, after which he returned on board to his work and proceeded on the voyage to Gulfport. At Gulfport he was again disabled by his previous injuries. He thereupon entered into negotiations with the master of the vessel for his discharge, and payment of wages earned up to that time. The master agreed to discharge him, whereupon the two parties went before the Shipping Commissioner at Gulfport to sign clear according to law. At the office of the Commissioner the master refused to allow Belzer wages for the five days he had been in the hospital at Tampa. Instead, he paid Belzer $5 on account, and deposited with the Commissioner $19.16, the remainder of his wages to that date, March 24th, less the time lost through sickness at Tampa. Belzer was too sick to make an effectual remonstrance against this injustice, so he took the $5 offered by the master on account and paid his own fare to New Orleans, where he entered a hospital to have his injuries attended to. He remained in the hospital at New Orleans until April 20th, when he returned to Gulfport, where he learned that the Colwell had sailed for New York. As he was still too sick to go to sea, and was destitute of funds, he accepted, under protest, the sum deposited with the Commissioner by the master of the Colwell. Belzer thereupon returned to New Orleans, re-entered the hospital, and was finally discharged as "cured" on May 8th. On the same day he paid his passage on a steamer going to New York, where he arrived on May 15th. There he told his story to the local agent of the Atlantic Coast Seamen's Union, with the result that a libel on his behalf was brought against the schooner Percis A. Colwell to recover wages and extra moneys due the seaman.

In its decision the Court, after reviewing the facts above recited, sums up as follows:

The libelant did give the (Shipping) Commissioner a receipt in full, but the receipt recited that it was for wages up to a certain date, to-wit, April 10, 1905, which, in fact, was untrue, as it did not include wages for the five days at Tampa, which the libelant was entitled to receive. The master was trying to coerce the seaman to take less than his legal due, and intended to make his receipt of the $19.16 dependent upon a renunciation of rights. But his plan failed in the legal effect intended. Hence the libelant may recover his maintenance and wages for the entire voyage, the balance being $38.34; also expenses incident to reaching the hospital and expenses of cure (The Osceola, 189 U. S., 158). This would cover fare from Gulfport to New Orleans, $2.03, and maintenance at New Orleans. He may also recover expenses of transportation to New York, which were $20.00; maintenance awaiting departure for New York, $2.50, and en route, $2.50. (Brunent vs. Taber, 1 Sprague, 243; Callon vs. Williams, 2 Lowell, 1; The Centennial, 10 Fed., 397; The W. L. White, 25 Fed., 503; The Natchez, 73 Fed., 267; Harvey vs. Smith, 35 Fed., 367; Worth vs. Steamboat Lioness No. 2, 3 Fed., 928.)

The proctors for the libelant were Abbott and Coyne, and for the owners of the Colwell, Pierre M. Brown. A check for the amount of damages awarded Comrade Belzer by the Court has already been forwarded to Abbott and Coyne by the owners of the Colwell, and is now awaiting his arrival from sea. Aside from the importance to seamen of this decision, the case of Comrade Belzer is particularly interesting and instructive, as showing the kind of "protection" seamen may expect from Shipping Commissioners in ports where the Seamen's Union has no representative to compel these officials to do their sworn duty. It is not contended here that all Shipping Commissioners are as remiss in their duties and indifferent to the rights of seamen as the Commissioner at Gulfport evidently is; but it is a rather curious fact, although well known to seamen, that about the only ports where seamen can get fair play in their dealings with the local Shipping Commissioners are those where the Seamen's Union maintains agencies. But, as we are gradually drifting toward a bureaucratic form of government, reform of this particular evil need hardly be expected by seamen.

According to the last quarterly bulletin of the New York State Commissioner of Labor, the first nine months of 1905, were more than ordinarily prosperous for labor in nearly all the important industries of that State. At the end of September, the ratio of unemployed to employed wage-earners was smaller than at any corresponding date in the last five years. The number of wage-earners who were reported idle on account of "slack trade" was only 11,525 as against 21,718 in 1904, while the number reported idle on account of labor disputes was 1,876 as contrasted with 10,593 a year ago. The favorable showing indicated by these figures is mainly due to the unprecedented activity in the building industries of the State. For instance, the estimated cost of projected buildings in New York City in the third quarter of 1905, was $81,140,245 as against $43,006,547 for the corresponding quarter of 1904. The significance of these figures may be comprehended when it is known that the aggregate cost of buildings authorized in New York City never has exceeded $170,000,000 in an entire year.

There are to-day in Southern mills some 60,000 children under the age of fourteen years, working from ten to fourteen hours a day, besides being compelled to work overtime on alternate nights. Four years ago the number of children thus employed in that section was only 24,000. These figures will no doubt be pointed to "with pride" by some of our patriotic trust dailies, as affording irrefutable proof that the South is "making great industrial progress," and is annexing a fair share of our on-tap-for-all "national prosperity." But, then, as a people, we no longer seem to have any intelligence to be insulted.

With the railroads cutting off free passes, and the insurance companies abolishing lobbies, it will hardly pay an industrious citizen to be a legislator.

The Subsidy Grab.

The longer one lives and studies human nature the more undecided he becomes in his estimates of the progress which the race is generally supposed to have made in historical times. It is now nineteen hundred years since Christ said that there are none so blind as those who will not see, and that dictum is as true to-day as it was then. Take the matter of ship subsidies, for instance. Every pro-subsidy organ in the land sees it in but one light—that although the ocean offers a great and productive field for the investment of our surplus capital, we can not take advantage of it unless we fight our maritime rivals with their own weapons; that is, with Government subventions. It never by any possibility occurs to these patriotic sheets that our Protective tariff places the Steel Trust in a position to say to our shipowners and shipbuilders: "No subventions, no ships." And that is practically what the Steel Trust is saying—and doing—and that man must be destitute of reasoning powers who can not see that the Government subventions asked by our shipowners will be essentially in the nature of a tax paid by the people to the Steel Trust for permission to own and operate a foreign-going merchant marine. Of course, all this and much more of the same kind has been threshed out in the press and elsewhere over and over again. But, now that the agents of the Steel Trust shipyards are more than usually busy trying to sneak the Gallinger subvention measure through Congress, the self-same old arguments are trotted out and arrayed in its support with as much nonchalance as though none of them had ever been refuted. In fact, the unwavering persistency of the Steel Trust ship-subsidy hunters brings to mind the old copybook precept, "If at first you don't succeed, try, try again." They are no doubt aware of the dangerous weakness of human nature, owing to which every scheme, however villainous, borrows respectability from age and financial associations. Therefore, it is one of the three best bets of this decade that we will soon be paying tribute to the Steel Trust in the form of ship subventions.

The transatlantic steamship companies have for years been threatening to divert the greater part of their business from New York to Staten Island or Jersey City, because of the unreasonably high dock rentals in New York. The first company to carry out its threats is the French line, which the other day purchased a waterfront property on Staten Island having a frontage of 1,500 feet, on which a large freight station and piers will be erected. This transaction is viewed with considerable apprehension by those who are pecuniarily or otherwise interested in the supremacy of New York as a maritime center, as it undoubtedly foreshadows a general movement of shipping toward Staten Island and New Jersey.

Chairman Shonts, of the Panama Canal Commission, tearfully testified before the Senate Appropriation Committee that the laborers on the canal "work just when they please, and can not be made to do otherwise." Mr. Shonts is evidently a hard boss to please.

(Continued on Page 10.)

Home News.

Eight persons lost their lives and a score of people were more or less injured as the result of a fire in the West Hotel, at Minneapolis, Minn., on January 10.

A party of fifty-five Chinese arrived at San Francisco on January 12 on a tour of the world to investigate Western conditions on behalf of the Chinese Government.

Geronimo, the Apache warrior, was married on Christmas for the eighth time. The bride is Mary Loto, widow of a prominent Indian. Geronimo is 76 years of age.

Charles F. Murphy, leader of Tammany Hall, has declared in favor of a bill providing for the creation of a commission to govern all public utilities in New York City.

It is said that the talk of electing President Roosevelt as the successor of the late President Harper as the head of Chicago University has become strong in university circles.

An opinion of the Municipal Court of Minneapolis, Minn., holding that the Sunday-Closing law is equally applicable to Jew and Gentile has been upheld by the State Supreme Court.

Governor Higgins' message to the Legislature favoring 80-cent gas for New York has resulted in steps being taken for the introduction of a bill into the Legislature to bring this result.

The National League of Commission Merchants, at Milwaukee, Wis., adopted a resolution addressed to President Roosevelt pledging support in his efforts for the abatement of the transportation evils.

At the meeting of the Cabinet on January 12 President Roosevelt asked Secretary of the Treasury Shaw to remain at the head of that department until March 4, 1907, and Shaw agreed to do so.

President Roosevelt was made an honorary member of the Improved Order of Red Men on January 11. This is the first honorary degree conferred by the order during the 142 years of its existence.

First-Lieutenant Roy I. Taylor, of the Coast Artillery, has been reduced in rank twelve numbers for snubbing a subordinate, having asked a sergeant of his company to change his seat in a New London theatre.

E. P. Jenks & Co., bankers and brokers of Pittsburg, Pa., with thirty branches in near-by towns, announced their suspension from business on January 12. The liabilities are said to be about $100,000.

United States Senator Piles will introduce in Congress a bill appropriating the $20,000,000 paid this country by China as damages in the Boxer uprisings to defray the expense of educating Chinese students in American colleges.

A strip of land one-quarter of an inch wide has just been sold at the highest rate for real estate ever paid in Brooklyn, and next to the highest in Greater New York. The purchase price was $1,000, which, figured out to a twenty-foot lot, would bring the valuation up to $960,000.

Henry Wulff, former State Treasurer of Illinois, and J. W. Loeb, who was associated with Wulff in the Continental Insurance Company, which was officially declared to be a swindling scheme, entered pleas of guilty before Judge Bethea in the Federal Court at Chicago on January 13. Sentence was deferred.

Senator Meek's resolution declaring in favor of the election of United States Senators by popular vote was unanimously adopted by the Ohio Legislature on January 11. Senator Wood said that Senators who could probably not be elected by popular vote were blocking the President in his effort at rate legislation.

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Harry B. Douville is inquired for by his mother. Kindly communicate with the JOURNAL office.

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Pacific Coast Marine.

The Japanese Steamship Company (Nippon Yusen Kaisha) is ready to resume fortnightly service across the Pacific with the steamers Kanagawa and Shinano.

The French ship Biarritz arrived at San Francisco on January 18, 170 days from Cardiff, Eng. Four members of the crew were stricken with scurvy during the passage.

The schooner Falcon, from Ventura, Cal., for Gray's Harbor, Wash., put into San Francisco on January 15 to land Captain Sanberg, who was stricken with blindness on the passage.

The schooner Roy Somers, Captain Silem, which arrived at Aberdeen, Wash., on January 14, reports the loss of Mate D. Jacobsen by drowning on the 11th. Jacobsen was 32 years of age.

The schooner Advance, which recently went ashore near Bandon, Or., has been floated and after temporary repairs at the latter port, will sail for San Francisco with a cargo of lumber.

An increase of over 500 per cent on the average and from 400 to 1000 per cent in individual cases, has been made in the Provincial tax levies for 1906 against salmon canneries on the Frazer River, B. C.

The steam-schooners Brooklyn and Phoenix arrived at San Francisco on January 17, towing the disabled steam-schooner Brunswick. The Brunswick was disabled in a heavy gale off the Mendocino coast.

The schooner Matthew Turner of San Francisco was towed into Klannich Harbor, on Vancouver Island, on January 18, by the steamer Queen City, having been picked up by the latter in a distressed condition.

The tug Tatoosh, Captain Charles Bailey, left Astoria, Or., on January 19, with the French bark David d'Angers in tow for Port Townsend, Wash., where the latter was due by midnight of the 20th to save her charter.

The owners of the Danish ship Copley have filed suit in the United States District Court at San Francisco to recover from the G. W. McNear Company $307 for delay in loading the Copley and $1,165 for freight charges.

The whaling schooner Gotama is about to be fitted out for a cruise to Okhotsk Sea after the right whale. The Gotama is now in Oakland Creek, San Francisco Bay, but will be able to sail by the middle of the coming month.

The Senate Committee on Commerce has favorably reported the Perkins bill providing for light and fog signal stations at Carquinez Straits, Red Rock and Point Cabrillo, a light-keeper's house at Point Bonita and a lighthouse tender for Hawaiian waters.

The Oceanic liner Zealandia, which was recently sold to an Eastern steamboatman, who will use her to tow the steamer Olympia to Boston, was brought to San Francisco from Martinez on January 10. The Zealandia will be used in the Atlantic Coast trade.

The Senate Committee on Commerce has reported a substitute for the bill making San Luis Obispo and Monterey, Cal., subports of entry. The substitute provides for an official at each port with authority to enter and clear vessels under the jurisdiction of the San Francisco Collector of Customs.

Advices have been received of an attempted raid made upon the seal rookeries of Copper Island, now guarded by Japanese patrols, by a Japanese sealing schooner, with several American sealers in her crew. William Dewett, formerly of San Francisco, was shot three times by the guards on shore.

The Oregon Railroad and Navigation Company has libeled the French bark Jean Baptiste for towage into Astoria. Her consignees, Samuel Elmore & Co., filed a general average bond to cover the claim. The Jean Baptiste was towed from a dangerous position by the libelant's tugs on December 29.

A telegram received at San Francisco on January 18 reported that the German ship Kalliope, from Hamburg for Sydney, had put into Funchal, Madeira, on January 17, and landed the crew of the Norwegian ship Servia, bound from Newport for Pensacola, which had been abandoned at sea on January 11.

The E. K. Wood Lumber Company, the Holmes Investment Company and fifty others, owners of the steam-schooner Shasta, have filed a $10,000 libel in the United States District Court at San Francisco against the steamer Dirigo, which was towed into port in a disabled condition by the Shasta.

The American ship W. H. Macy, from Tacoma, Wash., for Vancouver, B. C., has put into Port Angeles, on Puget Sound, with her jib-boom carried away and her stem split, acording to a telegram received at San Francisco on January 19. The Macy was in collision with a tugboat, but her injuries did not result in a leak.

United States District Judge J. J. de Haven, at San Francisco on January 18, denied the petition of United States Attorney Devlin to have a special venire of jurymen impaneled for the trial of R. H. Tyson, W. J. Woodside and W. J. Wood, shipping men, indicted on the charge of helping man and equip Captain Alex McLean's vessel, the Carmencita, for illegal sealing in northern waters.

The oil steamer Whittier, after delivering a cargo at Vancouver, B. C., went to Port Townsend, Wash., on January 5, and, after changing her register, proceeded on her way to Port Harford by way of San Francisco. Although the stop there was materially out of her course and consumed nearly a day, Captain Dixon felt that it would be more economical to proceed this way, as through papers he now sails under he will avoid the necessity of paying pilotage demands

The Commercial Assurance Company of London has filed in the United States District Court at San Francisco, a libel against the Pacific Mail Steamship Company on account of cargo lost in the wreck of the steamer Rio de Janeiro, in this harbor on February 22, 1901. The cargo belonged to Ames & Harris, and was insured for $18,500, which sum the plaintiff was compelled to pay, and which is asked for, with interest from time of payment.

It is reported that another steamship line, and one of the largest in the world, will be running directly from San Pedro and Los Angeles, and a battle royal between the transcontinental railroads and this company will be waged for the control of the freight traffic between the East and West when the contract between the Hawaii-American Steamship Company and the Tehuantepec National Railway goes into effect on July 1 of this year.

Master Electrician George E. Hanscome of the Mare Island Navy Yard has gone to install the new wireless station at Point Arguello, which is situated in Santa Barbara county. This is the first of the new stations to be completed which were authorized by the Navy Department last year. Eventually stations will be established at intervals of 200 miles from Point Loma, at San Diego, the extreme southern point on the California coast, to Puget Sound and Bremerton Navy Yard.

Searching investigation into the reported ill-treatment of whaling seamen by ships' officers was begun at San Francisco on January 18 before United States Shipping-Commissioner C. F. Bassett at the instance of President Roosevelt. While the present inquiry is directed against the whaling bark John and Winthrop, Captain W. T. Shorey, and the officers of that vessel, it will be far-reaching in scope if the charges made by a member of the crew of that vessel are sustained. In such case wholesale prosecutions by the Government will probably result.

Following is the reinsurance list, as posted at San Francisco on January 21: British ship Drumcraig, 122 days from Astoria for Manila, 50 per cent. British bark Ednyfed, 115 days from Trapani for Gloucester, 20 per cent. British ship St. Mary's Bay, sixty-five days from London for New York, 10 per cent. British ship Cumberland, 145 days from Iquique for Hamburg, 5 per cent. British ship Mobile Bay, 192 days from New York for Formosa, 10 per cent. British ship Pass of Balmaha, 144 days from Montevideo for Salina Cruz, 20 per cent.

The long overdue British ship King David, which was 116 days out of Salina Cruz for Puget Sound, and which was given up long ago for lost by insurance people, went ashore on the Vancouver Island coast at Bajo Point on December 13. Eighteen of the survivors were picked up by the steamer Queen City on January 15. Donald McLeod, the sailmaker, died from exposure on the day following the rescue. First-Mate A. Wallstrom and six men, who went to Cape Beale for assistance, have not since been heard of, and it is feared that they have been lost.

The old steamer Barracouta, owned by the Pacific Mail Steamship Company, arrived at San Francisco on January 17, after an eventful voyage to the North and the Siberian coast, under command of Captain Curtis. The Barracouta was chartered by the Barneson-Hibberd Company some months ago to take a cargo of merchandise to the Siberian coast, but before making a landing was captured by the Japanese scouts and taken to a Japanese port. Later the Barracouta was released, the war with Russia having been practically ended at the time of the steamer's capture.

In the United States District Court at San Francisco on January 5, Sudden & Christenson, owners of the steamer Chehalis, filed a libel against the steamer City of Puebla for the sum of $100,000, claimed as salvage for picking up the Puebla on December 31 at a point twenty miles west of Tillamook Rock, Oregon, and towing the disabled vessel to San Francisco. The complaint states that the Norwood, also owned by the libelant, assisted in the tow and that the hawsers were cut so that a new hold could be taken, at which time the tugboat Relief came in between the Puebla and the vessels towing her, and, making fast to the Puebla, brought her into port. The value of the City of Puebla is stated by the libelants to be $500,000, and her cargo and passenger and freight money $95,000.

DIED.

Paul Gonzalos, No. 381, a native of California, aged 27, died at San Francisco, Cal., January 6, 1906.

$100 REWARD, $100.

The readers of this paper will be pleased to learn that there is at least one dreaded disease that science has been able to cure in all its stages, and that is Catarrh. Hall's Catarrh Cure is the only positive cure now known to the medical fraternity. Catarrh being a constitutional disease, requires a constitutional treatment. Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system, thereby destroying the foundation of the disease, and giving the patient strength by building up the constitution and assisting nature in doing its work. The proprietors have so much faith in its curative powers that they offer One Hundred Dollars for any case that it fails to cure. Send for list of testimonials.

Address: F. J. CHENEY & CO., Toledo, O.

Sold by Druggists, 75c.

Take Hall's Family Pills for constipation.

F. R. Wall, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. Merchants' Exchange building, California street, near Montgomery: rooms 208-209. Phone Bush 508.

Labor in Germany.

United States Consul-General Guenther, of Frankfort, furnishes the following interesting report on the condition of the labor market in Germany compared with the preceding year: The condition of the German labor market during October, 1905, shows a strong improvement over October, 1904, and also over September of the present year. In October, 1904, the unfavorable situation in the coal-mining districts and in the iron industry depressed the labor market. Business in many textile districts was also unsatisfactory and traffic at the seaports was dull. These unfavorable conditions do not exist now. While last year there were 130.9 applicants for each 100 vacancies, the number in October, 1905, was only 112.2. The favorable condition of the labor market in the great industrial centers is mainly due to the market improvement in the iron and steel and in the metal and machinery branches. The number of employes during the year has increased in these from month to month and the fall business has received orders which guarantee a continuation of these conditions for a longer time.

In all the establishments which manufacture material for the army and navy work is plentiful. The Krupp works at Essen has received orders which require many of the workingmen to work overtime, although the force has been greatly increased. The shipbuilding yards are also very busy and the number of workmen had to be increased, especially at the Imperial shipyards at Kiel. In the centers of the machinery factories in Rhenish Westphalia, as well as in Saxony, business is satisfactory.

The small ironware industry has seldom seen such good times as last October. The building trade continues to be well employed, which was not the case last year at this time. In many places there was even a lack of workmen in the building branch. A strong demand for unskilled labor was especially noticeable at Hamburg, Berlin, Charlottenburg, Leipzig, Ludwigshafen, etc., and although the wages ruled high many foreigners had to be employed. The conditions in the textile branches at Bielefeld, Barmen, Munchen-Gladbach, and Aix-la-Chapelle were much improved over last year. In the great seaports the demand for labor has been large, and at Hamburg the supply was frequently inadequate to the demand. Complaints as to the lack of domestic servants are heard everywhere, even in the small cities.

A new million-dollar steamship line for Toronto is one of the developments of the big grain crop in the Northwest. The promoters have accepted bids for two steamers at a cost each of $150,000 and advertised for bids for two more. The company will be known as the Mathews Steamship Company. The tenders stipulate that two ships shall be ready to cross the ocean next May. Besides these, two others are wanted for next season. The head office of the company will be at Toronto. The steamers will be of full canal size. They will carry general freight from Montreal to Fort William and call at Toronto on their westward trips.

At Strohbeck, Prussian Saxony, chess is a part of the regular school curriculum and every boy and girl carries a board and men.

Demand the union label on all products!

COAST SEAMEN'S JOURNAL

Published Weekly by
THE SAILORS' UNION OF THE PACIFIC
Established in 1887

W. MACARTHUR....Editor | P. SCHARRENBERG, Manager

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, - - - - JANUARY 24, 1906.

THE MANNING SCALE.

Whereas, There is now pending in the United States Senate a bill (S. 27) relating to the complement of crews of vessels, which bill in substance provides that "no steamer carrying passengers FOR HIRE shall depart from any port unless she shall have in her service a full complement of licensed officers and crew, ONE-HALF OF WHICH SHALL BE ABLE SEAMEN sufficient at all times to manage the vessel, including the proper number of watchmen"; and

Whereas, The said bill is radically defective for the reasons, first, that it does not specify the qualifications of the able-seaman, lacking which specification the measure would be of no force or effect; secondly, it would practically authorize the manning of vessels with landsmen to the extent of one-half of their deck crews, thus actually lowering the present inefficient standard; thirdly, it would place upon the Local Inspectors of Steam Vessels the responsibility for the manning of vessels, thus absolving the shipowner from all liability for damages caused by inefficient manning; therefore, be it

Resolved, By the Sailors' Union of the Pacific, that we disapprove said bill (S. 27) and urge that it be not passed; further

Resolved, That we renew our request for the enactment of the amendment passed by the Senate during the last session of the 58th Congress, to wit:

"Provided that, except in the case of steamers navigating rivers exclusively, at least 75 per cent. of the deck crew, exclusive of licensed officers, shall be individually effective hands—that is, of a rating not less than able-seaman; and no one shall be signed as an able-seaman unless he shall be nineteen or more years of age and shall have served at least three years on deck at sea or on the Great Lakes."

The bill referred to by these resolutions is ostensibly designed to improve the character of steamers' crews. In practice it would destroy whatever value may exist in the present system of manning. To say that those responsible for the bill do not realize this would be to flatter their morals at the expense of their intelligence. The terms of the bill are so ridiculous, so simple, as to be beyond comprehension except upon the hypothesis that its authors are absolutely lacking in the sense of humor. When it is declared that one-half of a vessel's crew shall be able-seamen it is inferred, of course, that the other half may be tinkers, tailors or anything else. Thus the moral, and in some instances legal effect of the bill would be to reduce the number of able-seamen now employed. But that is not the worst of it. The trouble is not so much that the bill provides that crews shall be only one-half able-seamen, but that it doesn't provide for any able-seamen at all. What is an able-seaman? What are the qualifications of the able-seaman as to age, experience, etc.? The bill in question is silent upon the subject; so far as that subject is concerned the qualifications of able-seaman and ploughman may be exactly the same! The bill puts it up to the Local Inspectors to judge the requirements as to manning. Every one knows what that means. It means that the Local Inspectors, acting partly from choice and partly from compulsion, will agree to whatever terms may be dictated by the shipowners. Local Inspectors are but human, and their jobs are none too secure in these days of the Big Stick and the Sharp Axe.

It were the supremest folly to look for firm and conscientious, not to say intelligent, action on the part of the Local Inspectors in their dealings with the powers that control the maritime industry, since even the maritime authorities in the United States Senate seem unable to stand up for a law that will say what it means and mean what it says.

Senate Bill 27 contains other defects which indicate clearly the intention that it shall be absolutely nugatory. For instance, it says that one-half of the "crew" shall be able-seamen. Now, the "crew" is specified in law as "every person" employed on board a vessel, master and apprentices excepted. A literal construction of the bill would require that one-half of all the persons composing the crew of a vessel carrying 100 men all told shall be able-seamen. In such a complement as is here suggested only twenty-five or thirty men are employed as deck crew—that is, as sailors. Senate Bill 27, literally construed, would increase that number to fifty or sixty. Such an increase might not be unreasonable, but every practical man knows that it is impossible. The mere statement of the case from a practical point of view reduces the terms of the bill to an absurdity. The bill should be voted down as a very bad joke on a very grewsome subject.

Senate Bill 27 is a survival of the legislative, judicial and executive panic that followed the burning of the steamer General Slocum, with the loss of 1000 lives. That catastrophe was caused, as every one now realizes, mainly by inefficient manning. The bill in question is intended to calm the public fears by a pretense at obviating the chief contributory cause of the Slocum horror, while at the same time calming the shipowner's fears that he may be compelled to employ seamen instead of roustabouts. Of course, it's a good joke on the public—that is, as long as the public fails to see the point. Should the latter become visible it is more than likely that the Senators who are responsible for the little play will realize the force of the adage that "he laughs best who laughs last."

The only practical means of securing an improvement in the manning scale of steamers are contained in the amendment offered during the last Congress, as set forth in the foregoing resolutions. That amendment was passed by the Senate and would undoubtedly have become law but for the refusal of Representative Grosvenor to call it up in the House. That amendment should be adopted by the present Congress. At any rate, the least that body can do is to reject the proposition contained in Senate Bill 27, as a clumsy and absurd attempt to fool the people. Better no law at all than one which practically gives legal sanction to a system of manning vessels with landsmen.

CHILD LABOR LAW VALID.

It now looks as though California were secure in the possession of a Child Labor law which, while affording material protection to children, will stand the test of the courts. For this hopeful outlook we are indebted to a conscientious Legislature, an industrious and intelligent Labor Commissioner and a just judge. Recent developments in the matter of Child-Labor legislation in California have arisen as a result of a fatal explosion on board the steamer Despatch, at San Francisco, which caused the death of a thirteen-year-old boy named "Jimmie" Mitchell and the serious injury of several other minors, who were employed in cleaning the vessel's oil tanks. Mitchell having been under the minimum age prescribed by the Child Labor law, Labor Commissioner Stafford caused the arrest of Captain Henry Weber and Chief-Engineer J. M. Spencer on a charge of violating the law. The defense made the plea that the Child Labor law is unconstitutional, on the ground that it "discriminates against certain forms of labor." The case for the prosecution was conducted by Deputy Labor Commissioner Eshleman. The case was decided by Judge Carroll C. Cook, in the Superior Court, at San Francisco, on January 15, who sustained the law as a justifiable measure of protection to children. The substance of Judge Cook's important decision is herewith reproduced, as follows:

The questions involved in this proceeding are of far-reaching and vital importance to the State and its people, especially its future population. Just as the twig is bent the tree's inclined, and the future of the State and nation depends more on the rearing of its children than on any other matter.

The argument made by respondent's counsel in one of the best briefs that has ever been submitted for my consideration, is fully justified and well put. The question presented for determination is of great and lasting importance. With the opposition from certain interested quarters it is with much labor that measures such as those here involved are placed upon our statute books, and when once they are there it should be but for the weightiest constitutional reasons that they be declared void.

No one at all familiar with the history of Child-Labor legislation can fail to see at a glance the similarity of the provisions of these measures and the laws of all progressive States, and of the nations of the old world as well, touching the subjects involved. Always it has been customary to select certain industries wherein it appeared to the legislatures there was most need of such legislation, and always such classification was upheld. Always have there been special classes of children made, which classes, in the minds of the legislators, were laboring under special disabilities, such as orphanhood or illiteracy, and no court has seen fit to question the validity of such classification.

The salutary effect of these laws is unquestionable. All are interested in the care of those who cannot care for themselves, and especially in the protection and education of children, in whom the future hope of our nation lies.

Under these circumstances no trivial objection should avail to invalidate so salutary a law.

Legislatures generally, since the passage of the first Factory Act in England in 1802 to the present, have considered that a valid exercise of the health and police power would warrant them in passing laws for the protection of children. Counsel—although exhaustive briefs have been filed—have failed to find one single instance wherein the principle has been called the least in question. Courts have universally held that such laws are a valid exercise of this power as looking to the general welfare.

In the exercise of the police power it is necessary always for the Legislature to set the limits of the class, and it is always presumed that the legislative part of the Government has made a valid classification until the contrary is proved beyond a doubt.

The age of the child is of no more significance than would be the fact of his having blue eyes, if it could be shown that people having blue eyes as a class were easily imposed on and easily injured morally, intellectually or physically. In this latter case the State would have the right to throw its protection around all blue-eyed people, saving them from their more fortunate fellows. It would not be the color of the eyes or the age that would make the classification valid.

The whole history of Child-Labor legislation shows an evolution. First those occupations are made the object of legislative restriction, in which it appears to the legislature there is most abuse of children and most children employed. Gradually other occupations are included and the restrictions become more general until finally the whole evil is eradicated. But to ask courts to interfere on the ground of discrimination when the discriminations are between evils, is presumably too much.

Notice has been given that the case will be

appealed to the State Supreme Court, but there seems to be little doubt that the verdict of the lower court will be finally approved. The vindication of the Child Labor law is due in great measure, if not entirely, to the vigorous steps taken by Labor Commissioner Stafford, whose efforts were ably seconded by Deputy John M. Eshleman. The brief submitted by the latter elicited the very rare honor of a compliment from the bench, a gracious act on the part of Judge Cook which entitles that gentleman to a large share of the public congratulations upon the outcome of the case.

The decision in the present instance is the more gratifying by contrast with that previously rendered by a Police Judge in Oakland, Cal., in a case similar to that just decided by Superior Judge Cook. In the former instance the Child Labor law was declared unconstitutional. Those who may have been disposed to regard the Oakland decision as warranting a defiance of the Child Labor law will do well to "pause and reflect." Unless the unexpected shall happen, it may safely be assumed that the present California Child Labor law has come to stay until superseded by a better one.

"LAMBKIN" ELIOT.

The American people, and not least among these, the American trade-unionists, have recently been seriously worried over the mental condition of one who had previously occupied a high place in intellectual circles, to-wit, President Eliot, of Harvard University.

That gentleman's fall from the position of a leader of thought to that of a mere ranter has grieved his friends, the more because they have been unable to account for it. President Eliot's symptoms are uncommon—quite peculiar, in fact. Next to the trust question, the labor question, and other "burning issues," the question as to where President Eliot "is at" is the warmest proposition now before the public. Fortunately, the light begins to dawn. Our able contemporary, the Weekly Bulletin of the Clothing Trades, offers a fairly reasonable diagnosis of the case. Under the caption: "Lines Up With the Coolies," the Weekly Bulletin says:

President Eliot, of Harvard, as a defender of the non-unionist, was a man that the union men had to look to with respectful attention. He stood for a big institution of learning and for a scattered class of professional men animated with a desire to correct what they believed to be excesses or weak developments in unionism. President Eliot's name brought up to the minds of union leaders possibilities of learned argument, ethical principles and unusual insight into the intricacies of social relations. Unionists might sincerely believe they were in large things right, but President Eliot, it was possible, might enable them to see wherein regarding lesser points they might improve their unions and lead the members to better citizenship and higher levels of civilization.

But President Eliot as a champion of Chinese immigration! What a fall, good countrymen! The man has revealed his unfortunate lopsided mentality. Just as a certain percentage of mankind is color blind, or deaf and dumb, or humpbacked, a certain proportion of college professors are idiots with freakish gifts. One may be an old squaw who is a chatterbox in seven living and three dead languages; another, a mathematical wonder, fit as a dime museum demonstrator; a third, a speechmaker, with a surplus of words over the dictionary; a fourth, a lambkin, sweet in every domestic sentiment and wrong in every sociological principle. There is accumulating evidence that President Eliot is fitting himself for membership in the last-named class. True it is that hereafter America's millions will hesitate to give any of his opinions much weight, recalling him as the blundering duffer who lifted his voice for giving our country to the coolie.

Thus it appears that President Eliot is becoming sheepish, that the broadsides which we have mistaken for the thunders of Jove are merely so much bleating in the pastures of Cambridge. Lambkinitis is doubtless a very painful thing for the person immediately concerned, but quite harmless to others once it is recognized and understood by them. The Weekly Bulletin of the Clothing Trades has rendered a great service to the country by its investigations in this matter and by the important results accruing therefrom.

The San Francisco Labor Council has issued a Union Label Calendar, containing colored fac-similes of thirty-three labels, buttons, shop cards, etc. The calendar proper is embellished by numerous pithy statements of the powers and purposes of the label, the whole constituting a very appropriate and useful article of household, workshop or office furniture. By the issuance of the Calendar the Labor Council has rendered another valuable service to the cause of union label agitation. Much credit is due that body, and particularly to its Label Committee, for the energy and enterprise displayed in the publication of the Calendar.

A Cry From Manila.

The following communication is published for the information of those who "want to know" what is doing in "our island possessions." Those who know all about the said possessions but who want ship subsidies as a means of "encouraging Americans to go to sea" will kindly turn to the next page in order to avoid personal injury in collision with some facts. Here's the communication aforesaid:

Editor COAST SEAMEN'S JOURNAL: Sir—Will you please give me space for a few remarks on behalf of the sailor in the Philippine Islands? I wish to call attention to two of our American ships and their captains. The first is Captain Graham, of the Erskine M. Phelps. Captain Graham discharged his crew and replaced part of them with Japanese sailors when there were sufficient American sailors, not only to man his ship but to man any sailing ship that floats, and then leave a surplus in the Sailors' Home. The next ship was the Acme, Captain McKay, who signed a full crew of Japanese from this port, and left his own sailors on the beach here without a cent. Such conduct from the so-called American captains can not be prevented by the officials here, as there is no law to prohibit captains from shipping whom they please. I have incurred the displeasure of some of the local "shipping agents" by holding ships and seeing that the sailors are given justice. This I believe has caused some further injustice in the absence of a law to cover same in this port, as it has been ruled to be not an American port. Again, the American consuls are sending sailors from China and neighboring ports to Manila to be put on American ships. What can I do? Captains are shipping Japs from this port. What is the American sailor going to do? Contributions from private sources do not exceed forty-five dollars per month, and if the Seamen's Friend Society (76 Wall street, New York) had not aided us we could not have survived. Thanking you in advance, I remain,

Very respectfully,

R. J. SHARP,

Superintendent Sailors' Home.

70 Call San Fernando, Manila, P I., Dec. 15, 1905.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC.

HEADQUARTERS, NEW YORK, N. Y., Jan. 10, 1906.
Shipping good; prospects favorable.
H. P. GRIFFIN, Secretary.
166 Christopher st.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

HEADQUARTERS, SAN FRANCISCO, Jan. 22, 1906.
Regular weekly meeting was called to order at 7:30 p. m., H. G. Lundberg presiding. Secretary reported shipping fair. Resolutions were adopted protesting against the passage of Senate Bill 27 in its present form. The bill in question relates to the efficiency of crews in steamers carrying passengers.
E. ELLISON, Secretary pro tem.
S. W. cor. East and Mission sts. Tel. Main 5397.

TACOMA AGENCY, Jan. 15, 1906.
Shipping medium; prospects fair.
H. L. PETTERSON, Agent.
3004 McCarver st. Tel. Main 808.

SEATTLE AGENCY, Jan. 15, 1906.
Shipping medium.
P. B. GILL, Agent.
1312 Western ave. P. O. Box 65. Tel. James 3031.

PORT TOWNSEND AGENCY, Jan. 15, 1906.
No meeting; no quorum. Situation unchanged.
WM. THORBECK, Agent.
114 Quincy st. P. O. Box 48. Tel. 443.

ABERDEEN AGENCY, Jan. 15, 1906.
Shipping medium; prospects uncertain.
WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

PORTLAND (OR.) AGENCY, Jan. 15, 1906.
No meeting; no quorum. Shipping dull; prospects poor.
D. W. PAUL, Agent.
40 Union ave. Tel. East 4912.

EUREKA AGENCY, Jan. 15, 1906.
No meeting; no quorum. Shipping fair; prospects uncertain.
C. SORENSEN, Agent.
222 C. street. P. O. Box 327. Tel. Main 566.

SAN PEDRO AGENCY, Jan. 15, 1906.
Shipping and prospects fair.
HARRY OHLSEN, Agent.
P. O. Box 2380. Tel. Main 774.

HONOLULU (H. T.) AGENCY, Jan. 15, 1906.
Shipping dull; prospects uncertain.
C. COLDIN, Agent.
Cor. Queen and Nuuanu sts. P. O. Box 96.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

HEADQUARTERS, SAN FRANCISCO, Jan. 18, 1906.
Regular weekly meeting was called to order at 7:30 p. m., Eugene Burke in the chair. Secretary reported shipping quiet. John Culliton and T. P. Veldon, shipwrecked on the W. H. Kruger, were allowed the full benefit. The report of the Committee on Steam-Schooner Agreement was adopted as submitted.
EUGENE STEIDLE, Secretary.
54 Mission st.

SEATTLE (WASH.) AGENCY, Jan. 11, 1906.
Shipping quiet; good many men ashore.
W. SORENSON, Agent.

SAN PEDRO (CAL.) AGENCY, Jan. 11, 1906.
Shipping good; few men ashore.
CHAS. M. DAWSON, Agent.

LAKE SEAMEN'S UNION.

HEADQUARTERS, CHICAGO, ILL., Jan. 15, 1906.
Situation quiet.
V. A. OLANDER, Sec. pro tem.
123 North Desplaines st.

MARINE COOKS AND STEWARDS OF THE GREAT LAKES.

HEADQUARTERS, BUFFALO, N. Y., Jan. 16, 1906.
Situation unchanged.
H. R. WALKER, Secretary.
55 Main st.

ATLANTIC COAST SEAMEN'S UNION.

HEADQUARTERS, BOSTON, MASS., Jan. 16, 1906.
Shipping fair; prospects uncertain.
WM. H. FRAZIER, Secretary.
1½A Lewis st.

ATLANTIC COAST MARINE FIREMEN'S UNION.

HEADQUARTERS, BROOKLYN, N. Y., Jan. 11, 1906.
Situation fair; shipping slack.
DANIEL SULLIVAN, Secretary.
15 Union st.

On the Great Lakes.

(Contributed by the Lake Seamen's Unions.)

New Lake Tonnage.

The carrying capacity of the new vessels that were ordered for 1906 delivery for a full season is about 6,000,000 tons. The new boats, however, will not be able to move that much freight next year as it will be late in the season when many of the large carriers will come out. Most of the vessels that were ordered for late delivery are of the largest class and it will be late in the summer before some of the 600-footers are ready for business. A few of the big freighters that were ordered recently will not come out until September and that, of course, will greatly reduce the capacity of the new tonnage for 1906.

On account of the late deliveries, the capacity of the tonnage that will come will be reduced about a third and some of the ore men figure that the new boats will not be able to make more than 4,000,000 tons of freight next season. The capacity of the vessels that passed out of existence during the past season was about 2,000,000 tons. The figures show that there will be about 2,000,000 tons more tonnage in 1906 than there was this year.

The addition to the capacity of the fleet, the vesselmen say, will not any more than take care of the increase in the movement of ore, as they are quite confident that 36,000,000 tons will be shipped in 1906. That will be a gain of about 2,500,000 over this season, when the movement was about 33,500,000 tons.

It is impossible to get any line on the grain trade, but the vessel owners feel satisfied that that branch of the business will take care of as much tonnage as it did this year. With labor troubles out of the way, it is certain the coal shipments will show a good increase over 1905. A large number of big carriers have been chartered to load coal at Lake Erie ports, and all the leading shippers will do some business during the winter. There has been some inquiry for storage capacity in the grain trade and a number of steel steamers have been placed at Chicago and the head of Lake Superior.

According to reports there will be little change in the condition of the freight market next year, compared with the past season. Most of the vessels were kept busy during the season just closed, although some of the wild carriers had trouble getting cargoes at times during the summer months. It is not likely that there will be any more wild tonnage on the market than there was this year, as the season chartering will be done on about the same basis it was a year ago. Shippers will cover up pretty closely and they have had no trouble getting tonnage.

Announcement was made recently that Walter J. Douglass, General Superintendent of the Rutland Transit Company, has been appointed assistant general manager of the company with headquarters at Ogdensburg, N. Y. Mr. Douglass was at one time located at Buffalo. The office of General Superintendent has been abolished so there will be no successor to Mr. Douglass. As assistant manager Mr. Douglass will have charge of all the operating and traffic matters. The appointment was announced by Edwin T. Douglass, manager of the Rutland Transit Co. and approved by George T. Jarvis, General Manager.

Record for Lake Yards.

The annual report of the Commissioner of Navigation for the fiscal year ended June 30 last shows that construction of vessels on the Great Lakes during that year was greater than ever before. It employed an immense amount of capital and upward of 7,000 men.

It made a showing of forty-one steel steamers of over 1,000 tons each completed, or an aggregate tonnage of 158,631, and twenty-seven steel ships building on July 1, 1905, with a tonnage of 104,067, as compared to thirty-seven steel ships and two schooners, with a tonnage of 136,709, built in the fiscal year 1904. These same yards also had under construction four Government vessels.

The merchant capacity of the yards was sixty-four vessels, aggregating 208,361 tons displacement. Lake Michigan, Lake Huron, Lake Erie and Lake Superior each had its share of the shipbuilding work.

The Lorain yard made the best record for the year as seven of the big steamers that came out in 1906 were turned out there. The boats that were built at Lorain were the steamers Ball Brothers, James C. Wallace, S. M. Clement, Philip Minch, John Stanton, Joseph Butler and William A. Rogers. Four steamers were completed at the local yard during the year and another big freighter for 1906 delivery was launched. One of the boats that was built there was a package freighter. The Bay City and Wyandotte yards each turned out three vessels. Two of the "Big Four" steamers of the Steel Trust fleet were built at South Chicago and one was built at Superior. During the year the company lengthened six vessels. The Great Lakes Engineering Works, of Detroit, in 1905, launched eight steamers, but two of these will not come out until next spring.

In addition to the large amount of work completed in 1905 the Lake shipbuilders booked orders for forty-one vessels. All the berths at the yards for summer delivery have been taken and some of the vessels will not come out until next fall. The officials of the American Shipbuilding Company closed contracts for thirty-one bulk freight steamers. The Great Lakes Engineering Works has orders for eight ships and the Toledo Shipbuilding Company will build a freighter and a passenger steamer.

Little work will be done by the Government this winter at Lake Portage and the connecting canals and channels. A large sum of money will be spent in the spring in minor improvements to piers, revetments, docks and waterways. A force of men is now at work clearing away the wreckage caused by the steamer Saxon when it struck the pier at Lily Pond, head on, tearing a gap sixty-four feet in length.

It will take six weeks more of work to finish up the dredging which is being done in the lower canals and river. Soundings will be made through the ice of Portage Lake and the river during the latter part of January to get the depth of the channels dredged out during the past season. This will necessitate the boring of hundreds of holes through the ice in order to get the soundings. For this work a boring machine is used which can force a hole through twenty-seven inches of ice in two seconds.

Ore on Erie Docks.

The figures complied from the returns sent in by the various dock companies show that iron ore receipts at Lake Erie ports during the season of 1905 were 28,479,056 tons. Out of the total movement of ore by lake of 33,476,904 tons on December 1, Lake Erie docks hold a balance of 6,438,967 tons. During 1904 the total output by lake was 21,226,591, of which Lake Erie docks received 17,932,814 tons and held a balance on dock December 1 of 5,763,399 tons. In 1903 they received a balance of 19,681,731 tons and held a balance on dock December 1 of that year of 6,371,085 tons. While practically 10,000,000 more tons were received at Lake Erie docks during 1905 than were received during 1904, the docks held less than 1,000,000 tons more than they did in 1904, showing a proportionately greater movement from vessels to cars. In fact, 80 per cent. of the ore was handled direct, not touching the dock at all. The reserve of 6,438,967 tons on Lake Erie docks December 1 is ample. Never in the history of the trade has so large an amount as 5,000,000 tons gone forward from dock to furnaces during the winter season, though it should be stated that the open weather has contributed to a steady forwarding of ore from dock to furnace. There are, of course, no definite figures as to the amount of ore in the stock piles at the various furnaces, but of course it must be abundant.

The shipments to furnaces between May 1 and December 1 of the present year aggregate 24,311,720 tons, compared with 16,658,806 tons in 1904; with 16,903,013 tons in 1903, with 18,423,364 tons in 1902 and 14,204,596 tons in 1901. The shipments to furnaces during the navigation season as referred to are determined in this way. First we have the amount of ore on Lake Erie docks before the opening of navigation, May 1 last, 2,271,631 tons; add to this the receipts of the season just closed, 28,479,056 tons, and the total is 30,750,687 tons; deduct the amount on dock December 1, 6,438,967 tons and we have 24,311,720 tons as the amount that was forwarded either direct, or from dock to furnace yards.

It is understood, of course, that the difference between the output of 33,476,904 tons which was shipped from the mines during 1905 and the receipts of 28,479,056 tons at Lake Erie ports, is ore that went to places other than Lake Erie ports, such as furnaces at Detroit and South Chicago.—Marine Review.

Wreckage from the steamer Siberia, which sank recently under Long Point, on the Canadian shore, floated down the river on January 6. Some of the vessel's hatches were carried safely past the International Bridge in the swift current, aided by a stiff wind, and it is believed they have passed over the falls. A part of the wreck looking like a portion of the cabin has been thrown ashore in the neighborhood of Fort Erie beach. There is little left of the wooden steamer. The heavy blows which visited Long Point in the last few weeks have broken her up completely, and little remains to indicate where the Siberia was sunk.

Demand the union label on all products!

New Steamer Launched.

The steamer Joseph Sellwood was launched from the yards of the American Shipbuilding Company at Lorain, O., on January 6. Despite the wind which was blowing a gale, the Sellwood's initial dip into water was a success in every way. Owing to the fact that there were no tugs in commission in the harbor a line was run across from the bow of the Sellwood to the steamer William Reis, which lay across the river. These lines served to save the Sellwood from being blown against the south side of the slip by the wind after she struck the water.

The Sellwood is practically a duplicate of the steamer Joseph Butler, which was recently launched at the local yards. The Sellwood will be ready for service early in the spring, and will make her first trip as soon as the weather permits. She will be in command of Capt. R. C. Jackson, and C. J. Love will be chief-engineer. Capt. Jackson commanded the steamer William H. Gratwick last season, and Mr. Love was the Gratwick's chief-engineer.

The Sellwood is the second steamer building for Captain John Mitchell by the American Shipbuilding Company for 1906 to be launched. The Pendennis White was dropped into the water at the local yard about a month ago. The steamer Loftus Cuddy, which will be a duplicate of the Sellwood, will be launched at Lorain next month.

The Sellwood will have a carrying capacity of 10,000 tons. She will be 545 feet over all, 525 feet keel, 55 feet beam and 31 feet deep. She will have triple expansion engines with cylinders 23 1-2, 38 and 63 inches, with 42-inch stroke. Steam will be furnished by two Scotch boilers 14 1-2 feet in diameter and 11 1-2 feet long.

Plans For New Steamer.

The Detroit and Cleveland Navigation Company directors have accepted Frank E. Kirby's designs for a new million-dollar passenger boat, to be built in time for the season of 1907. The total cost will be about $1,250,000.

The new craft will be notable for many reasons. She will be the finest boat on the Lakes, as well as the beamiest, and she will have several new features in her construction, which will put her in a class by herself. Among these will be passenger elevators and a complete sprinkler system to prevent fires. She will also have a 100-ton water bottom. The big steamer will have four decks and will have a ninety-one foot beam, with ninety-three feet between the fender strakes. She will be 440 feet over all, twenty feet six inches deep, and will have 335 staterooms, including twenty-two parlors. The engines will be three cylinder compound with 7,000 horse-power, capable of propelling the vessel twenty miles an hour. She will have eight cylindrical boilers.

The plans for the new boat are to be submitted to all the shipbuilding companies on the Lakes, but the fact that Kirby drew the plans has given rise to a rumor at Detroit that the new Toledo Shipbuilding Company will build her. Whoever gets the contract, Kirby will have supervision of the construction. One of the features of the boat will be plenty of deck room fore and aft, the staterooms being constructed with this end in view. Another feature will be shower baths in connection with some of the staterooms.

INFORMATION WANTED.

John Smith, No. 10,062, Lake Seamen's Union, is wanted as a witness in the case of Comrade Clarence E. Smith, injured on the steamer Maryland. Please notify the Lake Seamen's Union, 121 N. Desplaines street, Chicago, Ill.

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Bickford, Ezra
Butler, J. W. E.
Cornell, Robt.
Cormoley, Ed.
Chapman, F. J.
Harrison, Henry
Hay, A.
Hanson, John
Gilness, Peter
Graibner, R.
Iaeger, Louis
Jorgenson, Hans
Jacobson, A. B.
Johanson, F.
Johnson, Anton
Kiley, Paul
Lane, Dawson
Leroy, Philip
Lesmore, Wm.
Larson, Jas.
McLeod, Murdock
Millan, M. John
Niermi, Ell
Nilson, Carl
Nilson, Nels
Olson, Fred
Olson, John
Platenoff, Wm.
Peterson, Peter
Rider, Homer
Rahkala, Matt
Roberts, Henry
Svensen, A. E.
Smith, A. W.
Sherod, Ralph
Selstad, A. E.
Shaver, Claude
Stephenson, Matt
Tinsler, John
Thomas, J. G.
Wiese, Sam
Westphall, L. W.
Wahlers, Carl

TONAWANDA LETTER LIST.

Andresen, A.
Andreasen, Niles S.
Borgesen, David
Bristow, E. H.
Brinniers, K.
Bondon, Fred
Brown, Joe
Brown, Clarence J.
Brown, Fred C.
Berryman, J.
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Brick, James J.
Carlson, Chas.
Carron, F.
Clare, Frank
Conger, Joseph
Cunningham, John
Cattanact, Ralph
Christensen, Chas.
Currie, John
Delahage, Horace
Drucks, Louis
Dougherty, James
Eby, Albert
Erikson, Andrew
Engelsen, T. M.
Evensen, Ed.
Flaherty, Wm.
Gillgren, Peter
Gay, Harry B.
Green, J. S.
Heeley, Edwin
Hansen, Martin
Hansen, Therg.
Hansfen, Thov.
Hillman, T. R.
Hanson, T.
Hanson, A.
Hillman, Henry
Herring, S. A.
Hansen, Karl Otto
Johansen, Einar
Johansen, Martin
Jacobson, August.
Johansson, Carl
Jamerson, Wm.
Jeferson, George
Kaelaske, Michael
Karlsson, G. P.
Karlsen, Karl
Larsen, Louis
Lundgren, Viktor
Leeland, W. M.
Laparge, John
Mathasen, Oscar
Magnasson, C. T.
McDonald, Murdock
McLeod, Thos.
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Nilsen, Niles.
Osterdahl, H. B.
Ommundsen, Tollak
Pedersen, A. H.
Peterson, N. A.
Rollo, Nelson
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Sullivan, S. T.
Stalls, Wm.
Sheldon, H. S.
Tebo, Henry
Van Anthony, Chas.
Waters, Frank
Young, James

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On the Atlantic Coast.

(Continued from page 3.)

Naval Dress Reform.

Comments have been made once or twice in this department of the JOURNAL upon the antiquated appearance and general unfitness of the uniform worn by the seamen of the United States Navy. News now comes from Europe that the seamen of the British Navy, after long agitation have at last induced the Admiralty to grant them a new uniform more in accord with the prevailing fashions in dress among landsmen, as well as more serviceable. The new uniform is described by the London Mail as consisting of "a jacket loosely fitting, comfortable around the neck, with a turned-down collar and five buttons; a peaked cap, light, ventilated, with broad, flat top and, for use in hot weather, a cover to protect the back of the neck; trousers moderately loose." This description is rather meagre, but it is evident that the new uniform is a decided improvement upon the old, seventeenth-century togs which it replaces. Now that Great Britain, the bellwether naval nation of the world, has taken the lead in naval dress reform, it may reasonably be expected that our own Navy Department will pay some heed to the many complaints on the subject which in one way or another reach the public from the seamen of our Navy. Every little concession by the Department to the reasonable demands of the enlisted men will do just so much to put a stop to the desertions from a service which, to be of real value to the country, should be brought up to a standard of dignity which would attract, rather than repel, self-respecting young men. It is certain that no worth-while young man will enlist in either the Army or the Navy under present conditions, except under stress of temporary "hard luck."

The fifth annual report of the New York State Commissioner of Labor, which was made public on New Year's Day, calls attention to the difficulties of enforcing the laws governing the employment of women and children. Among others, the law prohibiting night work in the employment of women is openly violated, but the Department has feared to test this particular law because its provisions are so closely joined with the provisions of the law prohibiting night work by male and female minors that, in case of an adverse decision by the courts, both laws might fall together. The Commissioner, therefore, recommends that these laws be redrawn and amended so as to contain separate provisions applying to all minors, and to females of whatever age. He also recommends several amendments, calculated to make the labor laws of the State less theoretical and more easily enforced. Finally, he strongly advises the abolition of the State's free employment bureau in New York City, and urges an increase in the number of factory inspectors.

The plea of the Panama Canal Commission that the eight-hour law should not be made operative on the Isthmus because the majority of the laborers are aliens is largely in the nature of begging the question, inasmuch as it assumes a continuance of the employment of aliens. What is the matter with employing the great army of unemployed negroes in the United States?

Fag Ends.

Work for the Initiative and Referendum and the Recall!

Many a simulated virtue has lived to plague the simulator.

No secret has more cocksure solvers than the mocking secret of success.

If genius could be emulated, then, indeed, 'twere folly to be merely wise.

Well-deserved praise always pleases the receiver and never hurts the giver.

All great reforms are the culminations of world-old longings and aspirations.

Many a man who sings the praises of another does so just to call attention to himself.

No man is fitted to command who lacks the power to put himself in another man's place.

The most serviceable knowledge to any man is that which makes him dissatisfied with himself.

The nature evidenced by man's first breath remains unchanged in bent and kind till death.

'Tis their relation to the point of view that makes the mind's impressions false or true.

That which degrades the coward and the slave degrades still more the manly and the brave.

The fool sayeth in his heart, "Riches have wings," but the wise man adviseth thus: "Clip the wings."

If the veracity of the Panama Canal Commission assays up to the average at all the historic advice of Horace Greeley should be revised to read, "Go to Panama, young man."

It is the way of most philosophers that they would rather speculate on the unknowable and immaterial than set their faculties to work on something useful and within the limits of the attainable.

Dr. Parkhurst says that a man who swears is no gentleman. Considering the many damnable shams of our civilization it would seem that a man is no gentleman who would not swear at them.

When Sir Charles Dilke wrote his seven-word electoral address he must have read some of the things our newspapers said about President Roosevelt's twenty-six-thousand-word Message to Congress.

The fellow who started all this agitation about abolishing the franking privileges of Congressmen must have a grudge against the Wastepaper Dealers' Association. Great movements sometimes have trivial inceptions.

It's a strange happening, indeed, that brings no grist to the mill of some newspaper. 'Twixt the weaknesses of the flesh and the ways of the world and the devil, the daily press will always be assured of the means for turning an honest penny.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

Affiliated with the
AMERICAN FEDERATION OF LABOR.

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ALLIED PRINTING TRADES COUNCIL,
Of San Francisco, Cal.

Abbott, F. H., 314-316 Battery.
Altvater Printing Co., 2593-2595 Mission.
Althof & Bahls, 524 Sacramento.
Art Printery, The, 41-43 Eighth.
Barnhart & Swasey, 107 New Montg'y.
Barry, James H., 429 Montgomery.
Belcher & Phillips, 508 Clay.
Ben Franklin Press, 123 Seventh.
Benson & Liss, 776 Bryant.
Berry Bros., 320 Sansome.
Bickell, L. A., 19 First.
Black Cat Press, 402 McAllister.
Boulin-Leichner Co., 519 Filbert.
Brown, Andrew, Printing Co., First and Mission.
Browne, A. H., 505 Bryant.
Brunt, W. N., Co., 102-104 Second.
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Caldwell, J. E., 526 Montgomery.
Clayburgh, Leilich Co., Inc., City Hall Square.
Church Press, 23 Davis.
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Commercial Publishing Company, First and Mission.
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Cubery & Co., 587 Mission.
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Dettner-Wilson Press, 118 Front.
Drake & Baker, 850 Market.
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Gabriel Printing Co., 320 Sansome.
Galloway Publishing Co., 146 Second.
Gilmartin Publishing Co., The, 19 First.
Guedet Printing Co., 935 Market.
Golden State Printing Co., 73 Third.
Golden West Press, 146 Second.
Goodman Printing Co., 222 Mission.
Hancock Bros., 809 Mission.
Harvey John D., 509 Clay.
Hayden Printing Co., 417 Montgomery.
Hicks-Judd Co., 21-23 First.
Hiester, Wm. A., 529 California.
Hill, J. Harley Co., 657 Gough.
Hughes, E. C. & Co., 511 Sansome.
Illinois-Pacific Glass Works, 10-16 Main.
Jalumstein Printing Co., 310 Hayes.
Janssen Printing Co., 23 Stevenson.
Knarston Printing Co., 529 Washington.
Lafontain, J. R., 535 California.
Lane & Stapleton, 595 Natoma.
Latham & Emanuel, 511 Sacramento.
Leader, The, 532 Commercial.
Levingston, L., 540 Clay.
Levison Printing Co., 514 Sacramento.
Luce & Iler Co., 406 Sansome.
Lynch, James T., 514 Kearny.
Lyon, W. T. & Co., 161 First.
Magner Printing Co., The Nat. A., 7 Dikeman Place.
Majestic Press, The, 314 Eighth.
McCracken Printing Co., 509 Kearny.
Medina & Co., 221 Sacramento.
Meyerfield, Alfred M., 414 Pine.
Monahan, John & Co., 412 Commercial.
Moore-Hinds Co., 28 First.
Morris & Bain, 108 Market.
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Mysell-Rollins Co., 22 Clay.
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Occidental Mystic Press, 506 Hyde.
Pacific Heights Printery, 2438 Sac'to.
Pacific Heights Printery, 2438 Sacramento.
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Pernau Bros., 543 Clay.
Phelan, F. M., 111 Cook.
Phillips & Van Orden, 508 Clay.
Police Bulletin of San Francisco, Hall of Justice.
Recorder Publishing Co., 516 Commercial.
Roesch, Louis Co., 321-25 Sansome.
Rooney, J. V. Co., 1308 Mission.
Samuel, Wm., 411½ California.
S. F. Newspaper Union, 405-407 Sansome
Schreiber, P. H., 809 Mission.
Shanly, J. M., 414 Clay.
Smyth, Owen H., 511 Sacramento.
Sneider & Orozco, 521 Clay.
Spaulding, Geo. & Co., 414 Clay.
Springer & Co., 240 Ellis.
Stanley-Taylor Co., 656 Mission.
Standard Printing Co., 518 Clay.
Sterett Co., W. I., 933 Market.
Sterling Press, 229 Stevenson.
Stuetzel & Co., 144 Second.
Sunset Press, 1327 Market.
Sutter Press, The, 240 Stockton.
Tomoye Press, 144 Union Square av.
Town Talk Printing Co., 146 Second.
Turner, H. S., 3232 Mission.
Valleau & Peterson, 410 Sansome.
Waldo Press, 777 Folsom.
Wale Printing Co., 621 Clay.
Wenderoth & Brown, 319 California.
Werner, Geo. A., 1067 Howard.
Western Fine Arts Co., 529 Clay.
Williams, Joseph, 142 Seventh.
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Woodward, W. A. & Co., 12 Sutter.

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San Francisco Etching Co., 109 New Montgomery.
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General News.

Contracts have been made for the Philadelphia Mint to coin $4,000,000 in gold for Mexico.

It is reported that W. R. Hearst will be the next Democratic candidate for Governor of New York.

News comes from Clifton, A. T., of the death there a few days ago of Santa Teresa, the alleged sorceress, at the age of 33.

Five persons were drowned as the result of the steamer Kapanui sinking at Auckland, N. Z., after colliding with the steamer Claymore recently.

It is reported that members of the House of Representatoives are in revolt against the rules, which are said to be more repressive thau the famous "Reed rules."

The demonstration at Hamburg against the proposed new election law has assumed a serious aspect. Public indignation has been aroused over the attempt to disfranchise the poorer classes.

William L. Douglass, the shoe manufacturer of Brockton, Mass., former Governor of Massaehusetts, has issued a statement declaring in favor of abolishing the duty on hides, sole leather, coal, iron ore and lumber.

Countess Anita de Bettencourt, for many years notorious as a swindler, was found dead in her home at Philadelphia, Pa., on January 16. It is believed she was murdered by her son, as the result of a drunken quarrel.

The San Francisco Board of Supervisors is considering a resolution to memorialize the Federal Government in favor of the "rigid adherence to and strict enforcement of the present regulations concerning the Exclusion laws."

Great Britain has annexed Ashmore islands, lying between Timor and King's Sound, Australia. The warship Cambrian went to the islands and hoisted the British flag. There was no sign of habitation or human life on the islands.

The 200th anniversary of the birth of Benjamin Franklin was appropriately observed at Philadelphia, Pa., on January 17. The City Hall was illuminated, and exercises were held in Franklin Institute. A more extensive celebration will be held in April.

It is now proposed by the Chinese Government that all foreign settlements in China to be opened in future must differ in status from the present treaty ports, which are practically foreign territory. Henceforth China will insist upon exercising full control in the future foreign settlements.

Three French warships are now off the Venezuelan coast preparing to deliver the answer of France to President Castro's treatment of M. Taiguy, the French representative at Caracas, by a naval demonstration in Venezuelan waters. Two additional warships will shortly join the fleet.

The Eastern Trunk Line Committee has joined the Central Passenger Convention in deciding that soldiers discharged from the army, on their way home from the Philippines or other places, must pay full fare of three cents per mile instead of the special rate of one and one-third cents, which has been in force for five years.

The first national convention organized by a political party in the history of Russia, that of the Constitutional Democrats, opened at St. Petersburg on January 18. Two hundred and fifty delegates, representing sixty provincial organizations, were present. The first act of the delegates was significant of the trend of the convention, the temporary chairman, Professor Karrff, calling on the assemblage to rise in memory of the victims of January 22 (Red Sunday), several of whom were shot not far from the hall where the convention was held.

World's Workers.

Plasterers' wages in Durban, Natal, have been reduced 1s. a day, and now stand at 15s. House rent is less than it was.

The workmen at Lodz, Russia, threaten to begin a strike and an armed resistanee in the coal-mining districts is also threatened.

The Mexican Central Railroad has arranged for 50,000 Japanese laborers, who will be set to work on the extension of the road to Colima and Manzanillo.

The daily average number of all persons in receipt of poor relief, in Ireland, for the year ended April 1, 1905, was 101,251, representing nearly 23 per 1,000 of the population.

John Burns, the newly-appointed labor member of the British Cabinet, in opening his eampaign at Battersea, London, declared his objeet to be "fewer workhouses, smaller charities, larger wages, more pleasure and less drink."

At the request of Miss Locke, a labor organizer, the first meeting of the recently-formed Women Employes' Mutual Association in Adelaide, Australia, was opened with the singing of "Come, friends, the world wants mending."

Troops recently eharged the striking doek laborers at La Rochelle, France, with bayonets as they were atempting to gain entranee to the doeks in order to induee the laborers there to cease work. A number of persons were wounded.

In the 270 British trade-unions, with an aggregate membership of 586,040 making returns, 27,769 (or 4.7 per cent.) were reported as unemployed at the end of November, as compared with 5.0 per cent at the end of Oetober, 1905, and 7.0 per cent. at the end of October, 1904.

The street railway employes of Warsaw, Russian Poland, struek on December 26, and the employes of the steam railroads are expeeted to follow. The revolutionists are threatening armed insurreetion similar to that at Moseow. The authorities have arrested many members of the trade-unions and a number of revolutionaries.

The amending regulations dealing with the Victorian Faetories and Shops Act, introduced in the Queensland (Australia) Assembly reeently, provide that furniture must be stamped when the furniture is practically eompleted, and not merely before leaving the factory, and a purchaser must be informed in writing whether he is buying Chinese or European made goods.

In the Queensland (Australia) Assembly, reeently, the Seeretary for Railways informed Labor Member Reinhold that it was a faet that eleaners, acting as firemen or acting firemen, must do nine hours' conseeutive work outside the shed before they were entitled to draw at the rate of 6s. 9d. a day of nine hours, while in the shed the maximum was 5s. a day. If they did five hours one day and four hours another of the hardest firemen's work outside, and happened to have been employed in the shed in the interim, they received nothing extra, but such conditions were quite exceptional.

The Sydney (Australia) Labor Council's letter warning intending immigrants to Australia has been published in English papers. The letter gives the true facts regarding industrial matters in the Commonwealth, by pointing out that there are large numbers of unemployed workmen for whose serviees there is no demand; that the complicated land laws prevent settlement; that farming is an inseeure occupation owing to reenrring droughts; and that in the mechanical and skilled trades the supply exceeds the demand. These are incontrovertible facts and apply to all Australia, yet the Agents-General are reported to be stigmatizing them as misleading and mischievous.

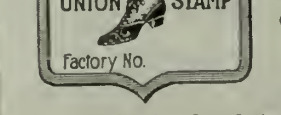
San Francisco Letter List.

Letters are advertised for six months and kept at the Sailors' Union Office for twelve months, all told. If not called for at the expiration of one year letters will be returned to the Postoffice.

Abrahamsen, A.
Abenth, Henrick
Adolf, C.
Aglitzky, Hans
Ahlof, W.
Alatere, Alex.
Amundsen, Dan
Amunsen, Alf.
Andersen, Eskel
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Andersen, Henry
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Barber, A.
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Hansen, Maurice
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Jakopsen, Gustav
Jansen, Henry
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Reay, S. A.
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Rice, Joseph
Richmond, L.
Ritter, Richard
Rockwell, Theo.
Salberg, Oskar
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Salvesen, Sam
Samuelsen, Ad.
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Sanceda, Julian
Sawfaroff, N.
Scheveg, Anton
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Schumacher, Wm.
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Seder, Wm.
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Selln, Gust.
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Siem, Cornelius
Silvers, R. R.
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Taberman, Erik
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Taxt, Thomas
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Lindseth, G.
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Lorensen, Jorgen
Lowrie, R. A.
Lund, Martin
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Milos, Petar
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Millier, Andrew
Molman, J.
Monson, A.
Morrisse, D.
Morrison, H.
Munroe-1397
Munze, Anton
Musterton, Arthur
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Nordlund, F.
Norris, N.
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Olsen, Erik
Olsen, Jorgen
Olson-543
Olson, G. F.
Oisson, C. O.
Olsson, J. O.
Olsson-543
Olsson, Waidemar
Olsson-470
Opderbeck, E.
Osterberg-708
Ostlund, Ed.
Out, Joe
Oversen, Andreas
Peterson-1037
Pettersen, Victhor
Pettersen-1019
Pettersen, Soren
Petterson-851
Petterson, Axel
Phillps, Max
Pickelmann, L.
Platner, W.
Pois, H. J.
Pollack, Paul
Post, Wm.
Poulsen, M. P.
Prat, Louis
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Rosberg, Alf.
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Rosengren, J. A.
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Rosenquist, Alf.
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Scheltens, G.
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Wiberg, Jno. F.
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Warta, Arthur
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Wiberg, John
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Zollotz, Aug.
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Winter, John
Wieth, L.
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Wischerapp, F.
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Anderson, A.-650
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Andersen, A. B.
Andersen, E. G.
Andersen, H.-1073
Andersen, Alex-853
Arnesen, Anders
Asplund, Emil
Atkinsen, Sam
Baardsen, E. M.
Barber, A.
Balsen, Ed.
Berkelund, Rasmus
Bertelsen, Alf.
Bjorkgren, Otto
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Carlsen, K. A.-551
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Carlson, O.-942
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Dorth, H. C.
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Engberg, Oscar
Eckland, Otto
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Ellingsen, P.
Enevolsen, I.
Elo, Oscar
Evans, S.
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Helman, C.
Hahn, De. W.
Horseley, Robin
Hansen, Theo.
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Hayer, E. J.
Hancke, P.
Hansen, J.-747
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Helm, W.
Hermansen, Ed.
Hoggum, L.
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Hoode, P.
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Jacohs, Geo.
Johanson-1338
Johansen, K.-1552
Johansen, Paul
Johansson, Evert
Johannesen, Johannes
Johnsen, J. W.
Johnsen, John
Johnson, August
Jensen, J. P.
Jensen, Peter
Jensen, Lauritz
Jansen, J. A.-1259
Jensen, S. G.
Jensen, Christ
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Jacobsen, P.
Johansen, C.-1592
Johansen, Axel
Johansen, W.
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Johansen, C.-725
Johansen, A.-1693
Johansen, John
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Johansen, C. L.
Johnson, H. L.
Johnson, D.
Johnson, K.
Jorgensen, Lars
Johnsen, Oscar
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Karlsson, Julius
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Koester, T.
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Larsen, H.-1701
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Lie, Jens
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Morrison, D.
Murphy, D. C.
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Mau, L.
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Maher, J.
Magnusen, K. E.
Martensen, E.
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Michal, W.
Milse, M.
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Montgomery, J.
Mortensen, H.
Newman, J.
Nelson, W.-592
Neuman, C.
Nelsen, Ivar
Nilsen, H.-680
Nilsen, Asmund
Norholm, K. B.
Neilson, H. M.-754
Nelson, Jacoh
Nilsen, Ole-676
Nodelund, Geo. E.
Nurse, U.
Nerlin, K. B.
Nolan, P.
O'Laughlin, M.
Olsen, L.
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Olsen, John C.
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Olavsen, O. O.
Olsen, P. O.
Olsen, Otto
Olsen, H.-322
Opsal, H.
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Overland, T.
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Purnhagen, L.	Selin, G.
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Pederson, Lars	Svensen, Olaf
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Rasmussen, O.	Svensen, J.
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Solis, Ingvald	Williams, A.
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Swanson, A.-1181	Wahlfred, J.

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Andersson, Charles	Klinker, J.
Anderson, A.-1060	Klingstrand, G.
Anderson, Ed.	Knudsen, H.-419
Andersen, L.-1245	Kjellgren, John
Anderson, Gus-1243	Lehtonen, S.
Anderson, Johan-12	Leahy, Wm.
Burg, Mike	Lindquist, K.
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Block, Hermann	McDonald, N.
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Edmundsen, Th.	Pederson, Hans
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Hasel, Gustaf	Olsen, Olaf
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(Continued on Page 14.)

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INFORMATION WANTED.

Theodore Blackwell, colored, last heard from two years ago when running an engine for the U. S. Government, is inquired for by his mother, Mrs. Elvira Conley, 814 N. Campbell street, El Paso, Texas.

INFORMATION WANTED.

Peter Nasman, a sailor, is inquired for by his brother. Address, COAST SEAMEN'S JOURNAL.

News from Abroad.

The value of the Australian wool clip is estimated at $92,000,000, which is an increase of $15,000,000 over the previous year.

The Korean Government has decided to retain the services of Durham White Stephens, the American diplomatic adviser to the Emperor.

The Pope has expressed his approval of the intention of Italy to undertake the cause of the Jews and of religious liberty at the Algeciras conference.

M. Seghimura, the Japanese Minister to Chile, has arrived at Santiago and commercial intercourse between the two countries will be inaugurated.

The complete returns of the British elections up to January 19 are as follows: Liberals, 228; Unionists, 96; Nationalists, 72; Laborites, 37.

Advices from China are to the effect that very slowly but surely the anti-American boycott movement is being crushed out by the Chinese authorities.

M. Fallieres was elected President of France on the first ballot in the National Assembly at Paris on January 17. The vote was: M. Fallieres 449, M. Doumer 371.

The results of the British elections, so far as known, indicate a large majority for the Liberals in the next Parliament. Former Premier Balfour was defeated by a Free Trader.

Six Jews, members of the local anarchists' committee, who were tried by court-martial and condemned to death, were executed on January 18 in the courtyard of the Warsaw Citadel.

Major-General Lisoviki, who was said to be under sentence of death by the fighting section of the Socialist revolutionaries, was killed at Penga, Russia, on January 15. The assassin escaped.

The British War Department has decided to rearm all the coast defense forts from the Thames to Plymouth with six and nine-inch guns, the present armament, 4.7-inch guns, being considered inadequate.

Two bombs were hurled at General Khovostoff, Governor of Cherigoff province, Russia, on January 14, as he was driving home from the cathedral. The Governor was seriously and his wife slightly injured.

Joseph Chamberlain and seven other Conservatives were re-elected to Parliament by large majorities at Birmingham, Eng., on January 17. The result is attributed to Chamberlain's personad popularity in his home city.

The Suez Canal Company has begun widening the canal to enable the floating drydock Dewey, now on its way from the United States to Manila, P. I., to pass. Traffic will be stopped during the passage of the drydock.

A plan is now before the British Parliament for the establishment between Dover and Calais of a service of ferry-boats that will carry railroad cars, so that passengers will not have to change between London and Paris.

Three Chinese, who confessed to the murder of Military Attaches Von Guggenheim and De Cuverville on their return from Port Arthur after the capitulation of that place, were executed at Chefoo, China, on January 13.

The French Academy of Medicine has resolved to forbid the employment of the Roentgen ray except by doctors, owing to the danger incurred in its application by unskilled hands. It is alleged to have been proved that numerous deaths have been caused by it.

The most comprehensive measures to preserve order at Berlin will be taken on January 22, when the Socialists will hold eighty immense mass-meetings in that city to commemorate the St. Petersburg "Red Sunday" (January 22) and to protest against the existing suffrage restrictions in Prussia.

Labor News.

The San Francisco Labor Council has issued a Union Label Calendar, containing fac-similes of thirty-three labels, buttons, shop cards, etc.

Firemen along the entire Delaware, Lackawanna and Western Railroad system voted on January 18 on the question of a strike to enforce their demands.

The Brewery Workmen, who were recently suspended by the Philadelphia (Pa.) Central Labor Union, have withdrawn from the miscellaneous section, together with the Bakers' Union.

William English Walling, well known in American labor circles as a writer on industrial and social topics, has been arrested at St. Petersburg, Russia, for participation in the revolutionary movement.

Latest reports from the headquarters of the International Typographical Union show continued progress in the movement for the establishment of a national eight-hour day in the printing trade.

Organized labor of California is contributing on the basis of five cents per capita to the striking printing trades in Los Angeles, in which city the entire craft is making a fight for the eight-hour day.

The Philadelphia (Pa.) Central Labor Union has appointed a committee of five to confer with the Printers' Strike Committee with a view to calling a general strike of the printing trades in support of the eight-hour movement.

The National Association of Erectors of Structural Steel and Iron Works, employing 200,000 men, met in New York City on January 19, with delegates present from nearly all of the large cities of the country, and passed a resolution declaring for the "Open Shop."

Superior Judge Cook, of San Francisco, has declared constitutional the Child Labor law enacted by the last Legislature, the validity of which was contested by certain defendants in a case involving the death of a minor while at work in the fire-room of a steamer.

The Chinese Minister at Washington, D. C., has telegraphed his Government that any satisfactory legislation on the exclusion question is improbable. He says that the majority of Congressmen favor greater liberality, but that the influence of the laboring class is too strong against the Chinese.

At the recent bi-monthly wage conference between representatives of the Republic Iron and Steel Company and the Amalgamated Association of Iron, Steel and Tin Workers, the rate for puddling was advanced to $5.75, an increase of 25 cents per ton. The finishers receive an advance of 2 per cent.

The seventh annual convention of the United Mine Workers of America opened at Indianapolis, Ind., on January 16. Over 1,000 delegates were present. President Mitchell reported that satisfactory progress was being made toward a conference between the mine workers and operators in the anthracite region.

Commissioner Charles P. Neill, at Mahonoy City, Pa., has notified the miners and operators that the wages of the former for January, computing on the selling price of coal at tidewater at $4.82 per ton, will be 6 per cent. above the basis fixed by the strike commission. This is the same as the December scale.

The Reading (Pa.) Iron Company, which employs 2,000 hands, has announced that the request made by the rolling mill men for an advance in wages can not be granted, because iron and pipe is now selling lower than at any time in seven years. The products of the rolling mills are mainly consumed in the manufacture of iron pipe. Iron workers recently met here and decided to ask for 12½ per cent. increase.

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Domestic and Naval.

Members of the House of Representatives paid a tribute to the United States frigate Constitution on January 18, and ordered an investigation in order to ascertain the annual amount neeessary to preserve the historic ship.

President Roosevelt is prepariug to send to Congress a Message which will favor a lock canal, on the ground that it is in the interest of the present generation and not for posterity, and that it can be built at less cost of time and money.

The passengers and erew, sixty in all, of the Clyde liner Cherokee, bound from San Domingo for New York, which went aground on the Brigantine Shoals on January 12, were rescued on the 14th and landed at Atlantic City, N. J., after being twenty-four hours on the wreck.

The American liner St. Paul, which arrived at New York on January 14 from Southampton and Cherbourg, brought Captain Shepard and erew of nine men of the bark Edward Mayberry, which was abandoned at sea on December 15 wheu 150 miles east of Cape Hatteras. The Mayberry's erew were rescued by the American bark Stalia, and were landed at Havre.

After being adrift on a gangplank for nearly thirty hours without food or water, Carl Sumner, the only known survivor of a party of thirteen people aboard the four-masted schooner Robert H. Stevenson, was picked up by the German steamer Europa, bound from Philadelphia for Savannah, on January 15, in lat. 34.58 deg. north, lougitude 35.54 deg. west, and landed at Savannah, Ga., on the 17th.

The Ocean Steamship Compauy, of Savannah, Ga., has placed a contract for the construction of a new ship, to be built at Roach's shipyard, at Chester, Pa. The vessel will be 370 feet long ou the waterline and 396 feet over all. Her beam will be 49 feet and depth from the hurricane deck 35 feet. She will register 6,000 tons gross, and will have aceommodations for 120 first-class passengers, 36 intermediate and 66 steerage passengers.

Recent dispatches from Genoa announce an invention by Rear-Admiral Guimarez, of the Brazilian navy, which will, it is said, render it possible for vessels to cross the seas in the most tempestuous weather. The invention cousists of an ordinary cannon placed on the bow of a vessel to discharge at five-minute intervals or oftener, a projectile filled with sawdust heavily impregnated with oil, to calm the waters in front of the vessel. Experiments made in the roughest seas have been surprisingly successful.

The German Imperial Marine Office has issued a statement, showing an increase in the commercial marine of Germauy in ten years from 1,387,000 net registered tons, valued at $81,750,000, to 2,533,000 tons, valued at $202,500,000. The gain was almost wholly in steam tonnage, which increased from a value of $63,250,000 to $188,250,000. The tonnage of sailing vessels decreased in value from $18,500,000 to $14,250,000. The greatest increase in the value of steam tonnage was at Hamburg, from $31,250,000 to $100,000,000.

A remarkable contrast is shown by the reports of four leading transatlantic steamship companies of the arrivals and departures of their vessels at New York in 1905. The arrivals on the Cunard, White Star, Hamburg and North German Lloyd ships numbered 992,065, including 133,041 United States citizens. The departure figures for the full year are not available, but from January 1 to July 1 only 71,896 persons sailed from New York on these lines, a decrease from 95,192 for 1904. If the total of departures be doubled, it will correspond roughly with the Americans arriving.

With the Wits.

"Love her? Why, he is so much in love with her that he can't eat!"

"Indeed! I suppose he spends so much for flowers and bon-bons that he hasn't the price."

Mrs. Harduppe—John, I'm sure there's a burglar in the house.

Mr. Harduppe—Well, I feel sorry for him; I know what it is to work hard for nothing.

Fuller Trouble—How did yer first come ter be a tramp?

Fuller Woe—Well, yer see I had er automobile, an' I had ter walk home so often dat I got used to it.

Ruth—Do you love me for myself alone?

Reuben—Yes, and when we're married I don't want any of the family thrown in.

First Russian Soldier (in St. Petersburg)—My proudest boast is that I was one of the men behind the guns.

Second Russian Soldier — How many miles behind?

"No, I can't afford to work for $5,000 a year."

"Can't! And why not?"

"Because it would be too good a thing for my creditors. They'd take it all away from me."

Teacher—Repeat your lesson, sir.

Johnnie—Ten mills make one cent, ten cents make one drink, ten drinks make one drunk.

Teacher—Leave the class this instant!

Mother—Nellie, why didn't you practice your piano lesson, since I said I'd pay you 5 cents an hour for it?

Nellie—Because papa gives me 10 cents an hour for whirling around on the stool without making any noise.

"Why did you rush up to that newly-elected officer?" said one delegate to a woman's convention. "You don't like her."

"That's true," answered the other. "I wanted a chance to help push her hat over her eyes and make her look hideous."

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A Journal of Seamen, by Seamen, for Seamen. *Our Aim: The Brotherhood of the Sea.* *Our Motto: Justice by Organization.*

VOL. XIX. No. 19. SAN FRANCISCO, WEDNESDAY, JANUARY 31, 1906. WHOLE No. 955.

SUBSIDIES AND SENATE BILL 27.

Seamen's Loss and Shipowners' Gain.

Furuseth Compares Old And New Laws.

THE seaman has for a very long time been considered as belonging to the vessel on which he sails. This was not always so, especially as compared with other workingmen. The seaman must at some time have been freer than others, because there is a saying in Europe: "The free sailor." If we compare the laws of Wisby or of Oleron, there remains no doubt that at that time he was among the freest of workingmen. There was no such thing as any ownership of the seaman by the vessel. He could not leave the vessel in a foreign port. He was bound to the vessel by the common hazard, the common danger to himself and his shipmates if he left—that is, in a strange place or land. But there was no such thing as any penalty for desertion in a home port.

England adopted drastic laws regarding seamen about 1740. It was stated then that those laws would cause the seamen to quit the sea or country if they could. It seems that during the American War of Independence they did quit and go over to the Colonies in very large numbers. It seems that during the following years they continued to desert from their own vessels and went into those of this country, in spite of the fact that our Congress on July 20, 1790, adopted a law, which treated the seaman as belonging to, in the sense of being owned by, the vessel.

That law provided that any seaman having agreed to serve in a vessel, and then absented himself, might be arrested on warrant issued by a justice, kept in prison until the master should call for him, and then be delivered up to such master, who could compel him to work against his will. This law became known as Section 4598, R. S., and was repealed on December 21, 1898. Another section of the law of March 3, 1790, provided that if the seaman had signed on a vessel and had received some money on account, and had worked long enough to find that in his opinion the vessel was unseaworthy and a survey had determined that the vessel was fit to go to sea, then, if the seaman should refuse, he could be sent to prison until he had paid back to the owner such costs as the Justice might determine. One section provided that any person who should harbor or secrete any seaman, knowing him to belong to any vessel, should be subject to a fine, part of which should go to the informer. These two sections became, respectively, Sec. 4558 and Sec. 4601, R. S., both of which were repealed on December 21, 1898. If the man was found before the vessel went away he could be compelled to fulfill his contract, and this was, I think, the law in other employments in several States at the same period, so that the seaman was not discriminated against. If he succeeded in keeping out of the way until the vessel had departed, he was free. The law remained in this form until after the adoption of the Thirteenth Amendment to the Constitution of the United States, and then it was made more drastic.

When the laws were revised after the adoption of the Thirteenth Amendment, all the statutes enforcing involuntary servitude were retained, and on June 7, 1872, these slave sections of the law were so extended that the seaman could be taken on board a vessel without the intervention of any judicial authority, and if a mistake was made a slight damage might be recovered by the seaman (Section 4599, R. S.; repealed December 21, 1898), and three months' imprisonment was provided for any one who was not found before the vessel departed. The same Act had one section (Sec. 7), which provided that if several of the crew combined to impede the navigation of the vessel or the progress of the voyage they might be imprisoned not to exceed twelve months. This was Subsection 7 of Section 4596, R. S., and was repealed on December 21, 1898. Section 4596 itself was amended so as to abolish all penal punishment for desertion in any port in the United States or in near-by foreign countries; but left one month's imprisonment, at the discretion of the court, for desertion in any foreign port in the foreign trade.

Section 4600, R. S., makes it the duty of consuls to reclaim deserters, and Section 5286, R. S., provides how a foreign seaman, who has deserted in this country may be arrested, held in prison at the option of the representative of the foreign government and be sent back to the vessel, there to work against his will, or to the country from whose jurisdiction he has endeavored to withdraw himself.

A seaman who refuses to fulfill a contract to labor for a private individual upon a private vessel is by these sections of our law and by treaties with foreign nations, put on equality with ordinary criminals and made extraditable. The seaman is, under the law, a slave, compelled to remain with his master. And yet it is expected that an American boy, taught in an American school, will seek a calling so dishonored as that of the seaman, in which to do his life-work.

It is true that Congress, on December 21, 1898, repealed some of these laws in the coastwise trade, but the seaman is still the property of the vessel. The only crime he commits against person or property by deserting is to withdraw his body from the authority of the master. It seems to follow that that body is the property of the master.

That the seamen know and appreciate the discrimination which the shipowner insists upon and which the country allows, is apparent from the fact that they have used their hard-earned money to have the law tested by an appeal to the Supreme Court of the United States, in the case of Robertson, et al, vs. Barry Baldwin. The court held that the seamen were not under the protection of the Thirteenth Amendment; that, in fact, a citizen by becoming a seaman voluntarily surrendered his right to personal liberty.

The present law may be further illustrated by an incident which took place in a Brooklyn boarding-house, just after the latter decision and just before the war with Spain. A recruiting officer came into the house and appealed to the men to enlist in the Navy. An old salt, sitting quietly listening, asked this question: "What is the matter with Uncle Sam now? Is he in such hard straits that he must put arms in the hands of his slaves?"

It is said that the country wants seamen for the merchant marine and the Navy. It is said that there is a desire to have the American boy go to sea, and that the American man shall remain there. If there be any sincerity in this desire, the very first thing to do is to restore to the seaman his rights as a citizen. No man worthy of the name of American will remain in a calling when to do so stamps him as one satisfied to be a slave.

Lord Chatham once said in the House of Commons, when a bill relating to seamen was under discussion: "Sir, the two honorable and learned gentlemen who spoke in favor of this clause were pleased to show that our seamen are half slaves already, and now they modestly desire that you shall make them wholly so. Will this increase your number of seamen, or will it make those you have more willing to serve you? Can you expect that any man will make himself a slave if he can avoid it? Can you expect that any man will breed his child to be a slave? Can you expect that seamen will venture their lives or their limbs for a country that has made them slaves? Or can you expect that any seaman will stay in the country if he can by any means make his escape? Sir, if you pass this law you must, in my opinion, do with your seamen as they do with their galley-slaves in France—you must chain them to their ships or chain them in couples when they go ashore."

That Chatham was right has been shown by the incidental laws which it became necessary to adopt. Imprisonment and extradition were needed to enforce the law. The American people know that the seaman is a slave.

Shipowners Evade Responsibility.

The custom of the calling and the interest of the owners of vessels made any laws upon the subject of skill unnecessary in the early part of the last century. The boy went to sea to learn, and the learning period was never less than four years. Any seaman signing shipping-articles as an able-seaman and who was found insufficient in skill was reduced to such rating as his skill would entitle him to. This is made part of the contract prescribed by Congress, where it says: "And if any person enters himself as qualified for a duty which he proves himself incompetent to perform, his wages shall be reduced in proportion to his incompetency." (Page 88, Navigation Laws.)

Until insurance had so developed that the risk arising from incompetent seamen was borne by the insurer, it was the owner's interest to see that the men were competent, and this he did. But since the risk is now borne by others, he can easily persuade himself that skill is not an indispensable quality in men who go to sea. The owner's immediate interest is in a cheap crew, and the shipmaster will, of course, take his orders from the owner as to the kind of crew to be hired. To get the cheapest possible crew became a matter of serious importance to the owner, and such legislation as was against this was sought to be repealed and later on resisted. The owner found that the law of March 3, 1813, provided that all of the crew and officers must be citizens. In the Act of May 31, 1830, he succeeded in having this reduced to the officers and two-thirds of the crew, and in the Act of June 28, 1864, he succeeded in having all regulations about the crew, exclusive of the officers, stricken out, so that he would have the whole world to draw from.

Being now unfettered as to citizenship, nationality or race, and being careless as to skill, he could cut wages or resist effectually any increase, especially with the help of the laws providing imprisonment for desertion and giving the right to reclaim deserters, which had been provided for in all the treaties entered into, either of extradition or of commerce. Even these laws proved insufficient because of the constantly increasing wages on shore and the unwillingness of the American citizen to go into a calling in which he was looked upon and treated as a slave, and in which wages (that is, what these will buy in the market) had been so reduced that he could no longer support a family. The owner then depended upon foreigners exclusively, and ceased to carry boys. He encouraged crimping and did all he could to prevent any effective legislation against it, and in the Act of June 26, 1884, (Sec. 20), he obtained permission to sign his crews in a foreign port to go back to a foreign port, without reshipment in the United States.

Native seamen had by this time become so scarce that the small Navy was filled by foreigners, and a cry was raised against the danger in which this state of things placed the country. The shipowner promptly came forward with a remedy: "Give us a subsidy; you

will thus have more ships, and hence more seamen.'' In most cases where a subsidy is now paid upon condition that a per-centage of seamen employed shall be citizens, the owner hires citizen waiters enough to fill up the number outside of the officers, who must be citizens anyway, and thus he gets the money. But the country does not get the seamen.

Citizen seamen are now so scarce that to insist upon a high number of citizens in all vessels would be equivalent to asking that the vessel be laid up. But a standard of efficiency high enough to secure reasonable safety would give to the seaman the reasonable certainty that the men who are to do the work at sea will be able to do it, while it would raise his wages gradually, or help to do so, to a point where he might assume the responsibility of married life. Again, if the owners were compelled to carry a number of boys in proportion to the number of men there would be an opening for the boys and a possibility of creating a body of native and naturalized seamen.

If laws such as are here suggested were adopted for the coasting trade, where the owner has no competition and they all are on the same level, a body of such seamen might be developed without any extra cost to the Treasury. The steady drift from the sea on the part of the population of all civilized countries would compel them to follow, or else turn the sea over to the Yellow Race.

Measured by any Occidental standard, the wages of the seamen have gone below any possibility of reproduction, care when sick, provision for old age or for any accidental misfortune.

When sick the seaman goes to a Marine Hospital, kept by the Federal Government out of the general taxes from the general public (like any other pauper hospital). The training of the young in so far as there is any training is by the public, through training vessels. When dead, if he dies on shore, his burial is by the public.

Here we have an industry that has succeeded in putting the training of the young, the care for the sick and injured and the burial of the dead off its own shoulders and on to those of the general public, while the wages paid to men in the prime of life are such as to make ordinary human life impossible.

Long ago the shipowners ceased to find men from their own people willing to labor for them. They then sought men from other nationalities, but of the same race, and, finally, they are seeking, and for the present obtaining, men from alien races to furnish the labor in an industry which they claim to be of such national importance that to continue this business the nation must assist. But the nation must not enforce such rules as would bring the native back to the sea! That, of course, would be injurious to the business, although the subsidy may, as in some cases it now does, amount to more than the entire wages paid to the whole crew of all the vessels of the entire line.

Why the American Boy Doesn't Go to Sea.

1. He knows, or soon finds out, that a seaman is a slave. (See Sections 4596, 4600 and 5280 of the Revised Statutes and treaties of extradition and commerce.)
2. He is compelled to live in a place six feet long, six feet high, and two feet wide. This is the legal forecastle space, except in the sailing vessels built or rebuilt after June 30, 1898. (See Act of May 3, 1887.) This space, in which men must sleep, live, eat and keep their clothing, has been described as ''too large for a coffin, but too small for a grave''.
3. He is compelled to sign away, in the foreign trade, a certain sum of the wages to be earned in order to get employment. This is known as ''allotment to original creditor'' and is permitted by Section 24 of the Act of December 21, 1898; but is made mandatory by the crimps (marine employment agents) and to surrender his right to part payment of wages in ports of call. (See Section 4530, R. S., as amended December 21, 1898.) The proviso: ''Unless the contrary be expressly stipulated in the contract'' is made a condition upon which employment is obtained.
4. He must obey any order from the master or other officer, or go to prison, but if crippled for life by injury thereby received he has no remedy, because under late decisions the officers are ''fellow-servants.''
5. He must, in obtaining employment, compete with the unskilled and destitute, not only in this country, but from all nations and races, because the law as to citizenship was repealed in 1864, and the custom which enforced skill has been destroyed by abolishing the owner's risk and liability, and no law has taken its place. No standard of skill has been adopted.
6. He must do this unskilled man's work at sea, because the work must be done, and there is nobody else to do it.
7. He knows that vessels are generally undermanned, both as to skill and as to number of men employed.
8. He knows, or he soon finds out, that the calling will not, except in rare cases, growing rarer as vessels grow larger, be able to earn sufficient money to marry and keep a family.
9. He knows that he can get employment on shore that is more lucrative and more honorable, or at least is so considered by men on shore.

Those who continue do so either because they have accidentally got into this employment and have not the energy to get out. They are, in many instances, men who have fought life's battle—have lost and accepted defeat—or they still have hope that the civilized nations will realize their need of seamen and will, for those reasons, change the laws so that sea life shall again be honorable and furnish sufficient income upon which a family may be kept.

Legal Relief Won by Shipowner.

Shipowners have been relieved of:

1. Risks, arising from acts of God or dangers of the sea, through the system of insurance; arising from piracy through the present perfect policing of the seas; from those arising from popular local disturbances through damages paid by such localities or States.
2. Liabilities to the shipper, passenger or seaman through limited liability, as to the shipper or passenger, (providing he has a competent master and crew); as to the seaman through decisions making the master and other officers ''fellow-servants'' of the seaman.
3. Taxes on floating property by a large number of States and others about to follow in this policy.
4. Fees to be paid for the enforcement of Navigation Laws, (see Acts of June 19, 1886, and June 10, 1890), by which fees theretofore paid by the owner are now paid from the general treasury. Some small fees only are left.
5. Care and cure of sick seamen, which has been assumed by the United States, through the Marine Hospital Service, the expenses of which were placed against the general treasury by the last Congress, and from the burial of dead seamen, who are handed over to the coroner and then buried by the community.
6. The duty to carry a certain number of citizens in the crews of vessels. (See Act June 28, 1864.)
7. The duty of training men for the sea service. This is now done by foreigners, or at public expense by training ships. Too often they are not trained at all. Although the owner is supposed to provide a competent master and crew, yet there is no legal standard as to the seamen, and this law only comes into operation when some one is damaged and the plaintiff proves that the crew were inefficient, in which case limited liability ceases to operate.
8. If the Subsidy bill passes, the Tonnage Taxes, which he now pays will be returned, with more added as a payment for running his vessel.
9. If Senate Bill 27 passes as it now reads his responsibility as to the crew will cease, he being covered by having obeyed the rules as to number of men prescribed by the Local Inspectors.

In addition to these exemptions passed and proposed, the American owner may carry such number of men as he shall please, there being no regulations at present under which he may be compelled to carry any given number. Of course, if Senate Bill 27 passes there will be such a regulation in vessels which carry passengers for hire, but he may carry any amount of cargo that he shall think safe, on deck. He may load his vessel as deeply as he shall think proper. There are no regulations on these subjects.

He may hire, and in a foreign port in the foreign trade, by assistance of the police, keep, the cheapest men that can be found in any part of the world.

Under Admiralty law, as it came to this country, the owner was liable to the full extent of his property for any loss or damage caused to the shipper or passenger through his own carelessness, or the carelessness or lack of skill of master or crew. He was further liable to the seamen employed for injuries caused by defective gear or for injuries received through any lack of skill on the part of the master or other officer.

Section 4283 R. S. (Act of March 3, 1851) relieved him of part of his liability by enacting that where the loss or damage were caused by neglect of master or crew the owner should not be liable beyond his interest in the vessel and freight pending. In construing this law the courts have held that it was the duty of the owner to provide a competent master and crew. (Matter of Wright, 10 Ben. U. S. 14.)

Section 18, Act of June 26, 1884, extends this to all debts and liabilities, except in case of those employed by the vessel. That Act reads: ''The individual liability of a shipowner shall be limited to the proportion of any or all debts and liabilities that his individual share of the vessel bears to the whole; and the aggregate liabilities of all the owners of a vessel on account of the same shall not exceed the value of such vessel and freight pending.''

The owner was still in duty bound to furnish a competent master and crew. In the case of the Pacific Mail S. S. Comp., 130 Fed. Rep., 76, the Court of Appeals held, and the Supreme Court of the United States later on concurred, as follows:

''It is the duty of the owner of the vessel to provide a crew, not merely competent for the ordinary duties of an uneventful voyage, but for any emergency that is likely to happen and which calls for instant action to save lives of passengers and crew. A ship is not sufficiently manned when the sailors can only receive orders through the boatswain.''

If Senate Bill 27 passes, as reported, the responsibility of the owner for an inefficient crew will pass away. The owners liability for injuries sustained by the seamen are now assumed by accident insurance companies for a practically nominal premium, and the courts have lately held that the master is a ''fellow-servant'' of the seaman, so that the recovery of any damages has become practically impossible.

Captain Joseph F. Cattarinich, formerly master of different Pacific Mail liners, committed suicide by inhaling gas at San Francisco on January 28. Captain Cattarinich's license had recently been revoked as a result of the wreck of the steamer San Blas, while he was in command of that vessel. At the time of his death Cattarinich was serving as quartermaster on the United States Army transport Meade. Deceased was a native of Austria, aged 52 years.

President Roosevelt and Secretary Metcalf of the Department of Commerce and Labor have ordered an investigation of the fish and fisheries of Japan and Saghalien Island during next summer. The work will be under the general direction of President Jordan, of Stanford (Cal.) University, and Dr. Barton W. Evermann, director of the division of scientific inquiry in the Bureau of Fisheries.

The Canadian Pacific Railway Company's steamer Empress of Ireland was launched at Glasgow, Scotland, on January 27. The Empress of Ireland is a twin-screw steamer of 14,500 tons and 18,000 horsepower. Her length between perpendiculars is 550 feet, breadth 65 feet. She is expected to develop a speed of twenty knots.

Importance of Seaweed.

Along the shores of Jaderen, on the southwest coast of Norway, the seaweed grows in veritable forests; not the common grass variety, but actual trees from 5 to 6 feet in height, with stems like ropes and leaves as tough as leather. It begins to sprout in March and April, and gradually covers the ocean bed with a dense, impenetrable brush. In the fall the stems become tender, the roots release their suction-like grip on the rocky bottom, and the autumn winds wash it ashore in such great quantities that it looks like a huge brown wall along the entire coast. The fall crop is of comparatively small value. The only use that can be made of it is for fertilizing purposes, because it is only in the spring that it can be successfully burned, and at this time there is such a demand for it that every stalk and leaf is gathered as if it were pure coin.

The weed-burning season is the busiest of the year, and every member of the household is drafted to assist in gathering, drying, and burning. At the close of each clear day the whole coast seems to be aflame from the thousands of bonfires that are kept burning far into the night. This is one of the many natural resources that are unexpectedly developed in Norway, and no one ever dreamed twenty years ago that this seemingly worthless weed would in a few years, as a source of income, surpass the fisheries, which have been the mainstay of the people for ages, nor rival that of agriculture in one of the leading agricultural districts in Norway. Yet such is the case to-day, and those who are fortunate enough to own land abutting the seashore can reap the most profitable crop of the year. Owners of farms located where the weed seems to have a predilection to drift can burn as much as 3,000 kilos a year.

During this time the carrying capacity of the Stavanger and Jaderen Railway is taxed to the utmost, as many tram loads a day, collected at the different stations, are shipped to Stavanger, whence from two to three shiploads a week are sent to Great Britain. The subsequent uses and treatment of the ashes is veiled in scientific mystery, and the good people of Jaderen are not concerned about it as long as there is an increasing demand, and the English agents at Stavanger are willing to pay good prices for their wares. These ashes contain many valuable chemical properties, among which iodine is the most important.

This relatively large supply of money has wrought great changes in the economic conditions of the district. Old debts have been paid off, small farms that were isolated and surrounded by unproductive land have had their boundaries extended by the draining of marshes and clearing of rocky waste that have not been utilized since the stone age, and this very land, which has been considered worthless and unfit for cultivation, has by this evolution become productive. Not more than twenty years ago there was not a mowing machine in the entire district, while now there are mowers, hayrakes, harrows, and other modern machinery on nearly every farm. Artificial manures and fertilizing matter unknown before are now used in enormous quantities. Modern dwellings and barns for grain and stock have replaced the ancient hut. The transformation has been so great that farming in this particular locality may be said to have acquired an almost American character, only on a much smaller scale.

Demand the union label on all products!

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions.)

"Poor, Poor Jack!"

The justice of the reproach implied by the current expression, "the ignorant rich and well-to-do," is never so apparent to a workingman as when he reads one of the many contributions to the magazines and daily press, purporting to be a faithful picture of "how the other half lives," and written by some nice, la-dee-da person who would "feel real bad, you know," for a week if a little stray grime should happen to affix itself to his immaculate hands and daintily manicured nails. A contribution of that kind was one of the leading features of the New York Sun, in the Sunday issue of January 14. It is a nearly full-page "write-up" on "The Sailor's Life of Hardships," profusely illustrated with landsmannishly appropriate pictures of "Jack Writing Home," "The Sea-Lawyer," "Praying For Those On the Sea," etc.; and is so evidently the handiwork of a dilettante, "ship-ahoy, shiver-me-tarry-toplights" writer that an able-seaman on reading it almost hears the rustling of skirts and smells the patchouli. The tale is also well trimmed with the dainty platitudes affected by feminine amateur writers on "The Hardships of Poor Jack," and that luckless individual's supposed characteristics are analyzed with all the gusto and minuteness of a learned entomologist discoursing on the vermiform appendix of a bug.

After a rather "featured," ten-cent-magazine description of the floating bethel moored in East River, New York, the reader is kindly introduced to the chaplain of the bethel, the Right Reverend Mister A. R. Mansfield, who, of course, is pictured as being just too lovely for anything. The reverend gentleman is also credited with knowing "more about this class of people (sailors) than any one else in New York." Now, wouldn't that jar the Sphinx, let alone a superannuated shellback! To be sure, the Right Reverend gentleman is an exceedingly good-looking chap, of the mature age of thirty-six. But, he has never been a sailor; and it's a king's ransom to a plugged nickle that what he doesn't know about sailors bears pretty much the same quantitative relation to what he knows about them that the proverbial mountain bears to the ditto molehill. With all due deference to the cloth of the Right Reverend, it may also be said that there are at all times in the port of New York thousands of men to be found who, in packet rat lingo, "can pull him through a ring-bolt and show him his work" in the line of knowing all about sailors. The docks and rigging-lofts swarm with them, the Seamen's Union has a choice assortment of them, and the Sailor's Snug Harbor has hundreds of patriarchal "old whales," all of whom are willing to take oath that every hair on their heads is a rope-yarn and every drop of blood in their veins pure Stockholm tar.

Much of "The Sailor's Life of Hardships" is in the conventional form of an "interview." The reverend hero, for instance, after getting off some dolorous laments anent the needs of "Poor Jack" and the grievous wrongs he suffers, etc., is quoted as saying:

> The conditions I refer to are those of the seamen's unions, the crimes of the crimps, the robberies that take place in establishments known as sailors' boarding-houses, the brutality of officials (officers?) and the advantage taken of his (Poor Jack's) inexperience of financial methods.

The classification of the seamen's unions with crimps, sailors' boarding-house sharks, and bucko mates is just what might be expected from a gentleman who "knows more about this class of people (sailors) than any one else in New York." If his general fund of information is on the same extensive scale he is certainly eligible to membership in the Ancient Order of Sciolists. But, wonderful as his knowledge of seamen and seamen's unions evidently is, it isn't a marker compared to that possessed by his chief mate and first assistant, a certain Mr. Wood. This gentleman spins the fair interviewer a two-column yarn, which he prefaces by saying that he hasn't "much sympathy for the man in the fo'c'sle" because, "as a general thing, he's a bad lot and has got to be helped in spite of himself." Then he goes on to tell all he knows about "Poor Jack"—which, by the way, may be classified as mostly "things that ain't so"—and in the course of his narrative runs amuck, among those convenient bete noirs of the floating bethel man, the crimps. After unmercifully lambasting these loathsome sinners, he tacks ship and heads up as follows:

> After he (the crimp) has got through with them (the sailors) they fall into the hands of the union (sic), which ships them after exacting about a half a year's pay for the work, and they sail without a cent, hardly a rag to their backs, and in debt.

Mr. Wood further solemnly avers that the traps set by those "robbers' roosts" (sailors' boardinghouses) and seamen's unions for the undoing of the poor, hapless seamen's missions would furnish material for several stirring Conan Doyle stories. But, enough has already been quoted to show the crass ignorance of Mr. Mansfield and his esteemed assistant of the ways of seamen, and more especially of the ways of the seamen's unions. It could not very well be otherwise, however. The genuine, worth-while seaman never fetches up within hailing distance even of a seamen's mission if he can help it. It isn't that he is bashful or an irreligious cuss; but he resents being looked upon as a childish, irresponsible, pitiable sort of amphibious hobo, such as Mr. Mansfield and his colleagues are in the habit of picturing him. As for the undisguised hatred of the seamen's unions manifested by these right reverend gentlemen, it is probably a case of envy; the small-souled envy of the unsuccessful. The International Seamen's Union of America has succeeded in remedying and abolishing most of the evils against which the Seamen's Friend Society only feebly protested, when it did not actually connive at them. In short, while the Seamen's Union has accomplished things, the Seamen's Friend Society has at most only indulged in those good intentions that make such excellent paving material for the road that leads to the place whence our reverend friends would fain save the soul of "Poor Jack."

The New York Branch of the United Typothetae of America has opened a "technical school," where scabs are instructed in the operation of linotype, monotype and simplex typesetting machines, so that they may take the places of union operators striking for an eight-hour day. It is understood, however, that the "school" is more of a bluff than anything else, as up to date it has not turned out enough "scholars" even to man one of the big metropolitan job printing offices.

Labor and Reform.

A good deal of surprise, amounting almost to consternation, has been expressed by our "safe, sane and conservative" press at the great gains made by the "Laborites" in the last election in England. To a merely "sane" observer of current events there is nothing particularly surprising in the present political upheaval in that country, unless it be the lateness of its advent. The contest now being waged in England is simply an acute phase of the world-old struggle and antagonism between the House of Have and the House of Want, brought to its present acuteness by conditions common to all countries whose social structures are founded on the principle that the monopoly by private individuals of natural resources is fundamentally and economically right. These conditions, by reason of increasing population and waning industries, have now reached a crisis in the national life of England, where their inherent danger to society at large can no longer be ignored even by their own beneficiaries. Our turn will come some day. We are pursuing the same fatuous national policies, although in slightly different form, that our British cousins have so long pursued, and the results must therefore in the end be the same. In the meantime those of our friends who are addicted to the harmless habit of drawing general conclusions from particular premises will be busy conjuring up "analogies," etc. There can be no analogy, however, between the present unrest among the "lower stratum" in England and its effect on British politics, and the corresponding elements in this country. In the first place, we lack the centralization and homogeneity as a nation which distinguish the British, and also their comparative freedom from State and Church schisms. In the next place, the pressure of our population upon our natural resources has not yet reached the point where men begin to realize that necessity knows no law, and the instinct of revolution manifests itself in such political upheavals as that now taking place in England. However, we are slowly but surely tending toward that point. Much can be done, and perhaps will be done, to avert many of the evils that are bound to come to us as a nation. And, among the beginnings toward that end, the modern trade-union movement undoubtedly ranks first.

From the way the press all over the country is pricking up its ears over the mutterings growing out of our go-as-you-please immigration policy, it is clear that the powers behind the press are getting concerned about the matter. Unfortunately our immigration problems are of the kind which harass and vex those among us least able and fitted to cope with them. For that reason it is much to be feared that bad as the conditions connected with our practically indiscriminate and unrestricted admission of aliens now are, they are likely to become a great deal worse before they become any better. The old saying that "what is everybody's business is nobody's business" acquires all the force of an axiom when "everybody" simply stands for everybody who is nobody.

(Continued on Page 10.)

Home News.

A hot wave was experienced in many parts of the East on January 21, the temperature rising to 74 degrees in Ohio.

Marshall Field, of Chicago, millionaire merchant and a leader in the dry goods trade of the world, died in New York City on January 16.

In an effort to stop the wave of crime which has become epidemic in Chicago, Ill., 500 patrolmen are to be added to the Police Department of that city.

It is reported that former President Grover Cleveland is anxious to resign from the positon of Rebate Referee for the Equitable, Mutual and New York life insurance companies.

Eighty volumes containing the signatures of American women who desire to see Senator Reed Smoot of Utah ousted from the United States Senate, were sent to Washington, D. C., last week.

In his maiden speech in the United States Senate on January 8, Senator Rayner, of Maryland, attacked President Roosevelt 's policy in San Domingo as being contrary to the real Monroe doctrine.

W. J. Bryan, on the eve of his departure from the Philippines for East India, declared that while he had learned much during his stay in the islands, his views on the subject of independence have not changed.

All of the eighteen bodies have been recovered froni the Detroit mines on Paint Creek, near Charleston, W. Va., the scene of a dust explosion on January 18. The condition of the bodies shows that death came to most of them from suffocation.

Presiding Justice Joseph M. Deuel of the New York City Court of Special Sessions, while testifying in his own suit against Collier's Weekly for libel, admitted having accepted fees from certain private corporations while officiating on the bench, in violation of the city charter.

Secretary of State Root, at a hearing before the House Appropriations Committee on January 19, recommended a change in the Chinese Exclusion Act "so that the Chinese laborers can be kept out without insult and indignity and hardship to the Chinese merchants and scholars."

Broad charges as to the indifference of American officials in Porto Rico to the wishes of Porto Ricans were made by Mayor Roberto Todd of San Juan, in a hearing on January 19 before the House Committee on Insular Affairs on the proposed bill to reorganize the insular government.

The construction party of men of the Signal Corps have completed a new telegraph line along the highlands of the Yukon, Alaska, between Rampart and Fort Gibbons. This permits the abandonment of the section between Baker and Gibson, which was exceedingly difficult to maintain in summer, owing to the swamps of the Lower Tanana.

Discontent, which has been steadily growing in British Columbia for several years over the refusal of the Dominion Government to consider a readjustment of the terms upon which that Province became a part of Canada in 1871, has reached such a stage that members on both sides of the local house are advocating secession from the Dominion on the floor of Parliament in the event that financial concesions are not obtained.

Luke E. Wright, Governor-General of the Philippines, has been nominated by President Roosevelt as the first Embassador to Japan. Governor-General Wright will be succeeded in office at Manila first by Henry C. Ide, the senior member of the Commission and Vice-Governor and at present acting Governor-General. When he retires, on June 1, James F. Smith, of California, a member of the Commission, will succeed to the office of Governor-General.

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Harry B. Douville is inquired for by his mother. Kindly communicate with the JOURNAL office.

LETTER LIST.

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Pacific Coast Marine.

Nineteen bodies from the wreck of the Valencia had been recovered up to January 28, only five of which were identified.

James P. Taylor, a coal dealer of Oakland, has filed a libel against the steamer Dimond at San Francisco for coal alleged to have been furnished to the extent of $1164.79.

The steam dredger San Francisco, which was taken out to sea a week ago by the tugboat Sea Rover, bound for San Pedro, and stranded in the gale prevailing at the time, was floated and towed back to San Francisco on January 21.

The Local Inspectors of Steam Vessels at San Francisco have exonerated Captain John Norberg, of the steam-schooner W. H. Kruger, which sprang a leak off the Mendocino coast on January 12, and had to be towed to the former port.

The steam-schooner Santa Barbara, from Puget Sound, arrived at San Francisco on January 26, with freight and passengers after a long trip, some difficulty having been experienced in combating the rough seas and high winds.

The river steamer J. D. Peters and the scow-schooner Alaska collided in San Francisco Bay on January 28. Robert Hanlon, a deckhand on the Peters, was killed, and C. W. Denny, another deckhand, was seriously injured.

The barkentine Northwest put into San Francisco on January 19, sixteen days out from Portland, Or., for San Pedro, Cal., with a cargo of lumber. The Northwest suffered severely in the prevailing heavy weather and was leaking badly upon her arrivel.

A favorable report was made on January 25 by the Senate Committee on Commerce on the Perkins' bills to establish a fog signal on the jetty at the entrance to Humboldt Bay and making Monterey and Port Harford each a sub-port of entry in the district of San Francisco.

The Caroline and Marshall islands suffered great damage from another hurricane, lasting from November 3 to 5. The damage was not as great as that suffered from the hurricane last April. It was, nevertheless, severe, destroying many plantations and houses, though no lives were lost.

Following is the reinsurance list, as posted at San Francisco on January 28: British ship Drumcraig, 129 days from Astoria for Manila, 70 per cent. British ship Mobile Bay, 204 days from New York for Formosa, 10 per cent. British ship Pass of Balmaha, 151 days from Montevideo for Salina Cruz, 20 per cent.

The case of the Government against Robert J. Tyson, Alexander McLean, S. E. R. de Smidt, W. J. Woodside and W. J. Wood, charged with conspiring to equip McLean's schooner, the Carmencita, for seal poaching in Northern waters, was begun in the United States District Court, at San Francisco on January 26.

The contract for a new steamer for the Pacific Coast Steamship Company will shortly be awarded to an Eastern firm. The new vessel will resemble the City of Puebla in appearance, but will be larger and more modern in equipment. There will be accommodations for 300 first-class and 150 second-class passengers.

The bark Harry Morse, 1242 tons net register, now on the Pacific Coast, has been sold by C. E. Plummer, of San Francisco, to New York parties, who will convert her into a barge and use her in the Atlantic coastwise coal trade. The Morse was built at Bath, Me., in 1871 by J. P. Morse and has been engaged in Pacific Coast trade many years.

Captain Gaudin, agent of marine, at Victoria, B. C., received a telegram on January 23 from Lightkeeper Dakin at Carmanah, that the name board of the sealing schooner Fawn had been found in the surf near there. The Fawn left Behring Sea for Victoria last October with 502 sealskins. Her crew consisted of six white men and twenty-one Indians.

The Humboldt Steamship Company, operating the steamer Humboldt has declared a dividend of 25 per cent at a meeting recently held, and has elected the following officers: President, Richard Sweasey; vice-president and general manager, Max Kalish; secretary, F. R. Sweasey. The Humboldt has been long on the run between Seattle, Wash., and Skagway, Alaska.

A schooner which was recently sighted bottom up in the Strait of Juan de Fuca proves to be the little halibut vessel Ella G. of Victoria, B. C. She left that port on her third trip with Captain Alexander McLean of "Sea Wolf" fame at the helm. She carried a crew of five men, but their names are not available, the only one known being a half-breed named Forrest.

George H. Whitney and Frank Newhall, temporary Inspectors of Steam Vessels at San Francisco, delivered their decision in the case of the steam-schooner Gualala, which struck a reef, though without any damage being done, off the Mendocino coast on January 6. M. Kulnin, master of the Gualala, and Bernard Johnson, second-mate, were suspended for one year and two years, respectively.

The tugboat Pioneer, at Port Townsend, Wash., on January 25, from San Francisco, reported that she was compelled to drop the French ship Admiral Courbet outside Cape Flattery on account of the rough weather. The Admiral Courbet, as has already been reported, lost her charter by not arriving on the Sound in time. The Pioneer also reported that off the upper Washington coast she had sighted a schooner bottom-side-up and a schooner with her deckload shifted.

George W. Dickie, late of the Union Iron Works, of San Francisco, has been selected by Manager Pearce of the Pacific Coast Steamship Company as the owners' superintendent of construction of the new steamer that is to be built for the company at Camden, N. J., by the New York Shipbuilding Company. Bids for the steamer, which is designed to ply between San Francisco and Puget Sound ports, were received from Pacific Coast firms as well as Eastern concerns,

At a meeting in Portland, Or., on January 22, between the wholesale dealers of that city, representatives of the Harriman system and John E. Ballaine, representing the Alaska Central Railroad, which is constructing a road to the interior of Alaska from Seward, arrangements were made whereby the Harriman system is to establish a steamship line from Portland to Seward. The first sailing is scheduled for two months hence.

The American wooden ship Elwell has been sold by the California Shipping Company, of San Francisco, to the Seattle Shipping Company for $10,000. The Elwell is an old vessel, and along with others, like the Nicholas Thayer, and the schooners Martha W. Tuft and Vega, has passed into the hands of Puget Sound firms, who are alive to the bargains that are offered by shipowners. The future movements of the Elwell and the others of the old-time fleet are not known.

The new steamer Bessie Dollar, under command of Captain Gow, left Coronel, Chile, on January 21, en route to San Francisco from Glasgow, Scotland, where she was recently launched, and other European ports, where she took in cargo for the coast. The vessel is the latest addition to the extensive fleet of the Robert Dollar Steamship Company, and, like her sister-ship, the Hazel Dollar, was constructed upon the most modern ideas. She will be used in the lumber and freight trade between the coast and the Orient.

At a conference between wholesale merchants and shipping men of San Francisco and John E. Ballaine of Seattle, representing the Alaska Central Railway Co., to be held in the former city during the preesnt week, the question of a line of steamers to ply between San Francisco and Seward, the new city on the south coast of Alaska, will be discussed. It is understood that if the local wholesale dealers will agree to send representatives North to work for business in the new district that is being opened up by the railroad company a local shipping company will at once put on one steamer.

The Pacific Coast Steamship Company's steamer Valencia, from San Francisco for Puget Sound ports, went ashore about ten miles east of Cape Beale, on the coast of Vancouver Island, B. C., at midnight on January 22. A heavy southwest gale and dense fog prevailed at the time. The Valencia carried a crew of sixty and about 100 passengers. Of these only thirty-seven were saved, some having landed in boats, and others being picked up on rafts. Of those saved, thirteen were passengers and twenty-four members of the crew. There were many women and children on board. A number of these were drowned by the swamping of the boats, and the remainder refused to go on the rafts, but remained by the ship until she broke up. All efforts at rescue proved unavailing owing to the rocky nature of the coast and the heavy seas that prevailed.

The report of C. W. Dorr, Secretary of the Alaska Packers' Association, recently made public, shows that sixteen canneries were operated during the season, and the pack of salmon amounted to 1,139,721 cases, an average of over 70,000 cases per cannery, by far the highest average ever attained. Of salt salmon, 5,257 barrels were packed. Artificial hatching of salmon was prosecuted most diligently, about 108,000,000 eggs having been taken. Bonds in the sum of $2,000,000 were issued, yielding $1,900,000 net, the proceeds being applied in the discharge of outstanding obligations. Although a substantial loss had to be charged against the year's business, this, the secretary states, was attributable to the abnormal market conditions and to disturbed industrial conditions in the United Kingdom. The current indebtedness had been reduced from $4,536,061.02 to $1,624,493.87.

DIED.

Stephen Bergersen, No. 845, a native of Norway, aged 35, died at San Francisco, Cal., January 26, 1906.

$100 REWARD, $100.

The readers of this paper will be pleased to learn that there is at least one dreaded disease that science has been able to cure in all its stages, and that is Catarrh. Hall's Catarrh Cure is the only positive cure now known to the medical fraternity. Catarrh being a constitutional disease, requires a constitutional treatment. Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system, thereby destroying the foundation of the disease, and giving the patient strength by building up the constitution and assisting nature in doing its work. The proprietors have so much faith in its curative powers that they offer One Hundred Dollars for any case that it fails to cure. Send for list of testimonials.

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F. R. Wall, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. Merchants' Exchange building, California street, near Montgomery; rooms 208-209. Phone Bush 508.

Taylor's Nautical School will remove to the fifth floor in the new building on the corner of Second and Natoma streets, 158-160 Second street, on or about February 1, 1906.

Vigorit, New Explosive.

A new explosive has been invented by Dr. G. Schulz, of Munich, and Mr. Fritz Gehre, an engineer, of Pullach, Bavaria, whieh has been given the name "Vigorit."

The inventors claim that the new explosive is absolutely safe against friction or concussion; that it ean only be fired by an electric eurrent; it can not be affected by water, and is therefore safe for transportation on land as well as by water. Fire does not explode vigorit; it simply burns it up. Vigorit is free of poisonous gases after the discharge, and therefore well adapted for mining purposes. The new explosive ean be made in different grades, and it is further elaimed to be particularly well adapted for the filling of eharges for heavy guns. For this latter purpose the inventors elaim the cost of production will be 110 marks ($26.18) for 100 kilograms (220.46 pounds) while picric aeid, which up to now has almost exclusively been used for this purpose, costs 300 marks ($71.40) for 100 kilograms. For other purposes vigorit ean be produeed at 70 marks ($16.66) for 100 kilograms, including all expenses, at the same time offering the advantage of being lighter than all other similar explosives. To demonstrate the merits of the new explosive different experiments have been made under the supervision of men of experience, sueh as mining engineers, officers of the army, and other experts, and the result was pronounced to be highly sueeessful.

Arrangements are now under way for permits to transport vigorit on the railroads. Until these are completed the eomponent parts of the explosive have to be shipped separately. Pending the adjustment of all similar obstaeles the manufacture of vigorit is being eonducted in a small way at Pullach. It is proposed, however, later to erect large plants for the manufacture of the new explosive in the northern part of Bavaria, where better waterways for the transportation of raw material and coal will cheapen the eost of produetion. The inventors expeet to be able to do heavy business with the United States or else to dispose to some American enterprising company their patent rights at a satisfaetory figure.

The organization of manufacturers in Germany has resulted in a large increase of lockouts. In 1901 they numbered 35; in 1902, 46; in 1903, 70; and in 1904, 120. This shows an inercase of 70 per eent from 1903 to 1904, whereas the number of strikes only increased by 36 per eent. In the period of 1901 to 1904, about 53 per eent of the strikes proved more or less sueeessful, against 71 per eent of the lockouts. It would seem, therefore, that the associated manufaeturers were holding their own against the labor unions. The recent strike in the textile districts of Saxony and Thuringia, whieh lasted four weeks, cost the labor organization the sum of $347,000.

Consul Masterson, of Aden, writes that one of the most important feeders of the great Cape to Cairo railway has almost been eompleted in the building of a line from the Sudan eountry across Egypt to the east, and having for its outlet a point on the Red Sea just north of Suakim. The name of the terminus point of the road on the Red Sea has been called Port Sudan, and it is hoped to make this new port not only a railroad point but a great distributing center for the Red Sea coast and aeross on the Arabian shore.

COAST SEAMEN'S JOURNAL

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, - - - - JANUARY 31, 1906.

SUBSIDIES AND SENATE BILL 27.

The digest of American maritime law published in this issue has been compiled by Andrew Furuseth, the Seamen's legislative representative at Washington, D. C. The immediate purpose of the compilation is to facilitate the judgment of Senators and Representatives upon the maritime legislation now pending in Congress. Mr. Furuseth's work in this connection will prove invaluable, being the result of long experience and conscientious investigation of the subject. The Ship Subsidy bill and Senate Bill 27 are designed ostensibly to improve the personnel of the American merchant marine. Intelligent action upon these measures can only be assured by a knowledge of the tendency and effect of previous legislation enacted upon the same ostensible basis and at the instance of the same interests. The digest of such legislation herewith presented indicates, and indeed proves, a tendency and effect directly contrary to those assumed in the case of the measures now under consideration. It is shown that much of the legislation heretofore enacted for the purpose of "aiding" the merchant marine has resulted merely in relieving the shipowner from responsibilities which it is to the best interests of the merchant marine that he should carry. Again, it is shown that such legislation has placed burdens upon the seaman which the latter will not and can not carry, with the result that the seaman—that is, the experienced and efficient seaman—has become an almost extinct species. The Ship Subsidy bill and Senate Bill 27, as these now stand, promise nothing more than a repetition and accentuation of these experiences. Whatever Congress may do in the present circumstances, it can not plead lack of information on the subject.

The Fishermen's Protective Union of the Pacific Coast and Alaska will meet in Sailors' Union Hall, corner of East and Mission streets, San Francisco, on Friday, February 2, at 7:30 p. m. Nominations for officers will be made and other important business will be transacted. All members in port are urged to attend.

THE POST AND THE SEAMEN.

The horror of the Valencia disaster is intensified by palpable indication that a craven crew seized at least two of the boats and deserted the ship, leaving the passengers to perish. It does not lessen the dastardly character of the conduct of these men to know that the remainder of the crew were drowned. Either the other seamen were brave men or they were less fortunate than these poltroons; either they stayed by the ship, endeavoring to save the helpless passengers, or they seized the boats as these men did and were swamped in the tempestuous waters. There is so little of the heroic in this tragedy that we would prefer to think of those drowned sailors as of the dead who sacrificed themselves to save those who could not save themselves. * * *

As for the crew that deserted those helpless, terror-crazed passengers, taking away their boats and perhaps destroying lives to save their own worthless lives—as for these cowards, perhaps there is no punishment except the contempt and hatred of their fellow-men.—Evening Post.

The newspapers of San Francisco, generally speaking, have displayed unusual good sense in the matter of placing the blame for the wreck of the steamer Valencia; that is, they have as yet said nothing on the point. The exceptions to this rule are noteworthy, not only by contrast with the reserved attitude of their contemporaries, but also by the extreme, not to say absurd, tone which they have adopted. The foregoing reprint from the editorial columns of the Evening Post, of January 25, is an example in point.

Before considering the Post's charges of cowardice on the part of the Valencia's crew, let us look at the facts, so far as these have been made public. The Valencia went ashore about midnight on Monday, January 22. On Tuesday a boat containing six volunteers, mostly members of the crew, commanded by Boatswain McCarthy, put off from the wreck, under orders from Captain Johnson to make a landing and seek assistance. This object was accomplished, McCarthy being, in fact, the first man to convey news of the wreck, which news was forwarded from Cape Beale lighthouse on Tuesday afternoon. In the meantime, several boats had been launched from the Valencia, into which a number of passengers, including several women and children, were put. These boats were swamped alongside and their occupants drowned, with the exception of one or two men, who managed to clamber on board the wreck again. Later several rafts were launched, containing a number of men, including both passengers and crew. The women and children still remaining on board were urged to jump for the rafts, but refused to do so, preferring to take the chance of being rescued from the wreck by some other and apparently less risky means. On Wednesday a number of steamers and tugs appeared on the scene, but, beyond picking up a raft, these vessels were unable to render any assistance owing to the conditions of the weather and the nature of the coast. While the relief vessels were still cruising in the vicinity the Valencia went to pieces, and those on board were drowned.

Such, in brief, are the facts, so far as known at the present writing. These facts may not be sufficient to justify the acquittal of all parties concerned of any blame for the loss of life, but they certainly are sufficient to warrant, and indeed compel, a suspension of judgment. The tenor of the Post's remarks shows doubt concerning the particulars of the case. On one point, however, the Post is quite clear; it is certain that the crew were cowards. Of course, no particulars are needed to prove that assumption!

Now, as to the Post's charge of cowardice. In what circumstance of the affair does that paper find a "palpable indication" of cowardice? In the fact that a boat containing men exclusively reached land in safety? That fact has been explained as a circumstance indicating bravery rather than cowardice. In the fact that the rafts which were picked up contained men exclusively? That fact has been explained as a circumstance indicating fear on the part of the women to risk their lives on the rafts. The "palpable indication" of cowardice, in the judgment of the Post, consists in the fact that a number of men were saved, while all the women and children were drowned! Evidently the only thing for a shipwrecked seaman to do, if he would escape condemnation at the hands of the Post, is to "go down with the ship"—and stay down. Even the latter course won't insure fair fame in the columns of the Post unless the victims of the new code shall take the precaution to notify that paper that they went down because they wanted to, not merely because they were "less fortunate" than their "poltroon" shipmates. Seamen will take notice that there must be no doubt in the matter; they must certify to their own courage, otherwise the Post will give them no credit on that score!

The Bulletin, also an evening paper, joins its contemporary, but with less directness, in a charge, or at any rate a pretty broad hint, of cowardice against the crew of the Valencia. The Bulletin says:

In connection with the disastrous wreck of the Valencia the fact excites comment and calls for investigation that the thirty-two persons who were saved are all men, and that of these nineteen were members of the crew and only thirteen were passengers. There were fourteen women and four children aboard the ship, and all of them perished. It is hoped, for the honor of our merchant marine, that this result is purely fortuitous and that the rule, "women and children first," was observed in filling the boats and rafts. If the crew had been composed of Chinese or Frenchmen, or members of any race which is classed as excitable in the traditions of the "Anglo-Saxons," the fact of so many of the crew, so few of the men passengers and none of the women and children being saved would be seized upon at once for flattering comparison with our own stern, high courage on occasions of supreme peril at sea.

The Bulletin may console itself with the reflection that the "honor of our merchant marine" and the "traditions of the 'Anglo-Saxons'" are quite safe. The facts show that efforts were made to save the "women and children first," which efforts failed owing to the "purely fortuitous" circumstance that the boats were swamped.

As usual in the case of every shipwreck involving the loss of lives—that is, of passengers' lives—a great deal of premature and hysterical talk has followed the wreck of the Valencia. Charges, many of which are absurd and most of which are imaginative, are hurled at all and sundry responsible in any way for the navigation of the vessel. The surviving passenger who has smelt, or at any rate tasted, salt water for the first time in his life gives his version of the affair and the causes leading thereto. If the narrator has lost his wife and children in the wreck, that circumstance adds value to his story—at least for newspaper purposes—as it undoubtedly increases his capacity for impartial judgment! We do not pretend to pass upon the merit of the charges made in the present instance. On the contrary, the writer is free to acknowledge that an experience of thirty years' active participation in maritime affairs unfits him for debate with the gentlemen of the press, who know so much about shipwrecks and other things maritime that can not possibly be known to the practical seaman.

After all is said and done, there may be something in the Post's charges of cowardice. That subject—the subject of cowardice—is one that the Post is familiar with in a personal way. The editor of that paper himself knows how it feels to be called a coward. Judging from that individual's attitude, he

rather admires the soft impeachment and takes pride in it. Perhaps he intended to compliment the Valencia's crew by characterizing them as "cowards," "cravens" and "poltroons." Possibly, cowardice is a matter of the point of view; in some minds it may be fear to do right, in others it may be fear to do wrong. Editor Garrett, of the Post, probably views the matter from the latter standpoint, since he is evidently not afraid to openly affront the public sense of right. To the man who has sold himself times without number, and who upon each occasion has displayed equal glory in his degradation, the charge of cowardice must seem mild, if not actually complimentary. If Editor Garrett really desires to express disesteem for the Valencia's crew, he must characterize them by some term of opprobrium that has not yet been applied to himself—if he can find one.

We have dealt thus at length with the charges made by the Post, as much with a view to common justice toward the Valencia's seamen as to rebuking their foolish and unprineipled slanderer. That the crew of the Valeneia did their duty, that they did all that could possibly be done to save the lives of all on board is evidenced by all the facts that have come to hand, whatever may be the evidence of the imagination, inspired by a sensational press. In this respect the seamen—sailors, firemen, cooks, waiters and officers—of the Valencia have simply maintained the traditions of the Pacific Coast; they have done what their comrades, the real seamen of all coasts and of all waters, have always done and are still doing. The seamen of the Pacific Coast have no reason to fear the dirty libels of Garrett and his prostituted sheet, since slander from that source is an evidence of virtue in the object or person attacked.

JENKS ON THE CHINESE.

Of course, all sensible men are in accord with President Roosevelt in his effort to make things pleasant for the Imperial Chinese Commissioners now visiting the United States. But it is one thing to express the sentiments of international courtesy, and quite another thing to express eontempt for or defiance of the laws of the country. With the former attitude we have no fault to find; with the latter we entirely and emphatieally disagree. The language of Professor Jenks with reference to the classes of Chinese who shall be welcomed to the United States is entirely without warrant and, in fact, eonveys an inference contrary to the express terms of the law on the subject.

In order to correct the misapprehension likely to be ereated by the language of Professor Jenks the Japanese and Korean Exclusion League, at a recent meeting, adopted the following resolutions:

Whereas, Professor J. W. Jenks of Cornell University, special representative of President Roosevelt and of the United States Government to receive the representatives of the Chinese Government, now visiting this country, is reported by the press of San Francisco as having used the following language in his address of welcome to the Chinese Commissioners at San Francisco on January 12, 1906, to wit:

"You know, of course, the President said that while for good and sufficient reasons, well understood by the governments of both nations, it is and will be the policy of this country to exclude Chinese laborers, members of other classes, such as business men, and especially students and scholars and the officials who are shaping your governmental policy, we are very glad to welcome. Those persons who represent as well on the one hand the energy and the upright business methods of your wonderful people and on the other exemplify the worth and dignity of your scholarship and the refined culture handed down from remote antiquity, render both countries by their coming the greatest services, and we trust that we shall have the privilege of welcoming all such in increasing numbers;" and,

Whereas, this statement of the President's views concerning the admission of Chinese to the United States implies a complete reversal of the present policy of Chinese Exclusion as set forth by the Chinese Exclusion Act, which includes "all classes of Chinese persons or persons of Chinese descent," other than members of those classes expressly excepted, i. e., "officials of the Government, merchants, students and travelers for pleasure and curiosity;" and,

Whereas, the suggested policy of admitting all classes of Chinese except Chinese laborers, would effectually destroy the Chinese Exclusion Act, by reason of the impossibility of detecting the Chinese laborer, or proving his identity as such, in the mass of immigration that would certainly follow the adoption of that policy; therefore, be it

Resolved, by the Executive Board of the Japanese and Korean Exclusion League, that we disapprove the expressions of Professor Jenks in this connection, as being without warrant in law, contrary to public policy and dangerous to the public welfare; further

Resolved, that we reiterate our insistence upon the strict maintenance of the Chinese Exclusion Act, in accordance with the will of the American people and with a view primarily to the protection of the American people from contact with the repugnant peoples and institutions of the Orient.

Judged by the mere letter of Professor Jenks' address to the Chinese Commissioners, the attitude of the Japanese and Korean Exclusion League may seem hypercritical. But, judged by the circumstances leading up to and surrounding the reception of the distinguished visitors, the attitude of the League is fully justified as a simple measure of precaution. Professor Jenks was the personal representative of President Roosevelt, and his speech was undoubtedly conned over, if not dictated, in the White House, with a view to its effect upon the Chinese people in general. Another significant circumstance of the occasion is contained in the fact that Professor Jenks is a radical anti-Exclusionist. During the recent National Conference on Immigration, held in New York City, that gentleman held out for a resolution extending a general invitation to the people of China, maintaining his position on this point even after his pro-Chinese colleagues had abandoned it as an altogether too outspoken renuneiation of the Exclusion policy.

The entire performance in San Francisco during the stay in that eity of the Chinese Commissioners savored of obsequiousness rather than of dignified hospitality. The Commissioners were given plainly to understand that we—that is, the commercial and diplomatic element—are afraid of something and anxious to run away from that something, regardless of the humiliating speetacle presented to the world. The country owes a debt of gratitude to the Japanese and Korean Exclusion League for having covered the retreat of John P. Irish and his fellow-windjammers.

A course of University Extension Leetures will be delivered at the South Park Settlement, 86 South Park, San Francisco, beginning Wednesday, February 7, and continuing on eaeh succeeding Wednesday for twelve weeks. The general subject of the lectures is entitled, "The History of Trade-Unionism," and each meeting will be devoted to a particular phase of that subjeet. The lecturer, Carleton Parker, B. S., formerly a member of the Western Federation of Miners, has made a lengthy study of the subject, and his views will undoubtedly prove interesting and instructive. The admission fee to each lecture will be 10 cents; tiekets admitting to the whole course, $1.

The Japanese and Korean Exclusion League will meet in Unity Hall, 927 Mission street, San Francisco, on Sunday, February 4, at 2 p. m. Upon that occasion the Executive Board will report upon its work since the previous meeting of the League, and many questions of importance will be discussed. A full attendance of delegates is urgently requested. Regular meetings of the League will hereafter be held on the first Sunday of the month.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

HEADQUARTERS, SAN FRANCISCO, Jan. 29, 1906.

Regular weekly meeting was called to order at 7:30 p. m., H. G. Lundberg presiding. Secretary reported shipping fair. A committee was elected to make arrangements for the celebration of the Union's twenty-first anniversary on the 6th of March. One hundred dollars was donated to the Los Angeles Typographical Union, now on strike for the eight-hour workday.

E. ELLISON, Secretary pro tem.
S. W. cor. East and Mission sts. Tel. Main 5397.

TACOMA AGENCY, Jan. 22, 1906.

Shipping medium; prospects fair.

H. L. PETTERSON, Agent.
3004 McCarver st. Tel. Main 808.

SEATTLE AGENCY, Jan. 22, 1906.

Shipping fair.

P. B. GILL, Agent.
1312 Western ave. P. O. Box 65. Tel. James 3031.

PORT TOWNSEND AGENCY, Jan. 22, 1906.

No meeting; no quorum. Shipping and prospects poor.

WM. THORBECK, Agent.
114 Quincy st. P. O. Box 48. Tel. 443.

ABERDEEN AGENCY, Jan. 22, 1906.

Shipping brisk; prospects fair.

WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

PORTLAND (OR.) AGENCY, Jan. 22, 1906.

Shipping fair.

CHAS. BOCK, Agent.
40 Union ave. Tel. East 4912.

EUREKA AGENCY, Jan. 22, 1906.

No meeting; no quorum. Shipping and prospects fair.

C. SORENSEN, Agent.
222 C. street. P. O. Box 327. Tel. Main 566.

SAN PEDRO AGENCY, Jan. 22, 1906.

Shipping medium; prospects fair.

HARRY OHLSEN, Agent.
P. O. Box 2380. Tel. Main 774.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

HEADQUARTERS, SAN FRANCISCO, Jan. 25, 1906.

Regular weekly meeting was called to order at 7:30 p. m., James West in the chair. Secretary reported shipping fair. Voting on the amendment to Article XVIII, Section 1, was proceeded with.

EUGENE STEIDLE, Secretary.
54 Mission st.

SEATTLE (WASH.) AGENCY, Jan. 18, 1906.

Shipping quiet; many men ashore.

W. SORENSON, Agent.

SAN PEDRO (CAL.) AGENCY, Jan. 18, 1906.

No meeting; no men ashore.

CHAS. M. DAWSON, Agent.

LAKE SEAMEN'S UNION.

HEADQUARTERS, CHICAGO, ILL., Jan. 22, 1906.

Situation quiet.

V. A. OLANDER, Sec. pro tem.
123 North Desplaines st.

ATLANTIC COAST MARINE FIREMEN'S UNION.

HEADQUARTERS, BROOKLYN, N. Y., Jan. 17, 1906.

Situation unchanged.

DANIEL SULLIVAN, Secretary.
15 Union st.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC.

HEADQUARTERS, NEW YORK, N. Y., Jan. 17, 1906.

Shipping brisk; prospects very good.

H. P. GRIFFIN, Secretary.
166 Christopher st.

On the Great Lakes.

(Contributed by the Lake Seamen's Unions.)

Better Fit-Out for Boats.

Vesselmen are giving the question of hatch fasteners much attention and many changes will be made along that line in new steamers that will come out this year. The ideas of the owners differ on that point but they are all working with the same end in view and that is to provide their boats with the best and safest device. That question was discussed at the recent conference of the officials of the Pittsburg Steamship Company and the masters of the steamers of the fleet, and the officials of the Company will take the matter up with experts before they will decide on which system will be adopted.

Other changes will probably be made in the fit outs of the boats and everything possible will be done to make the boats safe in all kinds of weather.

John D. Sloane, Supervising Inspector for the Fifth District of the steamboat inspection service, favors rigid rules for the inspection of vessels which will tend toward the saving of life in cases where vessels strand as they did in the storm of November 28. He has forwarded his recommendations to the Supervising Inspector General.

It is said that the department of Commerce and Labor is very much interested in the big storm of November and wishes to learn what it can do to help prevent a repetition of the loss of life which occurred at that time.

The first recommendation which he makes is that "hatches should be better secured. Combings of same should be higher and stronger. They are often injured by unloading devices, and left in such condition until winter."

This is a recommendation which almost everybody connected with the vessel business has already expressed himself as favoring. With the hatching gone a ship stands a poor chance to weather heavy seas. On the ocean they have what is called a "true sea" while in a storm on the Great Lakes the seas are erratic, which makes the danger greater. The other recommendations follow:

"Decks and supports to hatches should be more substantial.

"Deck houses and pilot houses should be built stronger and more securely fastened to decks.

"Load lines should be established.

"Stronger and better steering gear should be provided.

"Line carrying projectiles should be required.

"A passage way under the upper main deck or spar deck should be provided on each side of the vessel, so that persons could go from one end of the ship to the other in safety when the vessel is in a seaway.

"Long vessels should have a stay lead from one mast to the other, with block and tackle with breeches buoy attached, so that persons could be transferred from one end of the ship to the other in case of vessel stranding.

"The true meaning of the word 'life-boat' should be defined in the rules. There are boats not having air tight tanks in either end or along the sides that are classed as lifeboats by the inspectors."

These suggestions are very timely. If there had been such rules in effect there is small doubt that the crew of the Mataafa could have been saved. If all vessels were provided with a passage under the deck the crews of the Mataafa and the Sevona might be alive today. Another thing might be added, namely, a chock, or rowlock in the stern of all lifeboats for a steering oar.

To Explore for Iron.

The coming season promises to witness a greater amount of exploratory work in progress in the Crystal Falls and Iron River-Stambaugh districts of Iron county than has been conducted heretofore in the history of that portion of the Menominee range. Independent interests which, in the matter of ore supplies, are not so well fortified for the future as is the steel corporation are in active quest of mineral properties, and some important deals have recently been closed.

Ores that were sneered at five years ago are being eagerly snapped up today. In the western portion of the Mesaba range, where the immense deposits of ore are badly mixed with sand, the steel corporation is putting in an expensive plant to remove by a washing process the waste material from the mineral. Low grade ores that were a drug on the market are being sought these days, and their value is constantly increasing.

Iron county, with its large acreage of mineral bearing lands, has been overlooked during the scramble for the more cheaply mined deposits on the Mesaba, but after many years, attention has again been turned its way and during the last few months a number of properties have passed into the hands of iron makers. Those first on the ground long before the present boom set in, the Corrigan-McKinney company of Cleveland, are well fortified in this portion of the Menominee and have large land holdings which they are exploring at their leisure. But there are other promising tracts and these are steadily being absorbed.

Among the newer interests in Iron county, Pickands, Mather & Co., and the Mineral Mining Co., affiliated with the Pewabic, are opening up mines. Others are the Shenango Iron Co., the Consumers' Ore Co., and the Buffalo & Susquehanna Iron Co., a corporation in which the well known pig iron firm of Rogers, Brown & Co. is paramount. All these latter have men in the field investigating the merits of various tracts, and a number of transfers are in process of consummation.

Two deals of importance closed recently were negotiated by the Buffalo & Susquehanna company. In one case an option was taken for a lease of the Hiawatha mine, in the Stambaugh district, and in the other the so-called D. M. & M. lands, north of the village of Iron River were taken over. Diamond drills will at once be put into commission on the west Hiawatha and D. M. & M. lands and both tracts given a test.

William S. Cleaves, proprietor of the Portage Lake Foundry & Machine Works, is at the head of a movement to build a drydock at Hancock to cost $500,000. Mr. Cleaves' plan is to build a dock large enough to accommodate the largest Lake steamers, and he proposes to build it with local capital.

Demand the union label on all products!

Lumber from Duluth.

P. M. Shaw, Jr., & Co., lumber brokers of Duluth, have compiled some interesting statistics of the lumber industry at the head of the Lakes and vicinity for 1905, together with comparisons for preceding years. The total amount of lumber shipped from the Duluth-Superior harbor for the year is given at 299,000,000 feet, as compared with 294,000,000 feet in 1904. In addition to this there was received at Duluth-Superior 169,000,000 feet of lumber for shipment in vessels from the interior mills, and also 7,000,000 feet of fir consigned to Lake Erie, making a grand total of lumber shipments from the harbor of 475,000,000 feet as compared with total shipments in 1904 of 417,000,000 feet.

The shipments through Duluth harbor from interior mills last year amounted to 123,000,000 feet. The amount of lumber shipped this year from Two Harbors was 56,000,000 feet as compared with 57,000,000 feet in 1904.

Lumber manufactured on the Duluth-Superior harbor this year amounted to 292,000,000 feet, as compared with 285,000,000 feet in 1904. Total amount of lumber on dock December 1, last year, was 89,000,000 feet, of which 33,000,000 feet was unsold. The amount unsold on the same date in 1904 was 51,000,000 feet, and the total on dock was 96,000,000 feet. The average freight rate last year was $2.15 per thousand feet, as compared with $2.26 in 1904, and the last cargo left on December 7.

Aids to Navigation.

The members of the Lake Committee on Aids to Navigation has made a report, and President Coulby will take the matter up at the annual meeting of the Lake Carriers' Association.

The report of the committee follows:

The establishment of a green light on each end of the east pier of the St. Clair Flats Canal.

Cutting away trees now partially obscuring the ranges on Windmill Point, Lake St. Clair, and the Barnard ranges at the upper end of the Soo River.

Establishment of better lights on the Duluth piers.

Gas buoy on York Shoal, Lake Superior.

Gas buoy on Gull Island Shoal, Lake Superior.

Changing lighthouse on Michigan Island, Lake Superior, to the southeast end of the island.

To establish a light on South Gull street, Martin Passage, Green Bay.

Gas buoy on Garden Island Shoal.

Range lights into Huron Harbor, Lake Erie.

To shift Eagle River light to Sandhill.

To shift Waugoshance light to White Shoal.

The establishment of lights on all dark piers on Lake Erie.

At the annual meeting of the Farrar Transportation Company, held at Collingwood, it was decided to build a 9,000-ton steamer to go into commission in the spring of 1907. The contract is to be given to the Collingwood Shipbuilding Co. D. A. Farrar was re-elected president.

Want Marine Hospital.

The Buffalo lodge of the Shipmasters' Association has appointed a committee to collect data relative to the Marine Hospital Service preliminary to the demand to be made for the establishment of a hospital at Buffalo.

The shipmasters are strongly in favor of a Marine Hospital. They object to the contract system. The chairman of the committee has explained the financial side of the Marine Hospital Service. At one time an assessment was levied on all sailors from the captain down. The amount was 20 cents a month. This scheme began many years ago and continued in force until 1884, since when the Service has been maintained by a tax on foreign tonnage. It is not generally known how much was raised by the monthly assessments or whether any of it is still in the Government vaults.

All the associations of Lakemen are interested in the hospital question. The announcement a fortnight ago that the contract system was to be introduced at Chicago, Detroit and Cleveland aroused them to the need of immediate action. The International Seamen's Union acted first, sending the chairman of its legislative committee to Washington, D. C.

The opposition to the proposed economical projects of Secretary Shaw is growing daily. The shipmasters, the marine engineers and the Lake pilots will each take action to induce Congress to grant their wishes.

Marine Note.

The steel freighter E. D. Carter was launched at Wyandotte on January 13. The new steamer which will have a carrying capacity of 9,000 tons is building for E. D. Carter and others of Erie, Pa. She is a duplicate of the steamer Leonard C. Hanna, which came out last season and which proved to be a big carrier. The Carter is 524 feet over all, 504 feet keel, 54 feet beam and 30 feet deep. She will have thirty hatches. The big freighter will have triple expansion engines with cylinders 22 1-2, 36 and 60 inches with 42 inch stroke. Her boilers which will be of the Scotch type will be 13 feet 9 inches in diameter and 11 1-2 feet long, and will be allowed 180 pounds pressure. The boilers will be fitted with the Ellis & Eaves draft. Captain C. H. Wilson of Erie, who was in the steamer Luzon of the same fleet last season, will sail the new boat. Next season Mr. Carter will operate the steel steamers Carter, Luzon and Panay.

DIED.

Austin Mayhew, No. 7701, drowned on barge Tasmania, October 20, 1905. Home, Courtwright, Ontario, Canada.

David Klinn, No. 5248, died December 29, 1905, at Cleveland Hospital. Home, Bolivar, Ohio.

INFORMATION WANTED.

Clarence Elmer Pederson, who was in the United States Navy two years ago, will please communicate with the Lake Seamen's Union, 121 N. Desplaines street, Chicago, Ill.

Carl Knudsen, No. 6212, will please communicate with his brother, Bernt Knudsen, 92 South Halstead street, Chicago, Ill.

Robert Reesor, No. 5174, Lake Seamen's Union, will please write his brother, George Reesor, 103 Fuller street, Toronto, Ont., Canada.

Geo. T. Hurley, No. 13,845, Lake Seamen's Union, will please write his mother, Mrs. Maria Hurley, 198 Georgia street, Buffalo, N. Y.

John Smith, No. 10,062, Lake Seamen's Union, is wanted as a witness in the case of Comrade Clarence E. Smith, injured on the steamer Maryland. Please notify the Lake Seamen's Union, 121 N. Desplaines street, Chicago, Ill.

BAY CITY LETTER LIST.

Fred C. Hubbard, 2 letters	William Smith
Thos. F. Ronley, 2 letters	Harry Smith, 3 letters
Sandy McDonald	Fred Willie
Andrew Wood	Charles Knowlton

LAKE SUPERIOR LETTER LIST.

Lake Superior	Millan, M. John
Boose, Paul	Nicrmi, Eli
Bickford, Ezra	Nilson, Carl
Butler, J. W. E.	Nilson, Nels
Cornell, Robt.	Olson, Fred
Cormoley, Ed.	Olson, John
Chapman, F. J.	Platenoff, Wm.
Harrison, Henry	Peterson, Peter
Hay, A.	Rider, Homer
Hanson, John	Rahkala, Matt
Gilness, Peter	Roberts, Henry
Graibner, R.	Svensen, A. E.
Iaeger, Louis	Smith, A. W.
Jorgenson, Hans	Sherod, Ralph
Jacobson, A. B.	Selstad, A. E.
Johanson, F.	Shaver, Claude
Johnson, Anton	Stephenson, Matt
Kiley, Paul	Tinsler, John
Lane, Dawson	Thomas, J. G.
Leroy, Philip	Wiese, Sam
Lesmore, Wm.	Westphall, L. W.
Larson, Jas.	Wahlers, Carl
McLeod, Murdock	

TONAWANDA LETTER LIST.

Andresen, A.	Hanson, A.
Andreasen, Niles S.	Hillman, Henry
Borgesen, David	Herring, S. A.
Bristow, E. H.	Hansen, Karl Otto
Brinniers, K.	Johansen, Einar
Bondon, Fred	Johansen, Martin
Brown, Joe	Jacobson, August.
Brown, Clarence J.	Johansson, Carl
Brown, Fred C.	Jamerson, Wm.
Berryman, J.	Jeferson, George
Burgess, James	Kaelaske, Michael
Brick, James J.	Karlsson, G. P.
Carlson, Chas.	Karlsen, Karl
Carron, F.	Larsen, Louis
Clare, Frank	Lundgren, Viktor
Conger, Joseph	Leeland, W. M.
Cunningham, John	Laparge, John
Cattanact, Ralph	Mathasen, Oscar
Christensen, Chas.	Magnasson, C. T.
Currie, John	McDonald, Murdock
Delahage, Horace	McLeod, Thos.
Drucks, Louis	McLawhy, Ed.
Dougherty, James	Nilsen, Niles.
Eby, Albert	Osterdahl, H. B.
Erikson, Andrew	Ommundsen, Tollak
Engelsen, T. M.	Pedersen, A. H.
Evensen, Ed.	Peterson, N. A.
Flaherty, Wm.	Rollo, Nelson
Gillgren, Peter	Rankin, Joe W.
Gay, Harry B.	Sullivan, S. T.
Green, J. S.	Stalls, Wm.
Heeley, Edwin	Sheldon, H. S.
Hansen, Martin	Tebo, Henry
Hansen, Therg.	Van Anthony, Chas.
Hansfen, Thov.	Waters, Frank
Hillman, T. R.	Young, James
Hanson, T.	

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS

LAKE SEAMEN'S UNION

(Lakes District International Seamen's Union of America.)

121 and 123 North Desplaines Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, WIS.....133 Clinton Street
Telephone 240 South.

BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.

ASHTABULA HARBOR, O.....87 Bridge Street
Telephone 552.

CLEVELAND, O.....171 East River Street
Telephone Bell Main 1295.

TOLEDO, O.....719 Summit Street
Telephone Black 6981.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES.

DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3724.

ASHLAND, WIS.....515 East Second Street
Ashland Phone 1563.

SUPERIOR, WIS.....1721 North Third Street
Telephone Peoples 4615.

BAY CITY, MICH.....919 North Water Street
OGDENSBURG, N. Y.....94 Hamilton Street

SUB-AGENCIES.

MANITOWOC, WIS.....809 South Eighth Street
ERIE, PA.....107 East Third Street
Telephone Bell 599 F.

CONNEAUT HARBOR, O.....992 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
Telephone 1944 South Chicago.

SANDUSKY, O.....1107 Adams Street
PORT HURON, MICH.....931 Military Street

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UNITED STATES MARINE HOSPITALS.
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Escanaba, Mich.	Sandusky, O.
Grand Haven, Mich.	Sault Ste. Marie, Mich.
Green Bay, Wis.	Sheboygan, Mich.
Houghton, Mich.	Sturgeon Bay, Wis.
Ludington, Mich.	Superior, Wis.
Manistel, Mich.	Toledo, O.

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Bread—McKinney Bread Company, St. Louis, Mo.; National Biscuit Company, Chicago, Ill.

Cigars—Carl Upman, of New York City; Kerbs, Wertheim & Schiffer, of New York City; The Henry George and Tom Moore.

Flour—Washburn-Crosby Milling Co., Minneapolis, Minn.; Kelley Milling Co., Kansas City, Mo.

Groceries—James Butler, New York City.

Meats—Kingan Packing Company, of Indianapolis, Ind.

Pipes—Wm. Demuth & Co., New York.

Tobacco—American and Continental Tobacco Companies.

CLOTHING.

Buttons—Davenport Pearl Button Company, Davenport, Iowa; Krementz & Co., Newark, N. J.

Clothing—N. Snellenberg & Co., Philadelphia, Pa.; Clothiers' Exchange, Rochester, N. Y.; Strawbridge & Clothier, Philadelphia, Pa.; Blauner Bros., New York.

Corsets—Chicago Corset Company, manufacturers Kabo and La Marguerite Corsets.

Gloves—J. H. Cownie Glove Co., Des Moines, Iowa; California Glove Co., Napa, Cal.

Hats—J. B. Stetson Company, Philadelphia, Pa.; E. M. Knox Company, Brooklyn, N. Y.

Shirts and Collars—United Shirt and Collar Company, Troy, N. Y.; Van Zandt, Jacobs & Co., Troy, N. Y.; Cluett, Peabody & Co., Troy, N. Y.; James R. Kaiser, New York City.

Textile—Merrimac Manufacturing Co. (printed goods), Lowell, Mass.

Underwear—Oneita Knitting Mills, Utica, N. Y.

Woolens—Hartford Carpet Co., Thompsonville, Conn.; J. Capps & Son, Jacksonville, Ill.

PRINTING AND PUBLICATIONS.

Bookbinders—Geo. M. Hill Co., Chicago, Ill.; Boorum & Pease Co., Brooklyn, N. Y.

Newspapers—Philadelphia Democrat, Philadelphia, Pa.; Hudson, Kimberly & Co., printers, of Kansas City, Mo.; W. B. Conkey Co., publishers, Hammond, Ind.; Times, Los Angeles, Cal.

Shoes—Harney Bros., Lynn, Mass.; J. E. Tilt Shoe Co., Chicago, Ill.

Suspenders—Russell Mfg. Co., Middletown, Conn.

POTTERY, GLASS, STONE AND CEMENT.

Pottery and Brick—J. B. Owens Pottery Co. of Zanesville, Ohio; Northwestern Terra Cotta Co. of Chicago, Ill.; C. W. Stine Pottery Co., White Cottage, Ohio; Harbison-Walker Refractory Co., Pittsburg, Pa.; Utica Hydraulic Cement and Utica Cement Mfg. Co., Utica, Ill.

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On the Atlantic Coast.

(Continued from page 3.)

The Canal Muddle.

Poultney Bigelow's account, in the New York Independent, of the chaotic conditions on the Isthmus of Panama, and particularly in Colon, seems to have touched the Administration in a more than usually sensitive spot. Unfortunately, or otherwise, Mr. Bigelow is not a journalistic "declassee," whose statements can be dismissed as the output of an "irresponsible investigator of a sensational habit of mind" who is "desirous of obtaining notoriety by widespread slander," to quote the President's Panama Canal Message. Curiously enough, Mr. Bigelow's description of the filthy and unsanitary state of Colon coincides exactly with the present writer's personal observations of that place, made during a residence of three months in 1880. It is therefore apparent that the Administration's claims of progress on the Isthmus must be accepted with the proverbial grain of salt, for it is hardly conceivable that Mr. Bigelow's description of present conditions in Colon should tally so exactly with the known conditions in 1880 if there had been any improvement at all in the meantime. From this it may fairly be deduced that the Administrative fiasco in the Canal Zone is due to that modern get-results-quick spirit which impels us as a people to do everything superficially and nothing thoroughly. As some one has sarcastically observed, things nowadays are made to sell, not to wear. This is a bad spirit for any nation to cultivate, for it is exactly the kind of spirit which drives short-sighted individuals into balancing financial and other pyramids on their apexes for no other reason than to make a temporary showing of a deceptively solid front. Also, the muddle of the Panama Canal enterprise is a first-class exemplification of the truth of the old saw that too many cooks spoil the broth. If our public-service corporations needed any additional arguments against the policy of Government construction, operation and control of public utilities, they would be amply supplied by the dismal failure of the Government to "make good" its promises anent the Panama Canal.

The Rev. Owen R. Lovejoy, secretary of the National Child-Labor Committee, recently said:

> This country is making the same mistake that England made during the last century. We are spinning the lives of our boys and girls into cotton, or wearing them out in glass factories, sweatshops and coal mines. We are sacrificing them to the great American idea of turning out the largest output of goods at the least expense, without weighing the moral consequences. We are making them into mere machines instead of intelligent citizens.

Yes, and the "eminent citizens" who grow fat and prosper on this child-labor abomination are among the foremost in that little class of silk-hat patriots who take nearly all the credit to themselves for "our national greatness and prosperity." When one contemplates the monumental egotism of these self-sufficient scoundrels one begins to understand why the doctrine of total depravity is so hard to upset.

Since the railroads abolished free passes, General Grosvenor, of Ohio, has suddenly discovered that the Government is paying the railroads at least $10,000,000 a year too much for carrying the mails. It beats the devil how circumstances do alter cases.

Fag Ends.

The greatest truths were first conceived in doubt.

Work for the Initiative and Referendum and the Recall!

Doubt is the friend of knowledge and the foe of superstition.

The one mistake in Nature's plan is surely that poor fool called "Man."

Revere the truth, her language speak; for truth is mighty, falsehood weak.

Those whom toil and poverty repel are seldom shocked by tainted wealth.

Forbear to quibble or equivocate, no truth impresses like a truth told straight.

'Tis only those who fear toil's honest grime who envy the prosperity of crime.

Great wealth in spots and wide-spread poverty, when mixed, make "national prosperity."

If Providence were willing to settle men's dissensions 'twould be just like us humans to doubt her good intentions.

From all specious creeds and dogmas let us hold our minds aloof; circumstantial evidence is not equivalent to proof.

That ancient and lofty maxim, "Noblesse oblige," is evidently out of date with our "best citizens" judging from the examples they are setting the rest of us in civic and domestic virtues and financial honesty.

It seems rather paradoxical that the favorite slogan of most "progressive" reformers should be "back to the —" something or other. But, then, most modern reforms are in a sense retrogressive in character in that their achievement implies going back to some principle or principles previously abandoned.

So far it has been widely assumed that the only way in which a man can "perjure himself like a gentleman" is in the defense of a woman's honor, but the case with which our multi-millionaire aristocrats annually "swear off" their taxes would seem to suggest that in the estimation of this generation money is even as sacred as a woman's honor.

Leading educators of the State of New Jersey have come to the conclusion that women school-teachers make boys effeminate, and have started a movement to oust them from the public schools and install men in their places. If this craze for reforms holds out, we may yet see the persuasive rod reinstated in the public schools. As a transmuter of bad boys into good citizens nothing quite equals the old-fashioned birch of "the fathers."

It is now said, upon apparently reliable authority, that the only way in which Brother C. W. Post can get his "Square Deal" scattered around a bit is to present a copy gratis with each package of "Postum". This puts it in the class of those inexpensive almanacs and chromo-lithographs that are "given away with a pound of tea."

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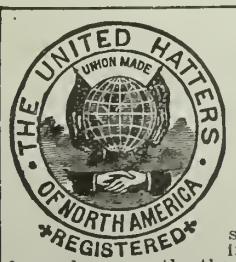
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General News.

It is rumored that as a result of recent scandals, many United States Senators will be defeated for re-election.

Albert J. Taylor, a Civil War veteran past 62, was convicted in the Federal Court at Denver, Colo., on January 16, of fraud upon the Pension laws.

Speaker O'Brien, of the Missouri House of Delegates, has introduced a bill prohibiting the collection of fares from persons who are unable to secure seats in a street-car.

General Joseph Wheeler, the famous Confederate cavalry leader and a Brigadier-General of the United States Army since the war with Spain, died at Brooklyn, N. Y., on January 25, aged 70 years.

The recent exceptionally warm weather in the Middle West was quickly followed, on January 22, by a fall of temperature, causing great suffering and inconvenience and the loss of several lives.

The sentence of Lieutenant Pendleton, United States Army, who was condemned at Manila, P. I., to life imprisonment for murder, has been reconsidered and changed to imprisonment for twenty years.

It is said that a constitutional government for Persia will be the outcome of the sudden exodus of 1,000 merchants and Mullah priests from the Persian capital as a protest against the Shah's government.

Eighteen persons were killed and many others injured as the result of a panic following a cry of "Fire!" in St. Paul's Baptist Church, at Philadelphia, Pa., on January 21. The congregation was composed of colored persons.

Over one hundred negro students left Talladega (Ala.) College on January 22, because a Southern white man was employed as superintendent of the college farm. The students demanded his discharge and the president refused.

The American representatives at the approaching conference at The Hague will be Joseph H. Choate, former Embassador to England; Horace Porter, former Embassador to France, and Judge Rose, of Little Rock, Ark., ex-president of the American Bar Association.

The will of the late Marshall Field was filed for probate at Chicago, Ill., on January 24. Specific bequests are made to the aggregate of $25,568,000. The remainder of the estate is left in trust for the son, Marshall Field Jr. (died November 27) and his descendants.

A decision has been rendered in Buffalo (N. Y.) court against the Goulds and in favor of Edison, the inventor, in a suit that has been slumbering in the courts thirty years and which, although originally specifying $300,000 damages, may now involve nearly $50,000,000.

In the Supreme Court of the United States, on January 22, a motion was made for the advancement of the hearing in United States Senator Burton's case. The motion was made by Solicitor-General Hoyt and concurred in by ex-Secretary Carlisle in Senator Burton's behalf.

The House of Representatives, on January 25, passed the Statehood bill by a vote of 194 to 150. The bill provides that Oklahoma and Indian Territory shall constitute one State, under the name of Oklahoma, and that Arizona and New Mexico shall constitute one State, under the name Arizona.

A bill has been introduced in the General Assembly of Ohio, providing that persons suffering from incurable disease or from injuries from which there is no hope of recovery may be legally chloroformed to death or killed in other painless way which physicians may design. The measure was introduced by Representative Hunt, of Cincinnati, at the request of Miss Anna Hall, who has for years been a student of the subject.

World's Workers.

During 1904 the registered trade-unions in Queensland, Australia, expended £1338 in benefits to members, £545 going in sick, superannuation, and funeral pay, and £730 for unemployed.

The Amending Arbitration Bill which threatened to obliterate the New South Wales Arbitration Act, was dropped by the Carruthers' "Reform" Government at the end of the session recently concluded.

The Victorian (Australia) Government has promised to "further consider" the question of reinstating the engine drivers, who were members of the strikers' executive committee during the recent railway strike in that State.

An industrial award, amicably arranged by the New South Wales Wire-netting Workers' Union and Messrs. Lysaght Bros. & Co., has been signed by the President of the State Arbitration Court, and comes into force on February 12.

The Australian Federal Parliament has adopted the union label clause of the Trade Marks bill, under which trade-unions may secure the protection of their labels. The debate on the proposition was the longest in the history of the Parliament.

The Sydney (Australia) Wharf Laborers' Union is greatly dissatisfied with a recent decision of the New South Wales Compulsory Arbitration Court, which, it is charged, has lowered rather than improved their conditions. "The result of the Wharf Laborers' appeal," says the Waterside Workers' Gazette, "can only be regarded as supremely ridiculous and manifestly unfair."

Returns received from certain selected ports (at which 80 per cent. of the total British tonnage in the foreign trade is entered and cleared) showed that, during November, 33,535 separate shipments of seamen were recorded on foreign-going vessels, an increase of 964 on the number shipped in November, 1904. The principal increases were at Glasgow and London, while the principal decreases occurred at Cardiff and Newport.

During the eleven completed months of 1905, 408,194 seamen were shipped on British vessels at certain stated ports in the United Kingdom, of whom 57,687 (or 14.1 per cent.) were foreigners. Compared with the corresponding period of 1904, the total number shipped shows an increase of 7,445. The greatest increases occurred at Liverpool, Glasgow, and London, and the greatest decreases at Southampton, Bristol, and Belfast.

A British Royal Commission has been appointed to inquire into the working of the laws relating to the relief of poor persons in the United Kingdom, and the various means which have been adopted outside of the Poor-Laws for meeting distress arising from want of employment, particularly during periods of severe industrial depression, and to consider and report whether any, and if so, what, modification of the Poor-Laws or changes in their administration or fresh legislation for dealing with distress, are advisable.

No one may enter the Transvaal, South Africa, without a permit; no permit is granted to any one unless he possesses £20 on arrival, or has secured bona fide employment beforehand. Letters written there at the close of the year state that affairs in Johannesburg and the Transvaal generally show no signs of improvement; almost every trade complains of stagnation, notwithstanding that usually at this time of the year (December), owing to the approach of Christmas, trade is fairly good. Distress in Johannesburg is just as acute now as it was three months ago, and a considerable number of persons are receiving relief. Trade in Pretoria is reported to be "terribly dull," and labor to be plentiful.

San Francisco Letter List.

Letters are advertised for six months and kept at the Sailors' Union Office for twelve months, all told. If not called for at the expiration of one year letters will be returned to the Postoffice.

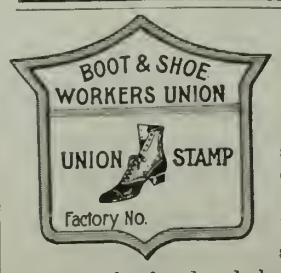
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Soberg, Gust.	Well, Charles
Smevik, J. J.	West, James
Sjije, M.	Westcott, W.
Salberg, O.	Wick, U.
Smith, W.	Wight, U.
Sonderman, G.	Wenecke, A.
Samuelson, E.	Williams, A.
Schabethal, F.	Wickman, M. H.
Scarabocia, M.	Wolf, F.
Smith, Andrew	Winzens, G.
Smith, Paul	Wahlfred, J.

ABERDEEN, WASH.

Anderson, Chas.	Ingman, M.
Anderson, P.	Iversen, John
Anderson, P.	Johnson, L.-951
Andersson, Charles	Klinker, J.
Anderson, A.-1060	Klingstrand, G.
Anderson, Ed.	Knudsen, H.-419
Andersen, L.-1245	Kjellgren, John
Anderson, Gus-1243	Lehtonen, S.
Anderson, Johan-12	Leahy, Wm.
Burg, Mike	Lindquist, K.
Begovich, J.	Leonard, J.
Berthelsen, A.	McFall, Fred
Bernhardsen, C.	Martin, John F.
Block, Hermann	McDonald, N.
Bridgeman, Ben	Morrissey, J.
Bohm, Adolf	Marks, Harry
Benson, W.	Mikkelsen, Alf.
Christensen, V.	Mietinnen, Adolf
Christensen, Nels	Nelson, Nels C.
Chlausen, J.	Olsen, Servin
Dishler, Peter	Odegaard, O. C.
Dahlquist, Fr.	Olsen, Adolf
Drew, Wm.	Olsen, Emiel M.
Dittmayer, Ch.	Peterson, John
Edmundsen, Th.	Pederson, Hans
Eriksen, Axel	Pettersen, Johan
Eliasen, Elias	Petersen, H. P.
Edelman, G.	Reynolds, Roy
Egeness, M.	Roni, Erik
Forsstrom, C.	Rohde, Rob.
Ferraris, G.	Rohde, Rob.
Frederiksen, V.	Richardsen, H.
Farstad, K. E.	Salvesen, Sam
Ferraris, G.	Schwenke, Carl
Hanson, Rob.	Swenson, James
Hahner, Ferd.	Soderstrom, J. A.
Holmes, C.	Steinberg, A.
Hansen, Throm	Thompson, Chris
Hansen, Th.	Ward, Harry

HONOLULU, H. T.

Anderson, Gilbert	Larson, Werner
Anderson, Sigurd	Molden, Jakot
Benson, John	Mirze, Toney
Baldvin, Melmer	Newman, Joseph
Figel, George	Olber, Morsehins
Hasel, Gustaf	Olsen, Olaf
Hakanson, F.	O'Harrow, Frank E.
Hakanson, Clars.	Ramsey, Morris
Gerdes, T.	Sundberg, John
Johnson, H.	Scholl, Karl
Johannsen, Emil	Sorensen, C. W.
ohannesen, Sigurd	Wie, Anton
Lundberg, Carry	Wie, Anton

(Continued on Page 14.)

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INFORMATION WANTED.

Joseph Clark, a native of Rush, County Dublin, Ireland, is inquired for by his mother. Address, T. Reynolds, Box 65, Seattle, Wash.

John F. Joseph, a member of the Sailors' Union, is inquired for by his sisters. Address, COAST SEAMEN'S JOURNAL.

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INFORMATION WANTED.

Theodore Blackwell, colored, last heard from two years ago when running an engine for the U. S. Government, is inquired for by his mother, Mrs. Elvira Conley, 814 N. Campbell street, El Paso, Texas.

News from Abroad.

The Chinese Government has under consideration a proposal to place a Chinese official as supreme ruler in Thibet.

The first anniversary of "Red Sunday," January 22, passed quietly in Russia and other countries in which the occasion was celebrated.

A mutiny recently occurred at Vladivostok, Siberia, caused by discontented reservists. It is reported that 200 men were killed and wounded in the suppression of the outbreak.

The Transsiberian Railroad has resumed full operations, the mutinous reservists, who, for several weeks, virtually ran the railroad, having been gradually brought under control.

According to Klobe, reporter for the French war budget in the Chamber of Deputies, the estimates for 1906 show an increase in the army expenditures of nearly $6,800,000 over 1905.

The will of the late Sir Henry Irving was probated at London, Eng., on January 19. His estate is valued at $73,165. The bulk of the residue goes in equal parts to the two sons of the testator.

The first passenger train, carrying notables and officials, passed through the Simplon Tunnel on January 25, amid artillery salutes. There were no other noteworthy incidents.

Bush fires recently raged throughout Victoria, Australia, and great stretches of country have been devastated. A wall of fire a hundred feet high, which was driven by a gale, passed with appalling swiftness over Mount Fatigue, killing at least fifteen persons.

Further concessions, it is announced, have been granted to the Jews in the governments of Russia where they enjoy the right of domicile, by the addition of 133 places in the country districts where they will be permitted to reside without hindrance.

The Brazilian warship Aquidaban was destroyed by an explosion near Rio de Janeiro on January 22, with the loss of 223 lives. The vessel was engaged in making surveys for new coast defense works at the time of the disaster. Among those drowned were many naval officers.

The Mexican (Vera Cruz) Railway Company has given Wells, Fargo and Company notice that it will operate its own express service beginning May 1, when its contract with Wells-Fargo expires. It is reported the Mexican Central and Government merger system of roads will also install their own express service.

M. Souverin, editor of the Russ, published at St. Petersburg, Russia, has been sentenced to a year's imprisonment in a fortress for publishing in December last the manifesto of the Workmen's Council announcing that the Government had declared civil war on the proletariat, and saying that the challenge must be accepted.

The returns of the British elections up to January 25 show that the seats are distributed as follows: Liberals, 388; Unionists, 143; Nationalists, 81; Laborites, 48. Of the fifty candidates nominated by the Labor representation committee twenty-nine have been elected. With them will act J. Williams, the miners' candidate in the Western division of Glamorganshire, in Wales, making a group of thirty Laborites pledged to absolute independence.

Recent French advices from China contain an acount of the invasion of Tonquin, French Indo-China, by Chinese regulars, who encountered a French force numbering 400 men, of whom 150 were Europeans. A three hours' battle ensued resulting in the defeat of the Chinese, who lost 300 killed and 300 wounded. The French lost sixteen men of the foreign legation and twenty Annamites killed.

Labor News.

A resolntion favoring the exclusion of Japanese and Koreans was adopted by the convention of the United Mine Workers of America at Indianapolis, Ind., on January 20.

The San Francisco Building Trades Council has announced that its members will not work on any buildings contracted for by unfair New York firms after February 1.

Justice Gaynor, of the New York Supreme Court, recently delivered an opin ion holding employers liable in damages for injuries suffered by children employed in violation of the Child Labor law.

Representative Foster, of Vermont, has introduced a bill in Congress, providing for a modification of the Chinese Exclnsion Act so as to admit to the United States all Chinese persons other than laborers.

It has been officially announced that there would be no strike of the Lackawanna Railroad firemen. An amicable agreement of the controversy was arrived at during a recent conference of several hours' duration.

A strike in the Hnmble oil field at Houston, Tex., now involves about 400 men. Non-recognition of the union and discharge of union men is given as the cause of the strike. The managers of the companies affected have declined to treat with the strikers.

State Labor Commissioner Sherman, of New York, in his report to the Legislature, recommends the abolition of the free employment agency in New York City, on the ground that the service rendered by the latter does not justify the expenditure.

The Committee on Labor of the House of Representatives is disenssing a resolution, introdnced by Representative Gardner, providing for an investigation of child labor conditions throughont the United States by the Department of Commerce and Labor.

Representative Champ Clark, of Missouri, on January 26, offered an amendment to the bill providing for the suspension of all labor laws in the work of the Panama Canal, so as to bar both Chinese and Japanese labor from the work. The amendment was ruled out of order.

Chairman Shonts, of the Panama Canal Commission, in an address at Cincinnati, O., on January 20, declared that the National Eight-Hour law should be suspended so far as Canal labor is concerned, on account of the additional expenditure involved by the application of that law to the work of digging the Canal.

A called session of the convention of the United Mine Workers of America, at Indianapolis, Ind., on January 26, decided against extreme measnres in an attempt to force the operators of the central competitive district to admit the operators and miners of the Southwestern district to the fnnctions of the joint conference.

Union fnnerals will hereafter be demanded by the Funeral Drivers' Union of New York and vicinity, which was organized recently as a local branch of the International Brotherhood of Teamsters. Recognition of the union and of the "Closed Shop" in the driving of hearses and an advance of wages will be demanded of the undertakers.

The United Mine Workers of the Seventh District, in annual convention at Hazleton, Pa., placed themselves on record as opposed to the present system of qualifying candidates for mine inspector in the anthracite field. The convention adopted a resolntion in favor of making mine foremen eligible for inspectors without any special test. A resolution was adopted favoring the establishment of co-operative stores, as suggested by President Mitchell.

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LETTER LIST.

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Anderson, Alf. J.
Brander, Wm.-1389
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Hanson, Charley
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Joansen, Hans
Jensen, Peter
Johasson, Herman
Sjostrom, T. E.
Kaiser, K. M.
Lindstrom, Fred
Runed, Wm.
Soderman, Elis
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Letters in the Office of the Fishermen's Union of the Pacific Coast and Alaska, San Francisco.

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Cossalato, Mike
Ekstrand, Frank-7
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Wilson, Harry
Johanson, John E.
Knuttson, Hans O-2
Kornis, John
Nelson, John
Stevens, Vint
Vogt, Wilhelm

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Sir Thomas Lipton has offered a $500 trophy for an ocean race among small American yachts from New York to Bermuda, 500 miles.

Shipbuilding figures for the six months ending December 31, show that 542 sail and steam vessels of 136,097 gross tons were built in the United States. The figures for the corresponding period of 1904 were 542 vessels, of 92,592 gross tons.

The four-masted schooner Helen B. Crosby, the eleventh and the largest four-master in the Crosby fleet, of Bath, Me., was launched on January 10. The schooner was built for the general coastwise trade. She has a capacity of 2,700 tons and cost about $90,000.

The schooner Fannie Palmer went ashore three-quarters of a mile north of Little Island (Va.) Life-Saving Station on January 9. Captain Nash and the crew of eleven men were rescued in the breeches buoy by surfmen from the Little Island Life-Saving Station.

An iceberg, about 300 feet long and 70 feet high, was passed by the British steamer Farringford at Philadelphia, Pa., from Sunderland, in latitude 45.57 north, longitude 45.07 west. The same berg was also passed by the British steamer Buenos Ayrean at the same port from Glasgow.

The petition against the destruction of the old frigate Constitution, signed by 30,000 residents of Massachusetts, was presented to President Roosevelt on January 20. The President indicated that the vessel ought to be preserved. He suggested that she be rebuilt and sent to Annapolis.

The bark Octavia has been wrecked off the coast of the Province of Buenos Ayres, between Puerto Medanos and Punta Megotes. The American Vice-Consul of Bahia Blanca, Daniel Meyer, was on board the vessel. The details are unknown, but it is feared that all on board were lost.

The Bureau of Navigation reports that sixty-seven sail and steam vessels, of 15,352 gross tons, were built in the United States during December. The largest steel steam vessel included in these figures is the Eugene Zimmerman, of 5,630 gross tons, built at Toledo, O., for the Craig Shipbuilding Company.

The steamer Olaf Kyrre, from Shields, Eng., arrived at Philadelphia, Pa., on January 15, with the crew of the bark Cordillera, from St. John, N. B., for Buenos Ayres. They were taken off the bark on January 5. The Cordillera was abandoned, water-logged and dismasted, in latitude 24.41 N., longitude 41.56 W.

The Wildwood (N. Y.) Board of Trade will make Washington's Birthday the occasion of a big celebration, a feature of which will be the presentation of a gold medal to Captain John Leonard. The medal was voted to Captain Leonard by Congress for saving the lives of ten of the crew of the tugboat Spartan, which foundered off the Delaware Breakwater, on September 14, 1903. The rescue was made in the face of grave danger to Captain Leonard's smack and all on board.

The Secretary of the Treasury has transmitted to Congress an estimate of appropriations aggregating $345,000 for the lighting of Ambrose Channel, in the lower New York Bay. He asks from Congress $90,000 for the establishment of a lightship at the sea entrance, $125,000 for the construction of a lighthouse at the intersection of the axis of the east channel and its west edge, $15,000 for the establishment of a tank lightship at the junction of the east and main channels, $20,000 for the construction of a stone beacon with gas illumination in Craven Shoals, $43,200 for four gas buoys, $3,500 for raising Romer Shoal and West Bank lights, fifteen feet, and $43,500 for contingencies.

With the Wits.

He was a raw "recruity,"
But not for very long,
For he was promptly roasted
Whenever he did wrong.

Explained.—"Why are you here," asked the constituent, "if the party leaders won't let you do anything?"

"Oh, they let me draw mileage," explained the Congressman wearily.

An Empty Title.—"I seem to be the walking delegate of this union," remarked the wayfarer. There was no triumph in his tone.

The truth was his wife had sent him on an errand and he had no carfare.

Clinched.—"All my worldly goods shall be yours," he concluded, and hung tremulous on her answer.

"And you may select my ties yourself," he added as a clincher.

With a beatific smile, she held out her hand for the ring.

Made Clear.—"Please explain a 'constructive recess.'"

"Certainly. It's the interval between two periods of time one of which begins where the other leaves off."

"But there would be no interval."

"Of course not. That's exactly why statesmen have to construct one."

Proper Pride.—"I don't like this talk about sending blackmailers to jail," said Roving Rufus to his comrade in alms.

"W'at's the difference?"

"You lack pride, that's what's the matter with you," retorted Rufus. "Do you suppose that when I go to jail I want to mix with that set?"

The Formative Period.—The alien had just arrived.

"Welcome to the land of freedom," said his fellow expatriates. "And what do you intend to do here?"

For a moment the newcomer was thoughtful as he gingerly felt the scars of the knout.

"Would you advise me," he asked in return, "to devote my share of the blessed boon of liberty to abusing the Government that accords it, or begin by killing a policeman?"

Then did they cheer lustily, knowing that, whatever his ultimate decision, his heart was in the right place.



Union made Clothing

ISSUED BY AUTHORITY OF
7071142 UNITED GARMENT WORKERS OF AMERICA GENERAL EXECUTIVE BOARD 1891 UNION MADE
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We are one of the pioneers to adopt the union label of the Garment Workers. We manufacture all our clothing in our own workshops, and all of it is made by union men. Ours are the only thoroughly union clothing stores in San Francisco.

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Ready-to-wear suits and overcoats $10.00 to $35.00.

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Garments can be purchased in either one of our two stores.

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SAN FRANCISCO.

Cor. POWELL & ELLIS AND 740 MARKET

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SEPT. 1880
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This Certifies That the Cigars contained in this box have been made by a First-Class Workman, a MEMBER OF THE CIGAR MAKERS' INTERNATIONAL UNION of America, an organization devoted to the advancement of the MORAL MATERIAL and INTELLECTUAL WELFARE OF THE CRAFT. Therefore we recommend these Cigars to all smokers throughout the world
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LOCAL STAMP

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Made by
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COAST SEAMEN'S JOURNAL

FOR THE SEAFARING PEOPLE OF THE WORLD.

OFFICIAL PAPER OF THE INTERNATIONAL SEAMEN'S UNION OF AMERICA.

A Journal of Seamen, by Seamen, for Seamen. *Our Aim: The Brotherhood of the Sea.* *Our Motto: Justice by Organization.*

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TOW-BARGES CONDEMNED.

Playing Euchre With God Almighty.

Getting Bluffed in the Game.

AMONG the "dangers of the deep" the tow-barge still holds a foremost place. By way of indicating the drift of sentiment on the subject among the press and seamen, we reprint the following views. The Brockton (Mass.) Enterprise says:

"The coal barges are going to sea, and going to the bottom with men and cargoes, in the same old way. It is wonderful what men will do in the interests of business. Barges, as people know, are oftentimes merely old ships or schooners or barks, with shortened or chopped off masts and with the only motive power, as a rule, furnished by the towing tug ahead. If a storm comes up, and the hawser breaks, and the tug gets away from her charges in a gale or in a fog or has to fly for her own life to some near-by port, God help the men left on the barge that remains tossing in the gale like a chip, liable to be overwhelmed at any moment. In what are known as the 'coffins,' which are merely almost square boxes with no rudder, masts or chance to make sail, the danger is of course the greatest. They are absolutely dependent on the tug and its crew.

But in the roughest times, in cold and sleet and fog these semi-helpless vessels go creeping behind tugs through the heavy weather around the coasts, making port here and there and discharging their coal, and then going back empty to be filled again; and every year there is loss of life, imminent danger to those who may escape, and suffering untold due to some of the wrecks and to the fact that barges sometimes float in storms for days before they are picked up and properly towed to some port. Yet, there being money in it, men continue to send them to sea, and men continue to go with them, just as they go to mine coal and make powder and high explosives."

Writing to similar purpose, the Virginian-Pilot, of Norfolk, Va., says:

"The setting adrift last week of the barge Bath by the whalebaek steamer Bayview serves to again direct attention to the evil of deep-sea barge towing. The practice is one fraught with great danger, as has been, unfortunately, only too well illustrated. The Atlantic Coast Seamen's Union has time and again inveighed against it and has made effort after effort to induce Congress to break it up, but as yet its efforts have been of no avail.

The practice is an extremely hazardous one even under the best of conditions, but it becomes especially so when, as it is claimed, is only too often the case, the barges are not stannch and properly seaworthy. These barges are towed a mile or a mile and a half astern, and in heavy weather, in case of an accident, it is well nigh impossible for the tug to be signalled or, if signalled, to render assistance. It also often happens that in a storm the strain on the towing vessel becomes so great that, in order to save itself from foundering, it has to cast its tow adrift to the mercy of the wind and the waves. In this event, unless the barge is perfeetly seaworthy and stauneh, the chanees are that it will founder and the entire crew be lost. Only too often has this happened, neither barge nor crew being heard of again.

Barges are used extensively in the coal-carrying trade between Norfolk and Newport News and New England ports. The seamen elaim that many of the barges used in this trade are by no means seaworthy, that they are old wooden schooners and other sailing vessels or steel hulls of steamers converted into coal carriers when they are no longer able to pass inspection. If this be true, and it seems to be, to send such barges to sea is to invite if not to insure disaster.

While the Virginian-Pilot is not prepared to say that deep-sea towing of barges should be prohibited altogether, it does say that Congress should enact legislation prohibiting the sending to sea of any barge which is not in every respect perfectly seaworthy and so equipped that its crew can navigate it easily and safely in the event it is parted from or is cast adrift by the towing vessel. This much is demanded in the interest of common humanity, if by no other consideration."

The following comment on the Virginian-Pilot's views was written for and published in that paper by James H. Williams, a member of the Atlantic Coast Seamen's Union and a well-known correspondent of the JOURNAL:

"The timely and pertinent article which appeared in to-day's issue of the Virginian-Pilot anent the probable loss of the tow-barge Bath, with all on board, calls attention again, for the thousandth time, to a grave and growing maritime danger which has long been a source of appalling disaster; a wide-spread source of commercial anxiety and of untold loss to life and property on the high seas.

Your article also suggests the propriety of a more complete exposition of the subject from some of us men who traverse this coast year in and year out in seagoing vessels, and spend most of our time dodging these long unwieldy tows of live derelicts, as a Greenland whaler does dodging icebergs.

It has often been claimed by the criminal owners of these floating coffins and their advocates, in Congress and elsewhere, that the protests of the organized seamen and others, urged against this continuance, have been inspired solely by motives of self-interest.

Be that as it may, but the fact still remains that no men either ashore or afloat, except the miserable wretches who annually perish in their miserable hulks —helpless sacrifices to the cupidity of the consolidated barge-owners of the Atlantic Coast—realize so well as we do the constant menace to human life and floating property beside their own which the 'barge evil' constitutes.

There exists on this coast to-day a large and constantly growing aggregation of unwieldy ballahoos, euphoniously called barges, which constitute by far the most serious source of danger with which the sailor has to contend.

The natural dangers of his calling the sailor accepts as a matter of course, and with these, in a well-found vessel, he is ever ready to contend.

But the 'barge evil' in itself presents an unnatural —an artificial—danger with which under certain conditions he is totally unable to cope.

These barges—or, at least, a large proportion of them—are dismantled derelicts of our old condemned merchant fleet, that have been bought in the marine pawnshop and should long since have been consigned to 'rottonrow.'

Those that have been built to order are no better either in material or design. They are usually built of Nova Scotia mahogany and stuck together with putty and tenpenny nails.

The whole miserable fleet is overloaded with coal, undermanned by the veriest hoboes and sent to sea consigned to 'Davy Jones.' His locker is full of them.

When once they clear the Capes they at once become a menace to every thing else afloat that happens across their track.

Unable to get out of their own way, they are still more incapable of avoiding a passing vessel.

As from three to five barges are often carried in one tow—and in Long Island Sound we have sometimes noticed seven—and they are always separated from each other and from the tug by 250 fathoms of hawser, it will readily be seen that they often obstruct a mile and more of latitude.

Depending entirely for locomotion on the panting exertions of a lone tug or a heavily laden steam collier, their progress is necessarily very slow, and in thick weather or snow this lengthy marine caravan can not be seen in time to be avoided.

So it happens that cases of collision with these tows are not infrequent and it all depends on luck whether we strike one of the barges broadside on or breast the hawser between two of them.

In heavy weather when the tug is hard beset to care for herself the captain is constrained—reluctantly though, let us hope—to cut his tow adrift in order to save his own craft.

In such a case the fate of the barge is well nigh sealed. For, not being built or rigged for successful maneuvering, they can neither wear nor tack to get off a lee shore, and unless their flimsy seams open up and they become engulfed in deep water, they must inevitably be cast upon a lee shore and pounded to pieces in the surf.

If it is protested that the use of barges has cheapened the transportation of coal in the coastwise trade, we retort that in no known instance has it cheapened the price of coal to Eastern consumers to whom it is carried in competition with well-found steamers and sailing vessels which do not tow barges.

If it is urged that we are jealous of barges, we reply that we are jealous of anything floating or submerged which encumbers God's own highway, the high seas, and presents a constant menace to navigation and jeopardizes life and property.

The barge-owners are frequently wont to attribute the unusual loss of life in their floating coffins to the 'act of God.'

Since they worship at the shrine of Mammon and the Almighty Dollar is their God, they may be in their own sense right. It may cost much money to build

and operate well-found and seaworthy ships, but who can restore a human life?

What difference in kind is there between murder for revenge and murder for aggrandizement?

There may be a difference in degree, certainly, but that is largely against the heinous crime of the criminal barge-owner who wantonly sacrifices human life to increase his dividends.

Of course, we can not, by statutory law, punish the barge-owner commensurately with his crime. But the highest law—the innate sense of right and wrong—recognizes no difference in kind between murder for revenge and murder for aggrandizement.

In case of disaster the crafty barge-owners may be able to console themselves with their well secured insurance policies, but the dead men never return to haggle over their paltry wages.

In death they trust!

The fight of the Seamen's Union against this great aquatic juggernaut has thus far been conducted along purely humanitarian and progressive lines. We have petitioned the Congress to limit the number of barges in any single tow and to submit them to the annual Government inspection which all merchant vessels are required to undergo to ascertain their seaworthiness.

The men who 'sail' in barges are not sailors, nor are they members of the Seamen's Union, but they are fellow-creatures and human beings, and as such they are entitled to human sympathy in spite of their misfortunes.

Here is a question in which all are concerned. Shipowners, sailors, travelers and others at the shore end of the business who may be interested in over-sea ventures, can well afford to join issue and show a united front. Just so long as this important question is ignored by the commercial and traveling portions of the public, just so long will these floating coffins menace our seaboard and the bones of unfortunate victims continue to strew the whitened sands of Jersey Beach and the rocky shores of New England.

For, whatever the weather and whatever the risk, the song of the 'coffin-ship' sailor is ever the same:

'Overloaded, undermanned—
Meant to founder—we
Euchred God Almighty's storm;
Bluffed the Eternal Sea.'''

Statistics of Ireland.

Some valuable and interesting figures are given in the annual report of the Registrar-General of Ireland, just issued, covering the fiscal year 1904. According to this report the estimated population of Ireland had fallen, in the middle of the year 1905, to 4,402,192. It appears that during 1904 the marriages registered in Ireland numbered 22,961, the births 103,811, and the deaths 79,513. The marriage rate, which is 5.22 per 1000 of the estimated population, shows an increase of 0.01 as compared with that for the year 1903, and is 21 per cent. above the average rate for the ten years from 1894 to 1903, and the highest rate for any of these years. As to the birth rate (23.5 per 1000), it shows an increase of 0.5 as compared with that for the preceding year, and is also 0.5 above the average rate for the ten years—1894-1903. The death rate (18.1 per 1000) is 0.6 above the rate for the preceding year, and 0.1 above the average rate for the ten years from 1894 to 1903. The natural increase of population recorded, or excess of births over deaths, was 24,298; the loss by emigration amounted to 36,902; a decrease of 12,604 in the population would thus appear to have taken place during the year; but against this decrease there is a set-off in immigration, of which no official record has been obtained.

Horseflesh consumption increases in Munich, reports Mr. Wright, owing to the Government restrictions upon beef imports. The 500 annual average number of horses slaughtered for human food a decade ago increased, in 1905, to 3000. Beef of the poorest quality now costs 20 to 25 cents per pound, while horseflesh is 7 and 8 cents.

The new census of the German Empire, taken on November 30, shows that Berlin has increased 8 per cent. in five years to 2,034,000 people, from statistics furnished by Consul-General Wright, of Munich. The largest increase took place in industrial centers, which shows the activity of German industry.

Ocean Turbine Engines.

United States Consul Griffiths reports progress in the turbine engines. He says their success has been so satisfactorily demonstrated that the Cunard line is going to build boats with 60,000 to 70,000 horsepower and a speed of 25 knots, thus revolutionizing the world's transportation methods. He writes: Is it probable that the turbine engine will become in the near future the propelling power of our great ocean-going steamers? Have the efficiency, practicability, and economy of turbine engines been sufficiently demonstrated to justify the belief that they are destined to displace in a large measure reciprocating engines in ocean transit? These questions are exciting the widest interest at this port in consequence of the recent sailing of the Carmania for America. The steam turbine is not, of course, a thing of yesterday. It was invented many years ago, but it is only quite recently that it has been seriously considered in connection with ocean traffic, and its use has been almost exclusively confined to comparatively small vessels until the Cunard Steamship Company decided to equip its latest steamer with turbine engines.

The importance of this step will be appreciated when it is remembered that the Carmania has a displacement of 30,000 tons and 23,000 indicated horsepower, and that her turbines are four times as large as any heretofore used on an ocean steamer. The first vessel to be equipped with this new form of motive power was the Turbinia. This experiment, which proved very satisfactory, was followed by the building of two torpedo destroyers, the Viper and Cobra. They attracted much attention because of the extraordinary speed they attained, but the loss of these vessels soon after their official tests and while they were still in commission brought the turbine engine into temporary disfavor with shipbuilders and shipowners. It was not until 1901 that the first mercantile turbine was launched. Since that time vessels so equipped have been used in the cross-channel traffic between England and France, between Liverpool and the Isle of Man, by the Allan Company in its Canadian sailings and by other steamship companies. The use of the turbine for ocean liners and war ships was strongly advocated by one of the greatest marine engineers of England as long ago as 1897.

The weight of the engines of the Carmania is as great, perhaps slightly greater, than the weight of the quadruple-expansion piston engines used on her companion ship the Caronia. The boilers and auxiliaries are about equal in weight. A writer who is not wholly favorable to the turbine, or who, at least, is inclined to withhold judgment for the present on several material points, contributes an article to The Engineer of December 1, 1905, in which he states, referring to the Carmania, that "a great advantage is gained by the absence of crank shafts, always very heavy and very costly, easily broken, and replaced with difficulty. The propellers again are less in diameter than they would have been, even if three screw-crank engines had been used. The stresses are practically quite uniform with the turbine; with piston engines they are not, and the shafts must be strong enough to deal with the maximum turning moment, or torque, which is much in excess of such an average as the turbine develops. The engines set up no vibration; there is neither pounding nor knocking. But the engines in a ship can not be studied alone; they must be taken with the propellers. The Carmania has three, and the central propeller is the weak spot. That there is vibration quite limited in its range, but very considerable in amount, is certain; and it appears to be due to the 'thrash' of the blades past the sternpost and rudder.

"Whether it will be found possible to use only two propeller shafts in other ships, or to improve matters by moving the central propeller further forward and away from the sternpost, remains to be seen. As matters stand, however, forward of a short distance from the stern there is really no vibration whatever."

Several distinct advantages are claimed for turbine engines. These advantages, briefly stated, are absence of vibration, economy of fuel, and greater speed. The turbine boats which ply between Dover and Calais are said to have attained two knots greater speed with 25 per cent less coal per passenger than similar boats equipped with reciprocating engines. The officials of the Allan Company claim to be entirely satisfied with the superiority of their turbine steamers, which have been in use since last summer, over steamers using other motive power. The absence of vibration is probably the prineipal advantage of the turbine which has been thus far completely established. "This means more," as a recent writer has said, "than the mere comfort of the passengers, because all vibration is detrimental to the hull and fittings of all kinds and to the machinery great and small." It is only after the Carmania has made a number of trips under varying conditions that it can be definitely stated whether or not in a vessel of such huge dimensions the use of turbine engines will appreciably lessen the cost of operation through economy in the use of fuel and less wear and tear of machinery. The experiments already made with the turbine would seem to indicate that greater speed can be secured at less cost than with reciprocating engines.

The fear, however, is expressed by some that there is one very serious drawback to the use of the turbine engines which must be overcome before they can be widely accepted, and that is the disadvantage vessels so equipped must experience in reversing. This disadvantage arises from the fact that one-third of the power of the engines is lost, as the center screw remains stationary, while the remaining two screws are reversing. There is a feeling, nevertheless, among many engaged in the shipping industry at Liverpool that this disadvantage will be removed, and the efficiency of the turbine so thoroughly demonstrated that it will be generally used in preference to any other propelling power in ocean steamers which are built from this time on. If this should prove to be the fact, the Carmania marks an epoch in shipbuilding the importance of which can not be overestimated in view of the increasing number of ocean travelers from year to year, and the growing demand for greater comfort and higher speed. In this connection it is interesting to note that the Cunard Company shows its entire faith in the turbine by building two more turbine steamers which are to be of 60,000 or 70,000 horsepower, and to have a speed of 25 knots.

By a decree issued by the Government of Costa Rica on November 16, the Government's pearl fisheries on the Pacific Coast are again open for exploitation by divers, but the use of machinery is strictly prohibited. These fisheries have been closed for some time.

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions.)

Trial of Slocum's Master.

The evidence brought out at the trial of Captain Van Schaick, master of the ill-fated steamer Slocum, is in the main a recapitulation of the points brought out at the various investigations made shortly after the disaster. Whatever new evidence has been adduced has been rather favorable than otherwise to Captain Van Schaick. In a way, also, he has benefited by the absence of many important witnesses who were available immediately after the disaster, but who now are either dead or pursuing happiness in parts unknown to the authorities. Public sympathy is undoubtedly on his side, too; for it is recognized that he is the victim of circumstances over which he had but an imperfect control, in that they were mainly the creation of his employers and a corrupt system of Steamboat Inspection. Captain Van Schaick is only a poor man, depending upon his earnings as a shipmaster for the support of himself and family. Hence he was virtually forced to take certain chances well known to shipmasters, who have to keep the income of their employers up to a certain notch by keeping the expenditures of the vessel down to the irreducible minimum, or "get out." The taking of these chances is, of course, morally indefensible; but it must be remembered that such a course has in a large measure been sanctioned by custom, and herein lies, perhaps, the greatest insidiousness of the practice.

When the responsibility for the Slocum disaster is placed where it really belongs, however, it will be found that Captain Van Schaick's share of it could well be dispensed with without materially reducing the sum total. The knowledge of this has caused the general public to sympathize with, rather than condemn, the Slocum's master, just as it did with Inspector Lundberg. And it must be confessed that the public is well justified in regarding the trial of Captain Van Schaick as merely going through the motions of the law, seeing that the conditions which were really responsible for the appalling loss of life are still practically unchanged. Thereby hangs a tale, which will probably be as terribly emphasized again some day as it was in the case of the Slocum.

On January 17, State Senator Quinn, of New York City, introduced a bill in the Legislature, at Albany, providing that no city of the first class, having a population of two millions or over, shall hereafter grant any franchise, or enter into any contract, unless under the express conditions that all labor performed in connection therewith shall be paid for at a rate equal to or exceeding the rate prescribed by law as the minimum wage for such work. In case of neglect to comply with the provisions of the bill, it is provided that the contract or franchise shall be forfeited. The bill is the outcome of agitation by organized labor in New York City, where in the next ten years there will be an enormous amount of municipal work done by private contractors.

President Roosevelt's anxious query: "Is my popularity waning?" is almost as pathetic as the eternal feminine query: "Is my hat on straight?"

Union Items.

The New York branch of the Protestant Episcopal Society for Seamen has purchased a site on which will be erected a new headquarters. The Society declines, however, to give the location of the site, as it is still negotiating for more land.

The New York locals of the Bricklayers and Masons' International Union which were suspended in December for refusing to do away with the fire-proofing clause in their trade agreements with the Mason Builders' Association, have been reinstated by the National body.

The Atlantic Coast Marine Firemen have no less than fifteen Shipwreck Benefits to pay out as the result of recent disasters at sea. The ocean-going tug Gypsum King, with six of their members on board, ran on the Murr Ledges, off the coast of Maine, on January 22, and became a total wreck. The steamer Trojan, of the Boston and Philadelphia line, with nine members of the Marine Firemen aboard, was rammed while leaving her slip in Boston by the steamer Nachoochee, of the Savannah line, and sank in a few minutes. Happily no lives were lost in either instance.

The Brooklyn Central Labor Union has pledged itself to co-operate with the local health bodies in raising a fund with which to build a sanitarium for consumptives. A plot of land for the purpose has already been bought on Long Island, and the plan is to make the institution self-supporting by charging each patient a fee of $4 or $5 per week. This, it is calculated, will enable a great number of patients to patronize the sanitarium who are ordinarily too poor to go to the more expensive health resorts.

Assemblyman Hackett, of New York City, has introduced a bill in the State Legislature to abolish the "white wings," as the uniforms of the New York street-sweepers are facetiously called, and to substitute a uniform of drab or blue. The "white wings" were instituted in 1895 by Colonel Waring, who became famous as the only man who ever really did clean the streets of New York. The street-sweepers, however, have been kicking ever since against the wearing of white uniforms, as their laundering costs each man on an average three dollars a month, which is more than five per cent. of their pay for the same period.

The funeral drivers of New York city have organized a branch of the Greater New York Council of the International Brotherhood of Teamsters, and their organization will be known as the "Greater New York Funeral Drivers' Union." There are about 1,500 of these drivers in the city, of which number 1,200 have already enrolled themselves in the new union. Recognition of the union, the "Closed Shop," and higher wages, are their chief demands, and no trouble is expected in securing these, as the undertakers are unorganized, while their business has received quite a boom from the present unseasonably mild winter.

Fag Ends.

Work for the Initiative and Referendum and the Recall!

The more we work for the ideal the more we help along the real.

The more government, the less liberty; the more monopolies, the less progress.

Full many a truth in stately rhyme expressed was first conceived from some prosaic jest.

Who shall decide when theologians disagree on the divineness of "divine authority"?

No specious plea, if argued e'er so long, can justify the doing of a wrong; no learned sophistries, however fine, can change the course of any law divine.

"The way of the transgressor is hard"—unless he happens to be worth $10,000,000, or more. In the latter case the way is as smooth as Standard Oil morality.

Ours may fittingly be described as a civilization on stilts, attended by some of the advantages and all of the dangers incidental to the practice of walking by that means.

Eliminate etiquette from our civilization, and neither the "dignity of labor" nor the power of wealth could impart enough luster to the remains to save them from looking like thirty cents.

It's about time somebody invented a euphemism to express the sense of the phrase, "making the dirt fly," so that the Panama Canal muddle could with propriety be discussed by the women's clubs.

The sensation-mongers among the daily press in this era of "advanced civilization" are setting a pace in the realm of sensational absurdities that will be hard for our descendants to eclipse, unless the Chicago scientist is right in insisting that the whole world will be crazy in two hundred years from now.

The doctrine of the eternity of future punishment has long since been "shoved" out of the fold of miscellaneous human beliefs. But, with their usual perverse inconsistency, men still cling to the pleasant belief in the eternity of future rewards. Wonder what kind of rewards scabs and Post-Parryites expect to receive in the never-ending hereafter!

The story of the lady who complained to Dr. Samuel Johnson that there were too many "naughty words" in his dictionary, and who was told by the learned lexicographer that she must have been "looking for them," is recalled by reading about the Reverend Sidney Strong, of Chicago, who recently spoke of "the half-naked, painted, sensualized Chicago woman in wealthy society." Any reverend, or irreverend, gentleman looking for that kind of female can find them in 'most any urban center of our "Christian civilization."

Home News.

Fourteen lives were lost in an explosion in slope No. 4 of the Witteville mine at Poteau, I. T., on January 24. The explosion was caused by firedamp.

President Roosevelt has issued orders for reforms in the printing of Government publications on the lines recommended by the Keep Commission.

France has been given a free hand in Venezuela after assuring the United States Government that no assault will be made on the Monroe Doctrine.

By an explosion of dynamite on the Canadian Pacific Railroad construction near Keewatin, Manitoba, on January 27, three men were killed and four injured.

State Labor Commissioner Stafford, of California, has reported that the divorces granted in that State during the six months ending December 31, 1905, number 1260.

Reports of the consulting board were recently considered by the Panama Canal Commission, and recommendations for a lock canal with an 85-foot level were agreed upon.

The Dowager Empress of China has sent to the American Legation at Pekin a number of wedding presents for Miss Roosevelt. The presents consist of costly jewels, silks and ermine robes.

A bill has been introduced in the New York Legislature providing for the abolition of capital punishment. The measure provides that imprisonment for life shall be substituted for electrocution.

According to statements made by United States Attorney-General Moody, it is the intention of the Government to prosecute those responsible for wrecking the Enterprise National Bank, of Allegheny, Pa.

A bulletin issued by the Interstate Commerce Commission shows that during the months of July, August and September last 1003 were killed and 16,386 injured among passengers and employes of steam railroads in the United States.

The startling revelation has been made that more than 1100 persons under indictment in the Criminal Court of Chicago, Ill., are at liberty, untried and unlikely to be tried for months, even if they can be arrested.

In the past six months 26,006 pensioners of the Civil War have died, according to a statement of Pension Commissioner Warner. The total number of pensioners on July 1, 1905, was 684,608. On December 31 it was 679,234.

A petition signed by public men of every European country has been presented to President Roosevelt, asking him to take steps to have the Powers coerce Turkey to restore peace and safety to all Armenian and foreign residents.

Charges of neglect of duty have been preferred against Mayor J. N. Adam, of Buffalo, N. Y., in connection with the mismanagement of $90,000 of the Police Pension fund. The Governor will be asked to remove Mayor Adam from office.

A mob of 300 men, on January 21, took Ernest Baker, a negro, from the Trigg county jail and hanged him from a beam on the city scales near the courthouse, in the center of Cadiz, Ky. Baker attempted a criminal assault on an eighteen-year-old girl.

Gustave A. Conzman, former cashier of the Vigo County National Bank at Terre Haute, Ind., was sentenced to eight years in the Federal prison at Fort Leavenworth, Kas., on January 29, on his plea of guilty of embezzlement of the funds and falsification of the books of the bank.

The House Committee on Judiciary has decided to report favorably on the Littlefield bill to prohibit gambling in Territories of the United States. The bill is so worded that its provisions, in the opinion of the committee, will apply only to the organized Territories, namely, New Mexico, Arizona, Oklahoma and Indian Territory.

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Joseph Clark, a native of Rush, County Dublin, Ireland, is inquired for by his mother. Address, T. Reynolds, Box 65, Seattle, Wash.

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Pacific Coast Marine.

Representative Hayes has introduced a bill in Congress, appropriating $15,000 for a lighthouse at Pilar Point, Halfmoon Bay, Cal.

John D. Spreckels, President of the Oceanic line, has denied the rumor of a proposal to sell the vessels of that line to Japanese capitalists.

While steaming down the Willamette River on January 31, the steamer Columbia ran into a log raft, but sustained no serious injnries.

Thirty-three bodies have been recovered from the wreck of the Valencia, and it is expected that still others will be washed ashore within the next few days.

Senate Committee on Commeree has reported favorably on the Perkins bill providing for lighthouse-keepers' quarters at a cost of $5500 at Cape Mendocino, Cal.

Fire broke out on the United States Army transport Meade at San Francisco on January 31, as a result of which Third-Mate George Wallace and two city firemen lost their lives.

The old Oceanic liner Zealandia sailed from San Francisco on January 31 with the side-wheeler Olympian in tow for New York, via Magellan Straits. Both vessels have been pnrchased by Eastern parties.

The United States Senate, on January 31, passed a bin authorizing the entry and clearanee of vessels at Port Harford, Monterey and San Luis Obispo, Cal. This is a great accommodation to oil-shipping interests.

A libel has been filed in the United States District Court at San Francisco by the owners of the steamer Copley against G. W. MeNear & Co. for the payment of $1410 alleged to be due for freight brought on the Copley.

The Grand Harbor of Masters and Pilots of Steam vessels, in convention at Washington, D. C., on January 27 elected J. C. Silva, of Boston, Presideut, and William M. McDarlane, of San Francisco, Second Vice-President.

It is reported that such haste has been observed in the construction of the United States armored cruiser California, at the Union Iron Works, San Franciseo, that the vessel will be ready for her trial trip within a few weeks.

The new steamer Bessie Dollar, Captain Gow, is expected to arrive at San Franeiseo on February 18 from Europe with a cargo that eonsists mostly of eement. The new steamer will load a eargo of lumber at Puget Sound for Shanghai.

A telegram received at San Franciseo on Febrnary 1, from London, Eng., reported that the British bark Dunbritton, from Hamburg, via Leith, for Honolulu, was passed in latitude 57 deg. north, longitude 2 deg. east, in a dismasted eondition.

Representative Cushman has introdnced a bill in Congress for the protection and regulation of fisheries of Alaska. Salmon licenses are provided for as follows: Canneries 4 cents per ease; in salteries or oil works, 10 eents per barrel, and in fertilizer works 20 cents a ton.

Secretary Metealf of the Department of Commeree and Labor has ordered a thorough and searehing investigation of the Valencia wreck, and the eonduct of officers and erew of that vessel, as well as the officers of the steamers Topeka and Queen, which went to the assistance of the disabled vessel.

Following is the reinsurance list, as posted at San Franciseo on February 4: British ship Drumeraig, 136 days from Astoria to Manila, 75 per cent. British ship Pass of Balmaha, 158 days from Montevideo for Salina Cruz, 20 per cent. British ship Bardowie, 167 days from Cape Town for San Francisco, 20 per eent.

The new steam-sehooner J. B. Stetson, recently launehed on Pnget Sonnd, arrived at San Franciseo on Febrnary 2, to receive her engines and machinery and go into regular eommission. Captain Bonifield, a well-known master on this Coast, is in charge of the new vessel, which has a length of 200 feet, a breadth of 39 feet and a depth of 14 feet.

The salvage ease of the Canadian Pacifie Railway against the sehooner M. Tnrner on aecount of services rendered by the steamer Queen City, which towed the schooner from a dangerous place near the barrier reef on the Vaneouver Island eoast, was compromised at Victoria, B. C., on February 2, for $2594. The sehooner had been libeled for $30,000.

Advices received at Victoria, B. C., on January 31, from the sealing fleet hunting off Cape Horn and in the Antarctic say the eathes are larger up to the present than last season. The schooner Edith R. Balcom had taken 908 skins up to Decemher 2d, the Baden Powell had 400, the Beatriee L. Corkum 485, the E. B. Marvin 120 and the Markland 22 skins.

The Atchison, Topeka and Santa Fe Railroad Company has filed a libel in the United States Distriet Court at San Francisco against the gasoline schooner Topo, which collided with the railway company's boat San Pablo in San Francisco Bay on November 5, 1904. The plaintiff alleges that the collision was the fault of the defendant and asks for $297.42 damages.

Dr. Baneroft of Salem, Or., has received a letter from his brother-in-law, L. V. Leeper, at Yakataga, Alaska, in which he mentions the fact that the schooner Prosper has eome ashore near Valdez with seven dead men on board. The letter does not state whether the men died of starvation or had been frozen to death. The letter was dated November 28.

Assnranees have been received at Eureka, Cal., that improvements to Humboldt Bay and to the harbor to the extent of nearly $100,000 will be made at an early date. Following the survey made last fall nnder the direction of Colonel Heuer a recommendation was made to Congress that the channel of the inner bay be dredged to a depth of eighteen feet for a distance of 6000 feet and width of 310 feet.

The steamer Roanoke, which arrived at San Franeisco on December 2, disabled as a result of having broken her rudder and rudder-post while trying to enter port Eureka, has been repaired, and will be ready for service again in a few days. She will theu resume her trips between the Columbia River and San Pedro, calling at San Franciseo and at other intermediate ports.

The jurymen in the ease of Robert Tyson, W. J. Woodside and R. E. S. de Smidt, on trial at San Franciseo for alleged infraction of a United States statute in fitting out the Jennie Thielen, having her put under Mexican registry and renamed the Carmeneita, then sending her North on a seal-poaching expedition, brought in a verdict of guilty as to Woodside and de Smidt and disagreed as to Tyson, on February 1.

The steamer Curaeao, Captain Paulsen, arrived at San Francisco on January 30 from Mexiean ports and San Diego. Twenty passengers were aboard, including six men of the sehooner Jennie Wand, which was driven ashore near La Paz, Lower California, a few weeks ago. The schooner was lumber-laden from a northern port. All hands reached shore in safety by means of a small boat and awaited the arrival of the Curaeao.

Anxiety for the British ship Drumeraig is becoming more aeute, and there is a growing fear that she met with disaster in the terrific South Sea hurricane that raged in the vieinity of the Marshall and Caroline Islands a few weeks ago, while bound from Astoria, Or., for Manila, P. I. The vessel is now out 138 days on the passage, which ordinarily should not have consumed more than fifty or sixty days. Reinsurance on the Drumeraig is quoted at 75 per cent.

The bark Roderick Dhu, Captain Engalls, has made the run from San Franeiseo to Hilo, T. H., in ten days, according to a telegram received at San Francisco on February 1. This is almost as good time as is usually made by the steamer Enterprise of the same line. The best time ever made between the Golden Gate and Hilo was a few hours over eight days, when Captain Matson, now at the head of the Matson Navigation Company, was master of the vessel.

Captain William Matson, owner of the steamer Enterprise, running between San Francisco, Hilo and Honolulu, has bought a new steamer, formerly known as the Gaditano, now named the Hilonian, which will leave Newport News, Va., on February 10, touch at New York for a cargo of general merchandise, and reach the Coast in fifty or sixty days after sailing. The new vessel will be put on the same run as the Enterprise. She has a tonnage of 4000. Captain Matson intends building a new steamer for the Honolulu run.

In transmitting to the Commissioner of Navigation the report of Deputy Shipping-Commissioner Parker and Deputy-Collector Farley on the investigation of Maarten Dirkzwager's complaints of ill-treatment on the whaler John and Winthrop (which charges were disproved) United States Shipping-Commissioner Bassett has recommended that the laws relating to the merchant marine generally be extended to include whaling and fishing vessels. At present the laws regarding signing, shipping and feeding men are less stringent regarding the former that the latter.

DIED.

The following members were lost in the wreck of the steamer Valencia, near Cape Beale, Vancouver Island, on January 23, 1906:

Reinhart Carlsen, No. 2, a native of Norway, aged 46.

Albert Johnson, No. 770, a native of Sweden, aged 31.

John George Williams, No. 10, a native of Canada, aged 50.

Henry Osland, No. 475, a native of Seattle, Wash., aged 29.

Pontus Ahlstedt, No. 795, a native of Sweden, aged 36.

James Montgomery, No. 1190, a native of Scotland, aged 26.

Gunnar Lorense Olsson, No. 706, a native of Sweden, aged 29.

L. Busch, No. 601, a native of Massachusetts. aged 45, died at Fort Stanton Sanitarium, N. M., January 14, 1906.

HOW'S THIS?

We offer One Hundred Dollars Reward for any case of Catarrh that cannot be cured by Hall's Catarrh Cure. F. J. CHENEY & CO., Toledo, O.

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F. R. Wall, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. Merchants' Exchange building, California street, near Montgomery; rooms 208-209. Phone Bush 508.

Taylor's Nautical School is now located on the fifth floor in the new building on the corner of Second and Natoma streets, 158-160 Second street, San Francisco.

Chinese in New York.

Recent agitation on the part of some of our fellow-citizens in the Eastern States for the modification or total repeal of the Chinese Exclusion Act brings to mind the fact that the dangers inherent in the presence of vast numbers of Chinese in our midst is not confined to California alone. While the number of Chinese in California is gradually diminishing, we find that such is not the case in the East. New York, for instance, in 1880 had only 908; in 1890 they had increased to 2935; and in 1900 to 7170. Of this latter number only 142 were females. At the present time the estimated number of Chinese in the state of New York exceeds 12,000.

The Japanese population is also on the increase. In 1880 there were 17; in 1890 there were 148; in 1900, 354. Since then the Japanese have made their appearance in nearly every town of prominence in the State. So far they are remarkable for their unobtrusiveness and their apparent fidelity to the work engaged in. How long they will be content to remain so is best answered by the experience of the people of California.

It appears from items which appear in the press from time to time that the Chinese question of New York is fast becoming a second edition of that in San Francisco. Highbinders and Tong wars make it dangerous for the casual pedestrian on Pell and Mott streets. Shootings and hatchet fights are of frequent occurrence, and the debasing effect of the seductive pipe upon the habitues of Chinatown is apparent to all observers.

Occasionally we read of the arrest of Chinese Sunday-school students for assaults upon young white girls, which has been strongly commented upon by the New York American, and brought forth the following burning words from Magistrate Furlong:

"The public could drive away these laundrymen by taking away their trade. Then there would be no more of this infamous business."

Dr. H. H. Kane, writing of the evils of opium smoking and its rapid increase in New York, says that Mott and Pell streets are filthy and swarm with Chinamen, Malays and half-breeds; that young girls are induced to smoke opium that they may become easy prey to the ghouls who infest Chinatown and many innocent and over-curious girls have been thus ruined body and soul.

We recollect some years ago that here in San Francisco, when a young girl was missing from her home, the police first made a thorough search of Chinatown before following any other clew, and the number of girls thus found and rescued from a life of infamous slavery will never be known.

Ex-Chief of Police Crowley, of San Francisco, one of the most energetic of officers, published over his own signature a statement "that the influence of the Chinese over young people is great, and particularly so in the direction of immorality, gambling and opium; that they have no respect for law and are in fact the most persistent law breakers known to the police."

Recent developments in the Empire City tend to show that the Chinese in that locality are becoming a menace to the public morals, and unless the evil is quickly checked the Chinatown of New York will become a worse plague-spot than that of San Francisco.

THE DOCTOR.

San Francisco, Cal.

COAST SEAMEN'S JOURNAL

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, - - - - FEBRUARY 7, 1906.

FOR MORE EFFICIENT CREWS.

The JOURNAL has already noted the opposition of the organized seamen to Senate Bill 27, which purports to improve the system of manning passenger steamers, but which, because of the looseness of its terms, would actually make matters worse. At the same time we have noted the substitute proposed by the International Seamen's Union of America, through its legislative representative, Mr. Andrew Furuseth. The latter measure, drafted mainly with a view to the conditions prevailing in the excursion and general passenger service in Atlantic waters, proposes that seventy-five per cent of the deck crews (exclusive of officers) of passenger steamers shall be composed of able-seamen, each of whom shall be nineteen years of age or over and shall have had at least two years' experience on deck at sea or on the Great Lakes. This, to be sure, is a modest proposal, but immeasurably more practical than that contained in Senate Bill 27. The Seamen's bill has been introduced in the House of Representatives by Representative Goulden, of New York, and is known as House Hill 12472. By way of furthering the passage of the Goulden bill the organized seamen in the various maritime sections of the country have forwarded to Congress numerous resolutions urging favorable action on the bill. Sentiment in favor of the Goulden bill is not confined to the seamen—that is, to the men of the deck crews. On the contrary, all classes of labor on board ship—officers as well as men—have indorsed the bill and are now pressing for its enactment into law. The Grand Harbor of Masters, Mates and Pilots, in convention at Washington, D. C., recently, adopted the following resolution on the subject:

Whereas, There is not at present known to law any regulation either as to skill or experience nor as to number of men to be employed as a deck crew on board steamers carrying passengers; and

Whereas, This condition has led to such grave abuses as to be a positive and constant danger to life and property, a danger which we are unable to remedy; and

Whereas, Representative Goulden, of New York, who was a member of a Coroner's Jury to investigate the Slocum disaster, has indroduced a bill, H. R. 12472, to amend Section 4463, R. S., so as to provide a standard of efficiency and to give Local Inspectors the power to determine the number of men to be carried; therefore be it

Resolved, By the Grand Harbor of Masters, Mates and Pilots, that this bill is timely, necessary and humane, and that we urge upon Congress to give to this bill such consideration as the care of human life and property has proven to be necessary; and further

Resolved, That copies of these resolutions be submitted to the Committee on Merchant Marine and Fisheries, with our respectful request that it be favorably reported.

The Marine Engineers' Benevolent Association, also in session at Washington, D. C., adopted a resolution on the same subject, as follows:

Whereas, It has been our unfortunate experience to find passenger vessels undermanned, not only as to skill, but as to numbers and knowledge of the English language; and

Whereas, Repeated disasters have brought this dangerous condition to the attention of the public through these disasters and the reports thereon by commissions appointed for the purpose of investigating; and

Whereas, We see no possible remedy except in legislation by Congress, under which all vessels carry passengers; therefore

Resolved, By the Marine Engineers' Benevolent Association, that we indorse H. R. 12472, a bill to amend Section 4463, R. S., relating to the complement of crews of vessels, and for the better protection of life, introduced by Representative Goulden, of New York; and

Resolved, That these resolutions be submitted to the Committee on Merchant Marine and Fisheries of the House, with the request that the Committee give such consideration and action to this bill as for the safety of human life it shall think it entitled.

The Central Federated Union, of New York City, has also indorsed the Goulden bill and delegated Mr. Herman Robinson to appear before the committee on behalf of that measure. So far as the Seamen and their immediate associates, ashore and afloat, are concerned, everything possible is being done to secure the enactment of a law that will accomplish material results in the way of safeguarding life and property at sea. There is here a great opportunity for the press to do something practical toward remedying the conditions which it deplores so voeiferously immediately after every great maritime disaster. Let the press urge the passage of the Goulden bill and by so doing prove that its solicitude for the safety of the women and children at sea is not a mere matter of sensationalism.

SLOCUM'S MASTER A SCAPEGOAT.

Captain Van Schaick, of the excursion steamer Slocum, burned near Long Island Sound, resulting in a terrible loss of life, has been sentenced to ten years' imprisonment. That may be all right; but how about the United States Inspectors who didn't inspect? They reported the fire and life-saving apparatus in perfect condition, when the most cursory investigation would have shown them that everything was wrong, particularly the fire hose, which was rotten, and the so-called life-preservers, which were loaded with iron and sank the moment they touched water. And how about the owners of the vessel, and the manufacturers of the life-preservers, which were evidently intended for show, not for use? Were they and the Inspectors in collusion? Shall they, too, go unpunished?

The evidence did not show any criminality on the part of Captain Van Schaick. It showed that he had been in command of the vessel but six weeks, during the busiest season of the year, and that he and his crew were on duty nineteen hours every day. How much time was left them for rest, recreation and drill?

Captain Van Schaick may deserve imprisonment, but not half so much as do the owners and Government Inspectors of the vessel.—San Francisco Star.

As usual, the Star hits the nail right on the head and clinches it right on the point. Captain Van Schaick has been made a seapegoat for the sins of the "man higher up." The single redeeming feature of the various trials (?) that have followed the Slocum disaster consists in the fact that the pretense of the whole business is apparent to every one. The punishment visited upon the agents has but demonstrated the culpability of the principals.

Seamen and others who use oilskins should demand the label of the United Garment Workers of America when making purchases in that line.

The attention of Pacific Coast Fishermen is directed to the "Fishermen's Call for Unity," published on page 10 of this issue.

SEATTLE TIMES AND THE SEAMEN.

Worse, and more of it! Last week the crew of the wrecked steamer Valencia were called "cowards." This week the same men are called "longshoremen"! More than that, the entire seafaring craft on the Pacific Coast has been brought under the stigma of the latter term. We all are "longshoremen"! To what depths of contempt and obloquy have we sunk! There is but one consolation remaining to us. The worst has come to the worst.

Last week the seamen were condemned by a San Francisco newspaper, the Evening Post; this week Daniel comes to judgment through the same medium, but under a different name, to wit, the Seattle Daily Times. In order that the seamen—ahem, "longshoremen"—on the Pacific Coast may see themselves as the Times sees them, we reprint the views of that paper, published in its issue of January 29, as follows:

Longshoremen without a day's experience in handling a lifeboat in rough weather compose probably nine-tenths of the crews of the alleged sailors shipping on passenger steamships on the Pacific Coast.

It is a well-known fact that crews carried are freight hustlers and men who load and discharge ships. On land they are known as longshoremen and at sea are called sailors by courtesy.

Any captain coming into this port will declare that the average sailor on his ship is a man unfit to send out in a lifeboat when it requires experience and skill to handle the small craft. The crews are continually shifting and it is seldom that a sailor makes more than one or two voyages on the same vessel.

This fact was demonstrated when Second Officer Bourke, of the steamer City of Topeka, took charge of the lifeboat sent to the rescue of the Valencia's survivors picked up on the raft last Wednesday afternoon.

As the boat pulled away from the Topeka Bourke began to shout his orders, none of which were apparently obeyed by the men. They dropped their oars overboard and for several minutes it looked as if the boat would be swamped.

Bourke stood up in the bow of the boat calling to his men, but they did not appear to understand his orders.

"They won't do what I tell them," he shouted time and time again, and almost cried when he saw what a poor effort the sailors were making to reach the raft. Bourke is a man of experience and knows how the boat should be handled in the storm. The sailors had probably never been on the sea in a lifeboat before and were frightened at the thought that they might be drowned at any minute.

The sailors carried on steamers on the Pacific Coast, as a general rule, have never had any experience at sea further than handling cargo. It is an easy life and between ports the time is usually spent in spinning yarns in the forecastle or washing down decks.

A number of captains sailing on Sound and deep-water ships were questioned this morning regarding the nature of the crews carried on the ships. Every master said that the average man representing himself to be a sailor had little experience in handling a boat. Once in a while will be found a sailor who has been before the mast and is not afraid to take to sea in an open boat.

Steamship men say that it is hard to get an old sailor to ship on a passenger steamer because he is compelled to clean ship as well as handle cargo. On sailing ships they have only to look after the navigation of the vessel.

In the wreck of the Valencia the waiters were about the only men who obeyed the rules in case of disaster. Survivors of the wreck say, however, that the waiters were on hand within a very few minutes after the vessel struck, supplying the passengers with life-preservers and procuring food and drink for the women.

The steamship companies have been criticised for not making an effort to procure sailors of experience and pay them wages which will warrant their remaining on a vessel until they at least witness one fire and boat drill. It is claimed that there are few sailors on the Pacific Coast and that all the captains are handicapped by having an inexperienced crew to handle on every voyage.

A careful perusal of the Times views raises the suspicion that the writer of them has been "mixing" with somebody who "stieks well to his desk and never goes to sea," with the usual result, namely, a yarn that would strain the proverbial credulity of the marine. To be charitable it may be assumed that the Times writer had in mind the fact that the seamen on the Pacific Coast are accustomed to handling cargo on board ship, work which in other localities is sometimes performed by longshoremen. The basis of the screed in question, so far as it has any basis at all, consists in the single peculiarity here referred to.

Beeause the seaman, in the course of his voeation, performs certain work whieh, in other instanees, is performed by men of another ealling, he (the seaman) is called a "longshoreman," and that without any apology to the men who elaim that designation as their own! The seaman and the longshoreman are separate and distinet craftsmen, the former being employed on the sea, the latter on the shore. The work of handling eargo on board ship in port is the seaman's work, precisely as is the more eommon—that is, more eommonly observed—work of hauling ropes, making sail and steering. The fact that some seamen eommonly work cargo, while others do not, does not eonstitute the former longshoremen, but, on the contrary, proves them the better seamen. The Times writer sees a seaman and a longshoreman engaged in the same general class of labor, and he dubs both "longshoremen." The Times writer sees well enough, but he doesn't look far enough. In a word, the Times writer doesn't know enough about maritime affairs to distinguish between the thorough, all-round seaman and the other kind. Thus it comes about that the Times deduces the conelusion of ineompetency from a fact which in itself proves the very eontrary!

The faet that certain newspapers have, for reasons of their own, undertaken to plaee upon the erew of the Valencia a large part of the responsibility for the loss of life attendant upon the wreek of that vessel, and have questioned the character of the seamen generally on the Pacific Coast, justifies a word or two of information on the subjeet. It is freely eonceded among praetical men in the maritime world that the seamen on the Paeifie Coast are the peers of their fellows in any part of the world. If the conditions of seafaring in these waters be considered, it may reasonably be said that these men are the best of their kind, without exception. The conditions in question consist primarily in organization among the seamen, and, secondarily, in the character of the work required of the latter. By organization the seamen are enabled to secure comparatively fair terms of employment, which in turn make for eontinuity of serviee in the trade and thus for higher efficiency. The eharaeter of the work on coastwise craft, not the least important element of whieh is that of handling eargo, makes for, and indeed compels, the utmost development of mental and physical manhood. The inference is clear and the fact is proved that the Pacific Coast is no place for the weakling or mere "rope-hauler." The man who would make good on a eoastwise craft, be she steamer, sehooner or square-rigger, must prove himself a seaman in every sense of that word.

Of course, it is impossible, even were it neeessary, to speeify every instance of error in the charges made against the seamen by certain newspapers. Some of these charges are so wide of the truth, so inconsistent with the obvious facts, that simple reference to them refutes them. For instance, the charge that the seamen on the Paeifie Coast are unfamiliar with the handling of lifeboats is eontradicted by everyday eustom. Owing to the nature of many harbors on the Coast boat work is a very frequent neeessity to the loading and discharging of eargo. Again, a large number of seamen on the Coast are praetieal seagoing fishermen, who periodically spend much of their time in boats, under the most dangerous eirenmstances and who are reeognized as among the best boatmen in the world. The charge that seamen do not stay long enough in a given vessel to become familiar with her gear is equally at variance with the facts. Organization among the seamen, as before referred to, enables them to continue indefinitely in the service of a certain vessel, which, as a matter of fact, many of them do. A eanvass of the crews in the vessels of the Pacific Coast Steamship Company would probably show that the seamen concerned have oeeupied their present berths for periods ranging from one year to twenty years.

The eritique of the Seattle Daily Times, so far as it is not obviously a work of pure imagination, bears strong evidenee of inspiration by the seamen's enemies. Some one in the northern seaport has it in for the seamen, and has taken advantage of the Valencia wreek, with the object of getting even. The Times, owing to its strong appetite for "news" and its weak powers of discrimination between fact and fiction, has fallen an easy vietim. That's all. The Times, and the Coast press generally, should be warned that it is neither just nor safe to piek on the seamen as the scapegoats in case of shipwreck. The seamen of the Pacifie Coast have learned to defend themselves against their enemies, both ashore and afloat, and are just as ready to taekle a newspaper as anything else. Newspapers that are looking for fight had better go for somebody or something their own size.

Law of Naturalization.

Mr. Alfred Fuhrman, of San Franeiseo, attorney for Paul Seharrenberg in the reeent case involving the latter's status as a eitizen, has favored the JOURNAL with a brief statement of the law in such cases. Mr. Fuhrman says:

Editor COAST SEAMEN'S JOURNAL:—In view of the importance of the subject and the entirely groundless apprehension which the acts of Secret Service Agent Taylor seem to have caused among seafaring men—resulting, even, as public rumor has it, in the suicide of Captain Tremaine Smith—I deem it my duty to state briefly the law on the effect of naturalization. I am especially prompted to this course because the speedy and prompt action of the State Supreme Court in the Scharrenberg case (at San Francisco on February 5) prevented me from touching upon the most vital part of the entire controversy of naturalization, nor was this point brought out and explained to the Court in the Tinn case, the arguments in which preceded the hearing of the case of my client.

There are abundant authorities for the contention that after the oath of allegiance has been taken, the act is, and has become irrevocable as far as the Government is concerned. Upon taking the oath of allegiance by the applicant, and the issuance to him of a certified copy of the judgment of naturalization, the rights and privileges of citizenship are immediately vested, and are thereby conferred upon him irrevocably, which no court has the power to curtail, abridge or revoke, as the court's functions are entirely exhausted as soon as the power of naturalization has been exercised.

There are direct decisions sustaining this contention, rendered both in our State Supreme Court, and in the United States Supreme Court, but neither of these were touched upon or brought out before the Supreme Court of California in the Scharrenberg case.

It necessarily follows, that not even the naturalized citizen can divest himself of his rights and privileges of citizenship by any act of his own, except when he himself, voluntarily, either in a foreign country, or perhaps before the consul or representative of a foreign power in this country, does both of the following acts, to wit:

1. Renounce and abjure all allegiance to the United States of America.
2. Take an oath of fealty to the foreign Power or State of which he desires to become a member.

Expatriation and de-nationalization depend therefore upon the will of the applicant himself, and not upon the caprice or desire of any Government official.

ATLANTIC COAST SEAMEN'S UNION.

HEADQUARTERS, BOSTON, MASS., Jan. 30, 1906.
Shipping fair.
JOHN THORMER, Secretary pro tem.
1½A Lewis st.

ATLANTIC COAST MARINE FIREMEN'S UNION.

HEADQUARTERS, BROOKLYN, N. Y., Jan. 24, 1906.
Shipping fair; quite a few men ashore.
DANIEL SULLIVAN, Secretary.
15 Union st.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

HEADQUARTERS, SAN FRANCISCO, Feb. 5, 1906.
Regular weekly meeting was called to order at 7:30 p. m., C. Tancer presiding. Secretary reported shipping fair. A telegram was ordered seut to Congress protesting against the passage of the proposed Ship Subsidy bill and particularly that feature of the bill relative to the conscription of seamen. The resolution providing for an appropriation of $500 to appeal the cases of several members of the Nome Federal Labor Union was declared carried. It was decided to celebrate the Union's 21st Anniversary on the Sixth of March with a torchlight parade and literary exercises in a centrally located hall.
E. ELLISON, Secretary pro tem.
S. W. cor. East and Mission sts. Tel. Main 5397.

TACOMA AGENCY, Jan. 29, 1906.
Shipping rather dull; prospects uncertain.
H. L. PETTERSON, Agent.
3004 McCarver st. Tel. Main 808.

SEATTLE AGENCY, Jan. 29, 1906.
Shipping medium. The Shipwreck Benefit was paid to five members of the crew of the Valencia.
P. B. GILL, Agent.
1312 Western ave. P. O. Box 65. Tel. James 3031.

PORT TOWNSEND AGENCY, Jan. 29, 1906.
No meeting; no quorum. Situation unchanged.
WM. THORBECK, Agent.
114 Quincy st. P. O. Box 48. Tel. 443.

ABERDEEN AGENCY, Jan. 29, 1906.
Shipping brisk; men scarce.
WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

PORTLAND (OR.) AGENCY, Jan. 29, 1906
No meeting; no quorum. Shipping dull; prospects poor.
CHAS. BOCK, Agent.
40 Union ave. Tel. East 4912.

EUREKA AGENCY, Jan. 29, 1906.
No meeting; no quorum. Shipping good; prospects uncertain.
C. SORENSEN, Agent.
222 C. street. P. O. Box 327. Tel. Main 566.

SAN PEDRO AGENCY, Jan. 22, 1906.
Shipping and prospects medium.
HARRY OHLSEN, Secretary.
P. O. Box 2380. Tel. Main 774.

HONOLULU (H. T.) AGENCY, Jan. 22, 1906.
Shipping dull; prospects uncertain.
C. COLDIN, Agent.
Cor. Queen and Nuuanu sts. P. O. Box 96.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

HEADQUARTERS, SAN FRANCISCO, Feb. 1, 1906.
Regular weekly meeting was called to order at 7:30 p. m., A. Long in the chair. Secretary reported shipping fair. It was decided to take up a collection for the widow of James Cameron, who perished in the wreck of the steamer Valencia. F. A. Watson, shipwrecked on the steamer Portland, was allowed the full benefit. The amendment and the amendment to the amendment to Art. XVIII, Section 1, were declared lost.
EUGENE STEIDLE, Secretary.
54 Mission st.

LAKE SEAMEN'S UNION.

HEADQUARTERS, CHICAGO, ILL., Jan. 29, 1906.
Situation quiet.
V. A. OLANDER, Sec. pro tem.
123 North Desplaines st.

FISHERMEN'S PROTECTIVE UNION OF THE PACIFIC COAST AND ALASKA.

HEADQUARTERS, SAN FRANCISCO, Feb. 2, 1906.
Regular weekly meeting was called to order at 8 p. m., Ed. Andersen presiding. Secretary reported that the petition drafted by the Fishermen for a Government Hospital in the Bristol Bay region of Alaska was indorsed by the American Federation of Labor, also by the I. S. U. of A., and has been recommended favorably by Governor Brady of Alaska as well as by Secretary of the Interior Hitchcock, A bill, H. R. 10504, requesting that Congress appropriate sufficient funds for the establishment and maintenance of such hospital has been introduced by Congressman Kahn. Officers were nominated for the ensuing year. The meeting decided to issue a call for a general conference of the fishermen of the Pacific Coast, to be held in Astoria, March 12, 1906, and Ed. Andersen and L. P. Corbett were elected delegates from Headquarters to attend the same. A Quarterly Finance Committee was elected. It was also decided to organize the halibut fishermen.
I. N. HYLEN, Secretary.
9 Mission street.

On the Great Lakes.

(Contributed by the Lake Seamen's Unions.)

Charters for the Spring.

Shippers at ports at the head of Lake Superior are in the market for vessels to load grain on the first trip next spring. The steamer Lewis Woodruff of the Gilchrist fleet was chartered recently for the first trip at two cents on barley from Duluth to Buffalo. Local owners were asked for tonnage to take wheat at 2 1-4 cents at the opening, but no charters were reported at that figure. The rate offered on wheat is equal to eighty-four cents on ore and the vesselmen figure that two cents on barley is better than ninety-cent ore.

According to reports received from the upper Lake ports stocks of grain will be heavy by the opening of navigation next spring and many of the owners are figuring on making a trip in that trade at the start. The Chicago shippers have not chartered any vessels for the first trip, but the brokers at that port predict that there will be a good movement of grain during the early part of the season.

Chartering for winter storage has been light and no boats have been placed for several weeks. The steamers W. C. Richardson and D. M. Whitney are the only big carries that are holding grain at Chicago. They are loaded with wheat and will get three cents for winter storage and spring delivery at Buffalo. The steamers Sonora, Heffelfinger, Grammer, Aurania, Anna C. Minch and Francis Widlar are under charter to hold grain at the head of the Lakes. All the boats have not been loaded.

Coal shippers are still in the market for vessels to hold cargoes and a number of big carriers will load at Cleveland in the near future. The steel steamer E. N. Saunders is loading at the Seneca St. dock and other boats will be sent to the docks to take on cargoes as soon as they complete repairs. Some figuring is being done to load vessels at Erie and Ashtabula. At Buffalo there is about 100,000 tons of coal afloat and more hard coal will be placed aboard boats during the winter.

The ore freight market is very quiet and no business has been done since the Steel Corporation made arrangements for season tonnage.

Dangers of Oil Fuel.

In submitting his annual report as Supervising Inspector-General of the Steamboat Inspection Service, George Uhler expresses considerable anxiety regarding the present practice of carrying crude petroleum in passenger steamers in quantities which jeopardize the safety of the ship and passengers. Much of this oil, he says, is so highly inflammable that it will flash at the ordinary summer temperature of the atmosphere. Mr. Uhler suggests that prohibition be placed on the use of oil which will flash at less than 140 degrees.

Attention is called to the lack of provision in the law for punishing persons interfering with the inspectors in the discharge of their duty. Reference is made to the interference last summer with Inspector John A. Cotter, at New Orleans, in his attempt to restrict to the legal number the persons who should go aboard a river boat on which President Roosevelt was being entertained by the city.

To Inspect Sailing Vessels.

A bill has been introduced in the House of Representatives in Washington that all vessels, other than steam vessels sailing in the American coastwise service shall be placed under Government inspection similar to the Steamboat Inspection Service. It is represented that there is a tendency to underman and overload sailing vessels and barges, especially in the winter time, and the bill proposes to provide for the safety of coasting vessels and barges and their crews, by establishing a load line, increasing the number of men constituting the crew and requiring gasoline or steam engines to be installed for such purposes as hoisting sails, etc. The bill also states that the Government Inspection Service for schooners and barges shall have power to designate a load water mark for vessels when first built, and for those now or hereafter under the American flag. The lowering of this load mark shall be three inches every third year, beginning from the time such vessel is seven years old and continuing until it is twenty-two years old, when the service shall have power to determine the requirements which will justify her further seaworthiness.—Cleveland Plain Dealer.

Watch the fate of this bill! Its early death may be safely predicted. Why, if that bill passed some of the vesselowners would have to provide life-preservers, lifeboats, etc., for the crews of their vessels, and a sailor's life would be placed on a level with that of a passenger, so far as providing for his safety is concerned, and the owners could no longer overload their vessels in a mad effort to wring "one more bag of the golden treasure" out of them before they sink with all hands. Requiescat in Pace!

A Scheme that Failed.

David Post, who was elected a delegate to the Detroit convention of the Licensed Pilots' Protective Association at a meeting of the local lodge Thursday night, yesterday said that he was not a member of the organization and that he would not go to the Detroit meeting.

The report of the election of officers that was published Thursday was given out by Captain Charles A. Bush, who is Grand President of the Association. Secretary A. A. Stannard of the local lodge yesterday said that Post was not elected as a delegate and that the report given out by Captain Bush was not correct.

The foregoing appears in the marine column of the Cleveland Plain Dealer, of January 6, and is really an expose of the methods used by Bush and Stannard to get men into their fake organization of licensed pilots. The only real Union of licensed pilots is that affiliated with the International Seamen's Union. The Longshoremen's branch has other names besides that of Mr. Post on its list of membership, the owners of which names do not belong to the fake organization and do not know their names are being used. The scheme is that wherever an influential man like David Post refuses to have anything to do with the fakers, they attempt to buy him by electing him to office. This time it failed, so the laugh is on Charley and Art.

W. H. Jenkins.

Conneaut, O.

To Members of the Lake Seamen's Union:

Have you the correct number in your book? Ask the nearest agent.

Lake Shipwreck Benefits.

The total amount for Shipwreck Benefits paid to members by the Lake Seamen's Union during the year 1905 was $4,291.60. The amount of Death Benefits paid was $2,478.00, making a total of $6,769.60.

It must be borne in mind that there are some Death Benefits for 1905 yet to be paid. The question of whether the seamen shall build a home for their aged, crippled or disabled comrades will come before the Lake Seamen's Union for referendum vote during the month of July, 1906. The voting will continue during one week. There is a resolution now before the Union asking if the members are willing to increase their dues to seventy-five cents per month. If the resolution be adopted the tax for the maintenance of the Seamen's Home will be paid out of the general treasury, and the members will not be taxed the additional ten cents per month. If the resolution be defeated, and the vote to build the "Home" be carried, the members will be taxed ten cents per month over and above their regular monthly dues. The dues paid by the Marine Cooks of the Great Lakes are seventy-five cents per month; by the Seamen's Union of the Atlantic Coast, seventy cents. It remains for the seamen of the Lakes to decide what is to be done in this matter.

Conneaut, O. W. H. Jenkins.

Big Fleet at Duluth.

Fifty steamers and thirteen barges will pass the winter at Duluth-Superior harbor. This is the largest fleet which has ever wintered at the head of the Lakes, and included in the list of sixty-three vessels are the steamers Edenborn, Mataafa and Crescent City, and barge Manila, ashore since the last big gale.

Thirty-eight of the total number are owned by the Pittsburg Steamship Company, the vessel division of the Steel Trust.

Following is a list of the boats which will winter at Duluth:

Steamers—Senator, Colonel, Widlar, Kirby, Sonoma, Saxona, Hoover and Mason, Sahara, Grammer, England, Rees, Anna Minch, B. L. Smith, Joseph Butler, Admiral, Western Star, Saturn, Woodruff, Bransford, F. T. Heffelfinger, G. W. Peavey, James C. Wallace, A. M. Marshall, Cambria, Harvard, Houghton, Empire City, Mariposa, S. J. Murphy, Van Hise, Maricopa, Rockefeller, H. L. Shaw, McDougall, Superior City, Malietoa, Morse, Siemens, Saxon, Watt, Ericsson, Fairbairn, Ellwood, Cornell, W. E. Corey, Marina, Manola, S. C. Reynolds, Crescent City, Mataafa and Edenborn.

Schooners—Fritz, Holley, Nasmyth, Corliss, Thomas, Bryn Mawr, 117, 131, 134, 137, Constitution and Hartnell.

Frank Coons, of Milwaukee, Wis., shipkeeper of the steamer John Lambert, was recently found dead on board that vessel at the dock of the Illinois Steel Company at Jones Island. His body was burned and a broken lamp lying at the side of the bed is supposed to have been overturned while he was sleeping and suffocation followed. His body was charred by the flames and the bedding was badly burned. Coons was sixty-five years of age and unmarried.

Marine Notes.

The 10,000-ton steamer building at the Superior yard of the Ameriean Shipbuilding Company for H. H. Oakes of Detroit will be named E. J. Earling.

Representative Jenkins has introdueed a bill in Congress, providing for an appropriation of $20,000 for the establishment of a signal station on Devils Island, Lake Superior.

The Great Lakes Dredge & Doek Company of Chieago has purehased the property of the Lake Superior Contraeting & Dredging Company of Duluth, in whieh Cleveland parties were interested. The priee was not given out.

Civil Engineers are at work at Ashtabula, O., on preliminary steps for the eonstruetion of a new doek and slip for the ear-ferry which is to ply between that port and Canada. The aetual eonstruetion, it is said, will be begun soon.

Following is the winter fleet at Toledo: Steamers—Penobscot, W. H. Grativiek, Renolds, Warner, D. Rust, Spokane, Oglebay, Cherokee, Arabia. Barges and Sehooners—Maringo, J. Sehuelte, Houghton, Judd, City of Toledo, E. Mason, Oneonta and Chippewa.

The steamer F. B. Squire, owned by the Maek Steamship Company, of Cleveland, has been ordered to Cleveland from Buffalo, to load eoal; she will make the trip under her own steam, and the estimated eost of bringing her from Buffalo to Cleveland is about $2000. With nearly all Lake Erie winter fleet loading eoal, and Lake Superior fleet loading grain the ore trade will apparently not be heavy in the early Spring.

A large amount of lumber has been sold at Duluth, Minn., during the last week or two. It is reported that the Edward Hines Lumber Company sold 35,000,000 feet and a Duluth broker has sold 10,000,000 feet to go to Saginaw. The latter bill is to be eut at the Mullery mill, West Duluth. A large quantity of produet has been sold ahead of the saws for 1906 delivery. The lumber industry in the Duluth distriet is being eondueted at the top noteh of aetivity and will eontinue for this year at least, or until the demand lessens and priees deeline.

The Great Lakes tugs Fabian and Alva B. reeently towed the big freighter John Stanton from Buffalo to Cleveland, to load eoal. She arrived in Cleveland on January 22, and reported a regular summer trip. It is stated that another large earrier will be brought to Cleveland from Buffalo to load eoal. There are eleven Trust vessels in winter quarters at Conneaut, and all are loading coal for the first trip up. The same is being done in all the ports along Lake Erie, and reports from Lake Superior intimate that most of the vessels there will bring grain down in the spring. It would appear from this that the ore movement in the early spring will be light.

INFORMATION WANTED.

Clarence Elmer Pederson, who was in the United States Navy two years ago, will please communicate with the Lake Seamen's Union, 121 N. Desplaines street, Chicago, Ill.

Carl Knudsen, No. 6212, will please communicate with his brother, Bernt Knudsen, 92 South Halstead street, Chicago, Ill.

Robert Reesor, No. 5174, Lake Seamen's Union, will please write his brother, George Reesor, 103 Fuller street, Toronto, Ont., Canada.

Geo. T. Hurley, No. 13,845, Lake Seamen's Union, will please write his mother, Mrs. Maria Hurley, 198 Georgia street, Buffalo, N. Y.

BAY CITY LETTER LIST.

Fred C. Hubbard, 2 letters	William Smith
Thos. F. Ronley, 2 letters	Harry Smith, 3 letters
Sandy McDonald	Fred Willie
Andrew Wood	Charles Knowlton

LAKE SUPERIOR LETTER LIST.

Lake Superior	Millan, M. John
Boose, Paul	Niermi, Eli
Bickford, Ezra	Nilson, Carl
Butler, J. W. E.	Nilson, Nels
Cornell, Robt.	Olson, Fred
Cormoley, Ed.	Olson, John
Chapman, F. J.	Platenoff, Wm.
Harrison, Henry	Peterson, Peter
Hay, A.	Rider, Homer
Hanson, John	Rahkala, Matt
Gilness, Peter	Roberts, Henry
Graibner, R.	Svensen, A. E.
Iaeger, Louis	Smith, A. W.
Jorgenson, Hans	Sherod, Ralph
Jacobson, A. B.	Selstad, A. E.
Johanson, F.	Shaver, Claude
Johnson, Anton	Stephenson, Matt
Kiley, Paul	Tinsler, John
Lane, Dawson	Thomas, J. G.
Leroy, Philip	Wiese, Sam
Lesmore, Wm.	Westphall, L. W.
Larson, Jas.	Wahlers, Carl
McLeod, Murdock	

TONAWANDA LETTER LIST.

Andresen, A.	Hanson, A.
Andreasen, Niles S.	Hillman, Henry
Borgesen, David	Herring, S. A.
Bristow, E. H.	Hansen, Karl Otto
Brinniers, K.	Johansen, Einar
Bondon, Fred	Johansen, Martin
Brown, Joe	Jacobson, August.
Brown, Clarence J.	Johansson, Carl
Brown, Fred C.	Jamerson, Wm.
Berryman, J.	Jeferson, George
Burgess, James	Kaelaske, Michael
Brick, James J.	Karlsson, G. P.
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Clare, Frank	Lundgren, Viktor
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Engelsen, T. M.	Pedersen, A. H.
Evensen, Ed.	Peterson, N. A.
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Gay, Harry B.	Sullivan, S. T.
Green, J. S.	Stalls, Wm.
Heeley, Edwin	Sheldon, H. S.
Hansen, Martin	Tebo, Henry
Hansen, Therg.	Van Anthony, Chas.
Hansfen, Thov.	Waters, Frank
Hillman, T. R.	Young, James
Hanson, T.	

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS

LAKE SEAMEN'S UNION

(Lakes District International Seamen's Union of America.)

121 and 123 North Desplaines Street, Chicago, Ill.
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BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.

ASHTABULA HARBOR, O.....87 Bridge Street
Telephone 552.

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Ashland Phone 1563.

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Telephone, Old Phone, 4428 L.

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Telephone Bell 599 F.

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SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
Telephone 1944 South Chicago.

SANDUSKY, O.....1107 Adams Street

PORT HURON, MICH.....931 Military Street

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We Don't Patronize.

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Fishermen's Call for Unity.

The Fishermen's Protective Union of the Pacific Coast and Alaska, desirous of organizing and uniting all fishermen of the Pacific Coast and Alaska, hereby issues a call for a meeting of delegates selected by the respective fishermen's unions of the Pacific Coast, said meeting to convene at Astoria, Or., on March 12, 1906.

The purpose of this meeting is to draft a constitution for a general fishermen's union of the Pacific Coast and Alaska, which, while giving full home rule to the respective branches of our calling and to the respective localities, will at the same time so unite all fishermen as to be able to effectively carry on legislative work, and more thoroughly organize the fishermen, many places on this Coast being yet without organization, or only poorly organized.

Only a general union, with a constitution as outlined above, can, we believe, unite all fishermen.

Unity must be accomplished in order to secure laws which will be of lasting benefit to us. Unless in the very near future laws are passed to protect the fish and the fishermen from the greed of unscrupulous corporations, in a few years there will be but few fish left for the fishermen to catch. The fish-traps, unless the law steps in, will not only drive the purse-seiners and gill-netters from the common fishing-grounds, but keep on destroying all kinds of fish, as they have done in the past.

United in a great body of fishermen, such as we can establish if we are true to ourselves and our calling, aided by sister-unions, we can and will secure good laws for the fishing industry, from Congress and the various State Legislatures.

We believe the meeting in Astoria will accomplish its purpose in two or three days, and from one to three delegates from each union or locality will be the cheapest and best method to arrive at a mutual understanding. The constitution agreed upon will then be submitted to the various unions for ratification.

Only unions ratifying the constitution will become members of the general union.

The sending of delegates will not commit any union to become members. That action will simply express a desire to aid in drafting a constitution which, it is hoped, will be satisfactory to all unions sending delegates.

Fraternally yours,

FISHERMEN'S PROTECTIVE UNION OF THE PACIFIC COAST AND ALASKA.

I. N. HYLEN, Secretary.

ED. ANDERSEN, Chairman.

Headquarters, San Francisco, Cal.

According to a statement of the Revue Scientific, of Paris, the Emperor of China has instructed his minister at Paris, Sneng-Pau-Ki, before his return to Peking, which will shortly take place, to study the state of the electrical industry in France and to make a report. The minister has commenced inspecting the most important electric establishments in Paris and other places. From this it would appear that China will follow the example of Japan and pay more attention to the industrial sciences.

The trade guild of Nagahama in Shiga prefecture, Japan, owing to the depressed markets for silk crepe, has decided to suspend weaving entirely until trade improves. The 10 per cent. war tax on silk goods practically ruined the market, according to an Osaka journal.

Emigration from St. Pierre.

Three years of poor fisheries at St. Pierre, N. F., have not only interfered with business, but is believed to be responsible for loss of population. The last census showed a permanent population of about 7000 for these islands. The poor fisheries have driven many small owners out of business, the number of vessels engaged in the bank fisheries having decreased, as also the people employed. This lack of employment has started many to seek for a livelihood elsewhere. M. Menier, owner of the island of Anticosti in the mouth of the St. Lawrence River, has taken advantage of the lack of employment at St. Pierre, introduced agents and secured about 500 emigrants to settle at Anticosti. It is estimated that fifty fishermen, with their families, have gone to Gloucester and other fishing ports in the United States, twenty-five to other parts of the United States, and 300 to Canada, principally Cape Breton. The decrease in population for the last three years must be nearly 1000, or one-seventh of the entire population of the colony. Owners of vessels are complaining of their inability to secure the necessary crews, and the men to be employed are looking for higher wages. At least one-half of St. Pierre vessels are manned by men engaged in France. The migration will force owners to look to that country for the necessary fishermen to man their vessels. This movement of the population will be a loss, as the resident fishermen are considered more capable than those of France. Nothing is being done to induce the people to remain, and unless some movement is made St. Pierre will seriously suffer.

Cuban Labor Question.

A problem of the greatest importance, which has not escaped the Cuban planter's attention, and which so far has not been satisfactorily solved, at least to the satisfaction of the planters and manufacturers, is the much-talked-of labor question. For the last two years the scarcity of able field hands has been a serious drawback to the planter, and resulted in financial losses, either through the loss of a portion of the crop or through the long drawn out "winding up" of the season. Immigrants who have arrived within the last six months at the different ports of the island will to a certain extent relieve the general demand for efficient hands, but, as most of these laborers are inexperienced in field work peculiar to sugar cane or other agricultural pursuits of the island, the shortage will necessarily continue this season. These new hands will, however, all find employment at moderate wages in places on the estates where skilled labor is not essential. The general outlook for the coming season is fair, as compared with other years, so far as sugar is concerned, and if the cane keeps in its present good condition and the hopes of the planter as to prices are realized, there will be no ground for complaint.

The new building erected at Vancouver by the Canadian Pacific Railway for the better accommodation of Oriental immigrants is now fully completed and equipped. The lower floor of the new structure will be used as a place of detention, while the upper floor will be used entirely for hospital purposes. The accommodations for detained persons, and for their hospital treatment, will be a great improvement over those previously in use.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

Affiliated with the
AMERICAN FEDERATION OF LABOR.

WM. H. FRAZIER, Secretary-Treasurer.
1½A Lewis St., Boston, Mass.
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Branches:
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PORT TOWNSEND, WASH., 114 Quincy St.
ABERDEEN, WASH., P. O. Box 834.
PORTLAND, OR., 40 Union Ave.
EUREKA, CAL., P. O. Box 327.
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HONOLULU, H. T., P. O. Box 96.

PACIFIC COAST MARINE FIREMEN'S UNION.
Headquarters:
SAN FRANCISCO, CAL., 46 Steuart St.
Branch:
SEATTLE, WASH., Colman Dock, Room 10.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC.
Headquarters:
SAN FRANCISCO, CAL., 54 Mission St.
Branches:
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SAN PEDRO, CAL., P. O. Box 2155.

FISHERMEN'S PROTECTIVE UNION OF THE PACIFIC COAST AND ALASKA.
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Branches:
SEATTLE, WASH., P. O. Box 42.
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BAY AND RIVER STEAMBOATMEN'S UNION OF CALIFORNIA.
Headquarters:
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Branch:
SACRAMENTO, CAL., 200 M St.

THE COAST SEAMEN'S JOURNAL

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALIA
29 Erskine Street, Sydney, N. S. W.

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Golden West Press, 146 Second.
Goodman Printing Co., 222 Mission.
Hancock Bros., 809 Mission.
Harvey John D., 509 Clay.
Hayden Printing Co., 417 Montgomery.
Hicks-Judd Co., 21-23 First.
Hiester, Wm. A., 529 California.
Hill, J. Harley Co., 657 Gough.
Hughes, E. C. & Co., 511 Sansome.
Illinois-Pacific Glass Works, 10-16 Main.
Jalumstein Printing Co., 310 Hayes.
Janssen Printing Co., 23 Stevenson.
Knarston Printing Co., 529 Washington.
Lafontain, J. R., 535 California.
Lane & Stapleton, 595 Natoma.
Latham & Emanuel, 511 Sacramento.
Leader, The, 532 Commercial.
Levingston, L., 540 Clay.
Levison Printing Co., 514 Sacramento.
Luce & Iler Co., 406 Sansome.
Lynch, James T., 514 Kearny.
Lyon, W. T. & Co., 161 First.
Magner Printing Co., The Nat. A., 7 Dikeman Place.
Majestic Press, The, 314 Eighth.
McCracken Printing Co., 509 Kearny.
Medina & Co., 221 Sacramento.
Meyerfield, Alfred M., 414 Pine.
Monahan, John & Co., 412 Commercial.
Moore-Hinds Co., 28 First.
Morris & Bain, 108 Market.
Murdock, C. A. & Co., 532 Clay.
Mysell-Rollins Co., 22 Clay.
Nevin, C. W. & Co., 532 Commercial.
Occidental Mystic Press, 506 Hyde.
Pacific Heights Printery, 2438 Sac'to.
Pacific Heights Printery, 2438 Sacramento.
Partridge, John, 306 California.
Pernau Bros., 543 Clay.
Phelan, F. M., 111 Cook.
Phillips & Van Orden, 508 Clay.
Police Bulletin of San Francisco, Hall of Justice.
Recorder Publishing Co., 516 Commercial.
Roesch, Louis Co., 321-25 Sansome.
Rooney, J. V. Co., 1308 Mission.
Samuel, Wm., 411½ California.
S. F. Newspaper Union, 405-407 Sansome
Schreiber, P. H., 809 Mission.
Shanly, J. M., 414 Clay.
Smyth, Owen H., 511 Sacramento.
Sneider & Orozco, 521 Clay.
Spaulding, Geo. & Co., 414 Clay.
Springer & Co., 240 Ellis.
Stanley-Taylor Co., 656 Mission.
Standard Printing Co., 518 Clay.
Sterett Co., W. I., 933 Market.
Sterling Press, 229 Stevenson.
Stuetzel & Co., 144 Second.
Sunset Press, 1327 Market.
Sutter Press, The, 240 Stockton.
Tomoye Press, 144 Union Square av.
Town Talk Printing Co., 146 Second.
Turner, H. S., 3232 Mission.
Valleau & Peterson, 410 Sansome.
Waldo Press, 777 Folsom.
Wale Printing Co., 621 Clay.
Wenderoth & Brown, 319 California.
Werner, Geo. A., 1067 Howard.
Western Fine Arts Co., 529 Clay.
Williams, Joseph, 142 Seventh.
Winkler, Chas. W., 146 Second.
Winterburn, Jos., 417 Clay.
Woodward, W. A. & Co., 12 Sutter.

Bookbinders.

Althof & Bahls, 524 Sacramento.
Brown & Power Co., 508 Clay.
Buswell & Co., 536 Clay.
Cal. Bookbinding & Printing Co., 28 First
Commercial Publishing Company, First and Mission.
Crocker, H. S. Co., 217 Bush.
McGeeney, Wm. H., 23 Stevenson.
Hicks-Judd Co., 21-23 First.
Kitchen, Jr., Co., 510-514 Commercial.
Levison Printing Co., 514 Sacramento.
McIntyre, J. B., 424 Sacramento.
Malloye, F., 422 Sacramento.
Mysell-Rollins Co., 22 Clay.
Phillips Bros., 505 Clay.
Webster, Fred. L., 19 First.
Whelan, Richard J. & Co., 408 9th.
San Francisco Mailing Co., 609 Mission, 5th Floor.

Photo-Engravers and Etchers.

Barnhart & Swasey, 107 New Montg'y.
Bolton & Strong, 621 Clay.
California Engraving Co., 506 Market.
San Francisco Etching Co., 109 New Montgomery.
McCabe & Sons, 611 Merchant.
Sierra Engraving Co., 324 Grant av.
Sunset Engraving Co., 108 Union Square av.
Union Engraving Co., 144 Union Sq. av.
Yosemite Engraving Co., 24 Montgom'y.

Electrotypers and Stereotypers.

American Press Association, 19 First.
Hoffschneider Bros., 412 Commercial.
Martin & Co., 508 Clay.



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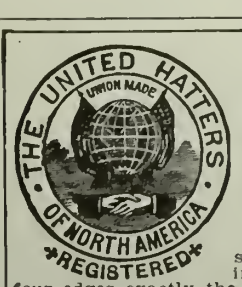
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General News.

Claude A. Swanson, of Chatham, Va., was inaugurated Governor of Virginia on February 1.

A recent speech advocating independence from Canada was applauded in the Provincial Legislature of British Columbia.

The proposed combination of the window-glass manufacturers of the country under the name of the National Window Glass Company has been abandoned.

President Roosevelt has informed James F. Hunt of Hartford City, Ind., who is the father of triplets, that he is not paying $100 premiums on triplets.

The resignation of Chauncey M. Depew as a director of the Equitable Life Assurance Society was accepted by the board of directors of that concern on January 31.

The Duke of Abruzzi, cousin of King Victor Emmanuel, of Italy, has almost completed arrangements for a voyage of exploration into the heart of Africa. The Duke will start early in the spring.

The House Committee on the District of Columbia has decided to report without recommendation the Adams bill providing the whipping-post as a punishment for wife-beaters in the District of Columbia.

The imports into the United States have practically doubled in value in the last seven years. In the calendar year 1905 the imports aggregated in value $1,179,000,000, as against $635,000,000 in the calendar year 1898.

Major-General Adna R. Chaffee retired from the command of the United States Army on February 1. The President has nominated Major-General John C. Bates, at present Chief of Staff, to be Lieutenant-General.

United States Senator Tillman has introduced a resolution in Congress, providing for an investigation into the operation of the Chinese Exclusion Act, with a view particularly to finding the real animus of the boycott on American goods.

With $30,000,000 worth of gold bars on hand waiting coinage, the new Denver Mint began operations on February 1. About 100 persons are employed. The first work undertaken was the recoining of $130,000 silver in dimes, quarters and half-dollars.

It is said that Justice Joseph M. Deuel, of the New York Court of Special Sessions, will resign from the bench thereby avoiding impeachment proceedings, which otherwise would be instituted by the District Attorney as a result of the judge's connection with Town Topics.

The four-masted schooner W. J. Quillen, of Bethel, Del., bound from New York to Savannah, Ga., was recently on fire at Norfolk, Va., with five engines and two river tugs pouring streams into her. The schooner had a 600-ton cargo of garbage tankage for fertilizer purposes between decks.

The Grand Harbor of Masters and Pilots of Steam Vessels of the United States, in annual session at Washington, D. C., on December 29, adopted resolutions protesting against the passage by Congress of the Littlefield Anti-Pilotage bill, which, if enacted into law, the pilots declared, will be a blow to pilotage below Cape Henry, Va., as it is held this will leave it optional with the shipmaster whether he takes a pilot or not.

The Russian Ministerial proposition for the solution of the Agrarian question, a successful settlement of which is generally regarded as the crux of Count Witte's difficult task, involves the appropriation of $150,000,000 for the compensation of private owners of lands expropriated for distribution to the peasants. The operation will be accomplished through the Peasants' Bank, which will purchase the lands and sell them to the peasantry on the installment system.

World's Workers.

The total membership of unions registered under the West Australian Arbitration Act at the end of 1904 was 16,184, including 218 female workers and 441 members of employers' unions.

When sentencing a prisoner recently in Brisbane, Australia, Judge Real sensibly remarked: "I can only attribute this prevalence of crime among our young men to the want of work."

The report of the Queensland (Australia) Registrar of Trade-Unions says the year 1904 "was apparently a little better than the previous year, which was the worst on record among trade-unions in this State."

In Perth, West Australia, there are thirty-four Asiatic laundries, employing ninety-six hands, and eight furniture-making firms of the same breed, employing 109 hands. The "white" laundries employ seventy hands, and 286 hands are employed by the European furniture-making firms.

In the Queensland (Australia) Assembly recently Labor Member Fudge presented a petition from the Mackay district, signed by 278 persons, praying for legislation immediately to cope with the ever-increasing unemployed evil, and pointing out that Crown lands on which to settle them were available.

By a majority vote the New South Wales (Australia) Arbitration Court has refused the Sydney Coal Lumpers' Union the increased pay from the present rates of 1s. 6d. per hour, day or night, to 1s. 9d. per hour day work and 2s. 6d. per hour night work. Employes' representative Riley dissented.

In order to provide a little work at Christmas for the unemployed the Sydney (Australia) City Council instructed the Town Clerk to report on works in hand, and if he found it necessary to employ additional labor temporarily, authorized him to do so to the extent of £500, married men to have preference.

The South Australian Federated Operative Bakers' Union recently passed a resolution condemning the local Legislative Council for continually blocking legislation passed by the Assembly which gave the bootmakers, bakers, furniture and tailoring trades wages boards to fix wages and hours of labor.

Clothing Manufacturer Dent, of South Brisbane, Australia, was recently fined a total of £7 19/6 (including costs) for two breaches of the Factories and Shops Act—employing a female for more than forty-eight hours in one week, and employing a female outside the factory on a day during which she was also employed in the factory.

On the application of the New South Wales Hotel, Club, Restaurant and Caterers' Employes' Union, the State Arbitration Court extended the award made two years ago, and expiring in December last, for a further period of four months, when both parties to the award have to again make application and fight the matter out. The bosses opposed the extension.

Six thousand Government employes held a meeting at Paris, France, on January 28, and adopted a resolution demanding that the Government frame and have a bill passed permitting its servants to form unions. All classes of public servants were represented, from schoolmistresses to jailers. Sixty meetings were held in the provinces, at each of which a like resolution was adopted.

During the debate on the Railway Estimates in the Queensland (Australia) Parliament, one Labor member denounced the Railway Department as "the greatest sweating shop in Queensland," and other members of the party specified numerous instances of the sweating complained of, including the disgraceful fact that widow gatekeepers are paid as low as 4d. per day.

San Francisco Letter List.

Letters are advertised for six months and kept at the Sailors' Union Office for twelve months, all told. If not called for at the expiration of one year letters will be returned to the Postoffice.

Aagard, Chr.
Abrahamsen, A.
Abenth, Henrick
Adamson, John
Ahlof, W.
Albrecht, Emil
Amundsen, P.
Andersen, Eskel
Andersen, Ole
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Andersen, Sigurd
Andersen, A. S.
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Bahamondes, R.
Baker, John
Barber, A.
Barkowski, H.
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Baten, Anton
Bauer, Frank
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Bayerle, Rupert
Becker, Fred. W.
Beertha, Thos.
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Bengtsson-1261
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Bergh, Borge
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Bergquist, W.
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Cameron, R.
Canrinus, W.
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Carlsson-964
Carlsson, Dan
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Danielson, E.
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Dexter, Geo. S.
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Ehlert, August
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Hansen-1229
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Hansen, Hans R.
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Hansen-1450
Hansen, Frithjof
Hansen-1267
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Hansen, Maurice
Hansen-815
Hansen, Fred S.
Ingebretsen, J. A.
Jackson, C. P.
Jansson, Fredrik
Jasperse, Jan
Jens, Hans J.
Jennings, C.
Jensen, Jas. R.
Jensen, Carl
Jensen, Emil
Jensen, Johan
Jensen, Jens B.
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Bernard, Sandalio
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Reap, Martin
Reay, S. A.
Rice, Joseph
Richards, Jas.
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Salk, C.
Salvesen, Sam
Samuelsen, Ad.
Samuelson, W. L.
Sauceda, Julian
Sawfaroff, N.
Scheltens, G.
Schiemann-1744
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Schroder, F.
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Thronsen, C. M.
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Moerman, G. A. L.
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Pickelmann, L.
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Prat, Louis
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Rynberg, Frank
Soderquist, Nells
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Spar, N.
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Steinberg, A.
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Strand, Elnar
Stratten, James
Stromberg, Werner
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Swendsgaard, J.
Thulin, Fritz
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Tierney, John
Tilman, A.
Tollefsen, John
Tonsliend, V.
Tornquist, N.
Tragde, C. J.
Trockel, Fritz
Ungerer, P.
Unruh, Paul
Uribe, Felix
Vigre, Alf.
Vucic, V.
Wihtol, Ernest
Wikman, John
Wikstrom, Wm.
Willman, Wm
Winblad, M.
Winter, John
Wieth, L.
Witbro, Axel
Wolbe, John
Zweygberg, John

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Anderson, Chas.
Anderson, P.
Anderson, P.
Andersson, Charles
Anderson, A.-1060
Anderson, Ed.
Andersen, L.-1245
Anderson, Gus-1243
Anderson, Johan-12
Burg, Mike
Begovich, J.
Berthelsen, A.
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Block, Hermann
Bridgeman, Ben
Bohm, Adolf
Benson, W.
Christensen, V.
Christensen, Nels
Chlausen, J.
Dishler, Peter
Dahlquist, Fr.
Drew, Wm.
Dittmayer, Ch.
Edmundsen, Th.
Eriksen, Axel
Eliasen, Ellas
Edelman, G.
Egeness, M.
Forsstrom, C.
Ferraris, G.
Frederiksen, V.
Farstad, K. E.
Ferraris, G.
Hanson, Rob.
Hahner, Ferd.
Holmes, C.
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Ingman, M.
Iversen, John
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Klingstrand, G.
Knudsen, H.-419
Kjellgren, John
Lehtonen, S.
Leahy, Wm.
Mikkelsen, Alf.
Mietinnen, Adolf
Nelson, Nels C.
Olsen, Servin
Odegaard, O. C.
Olsen, Adolf
Olsen, Emiel M.
Peterson, John
Pederson, Hans
Pettersen, Johan
Petersen, H. P.
Ferraris, G.
Reynolds, Roy
Roni, Erik
Rohde, Rob.
Rohde, Rob.
Richardsen, H.
Salvesen, Sam
Schwenke, Carl
Swenson, James
Soderstrom, J. A.
Steinberg, A.
Thompson, Chris

HONOLULU, H. T.

Abrahamsen, Lars
Anderson, Sigurd
Anderson, Gilbert
Benson, John
Benson, John
Baldvin, Melmer
Figel, George
Hasel, Gustaf
Hakanson, F.
Hakanson, Clars.
Gerdes, T.
Johnson, H.
Johannsen, Emil
Johanson, Hjalmar-1664
ohannesen, Sigurd
Lundberg, Corry
McKenna
Molden, Jakot
Newman, Joseph
Olber, Morsehins
Olsen, Olaf
Orchard, S. W.
O'Harrow, Frank E.
Pache, Paul
Ramsey, Morris
Sundberg, John
Sorensen, C. W.
Scholl, Karl
Thorns, R.
Wie, Anton
Wie, Anton

PORT TOWNSEND, WASH.

Andersson-1115
Anderson, Emil
Andersen, Aleck
Anderson, Eskil
Anderson, George
Ball, W.
Edlund, J. A.
Fleming, M.
Johnsson, Johan W.
Koster, Paul
Kalming, Jacob
Karlsson, Artur
Larsen, Franklin
Lundberg, K. H.
Larsen, Julius H.
Moore, Jas. C.
Fizell, Geo. W.
Henningson, Peter
Helms, W.
Hinner, P.
Hudson, M.
Johansson, Leonard
Janssen, Oscar
Jansson, Frederick
Mitcheal, A.
Mikkelsen, Julius
Pettersen, Olaf
Petersen-1019
Leofem, Fred'k
Thomsen, Thos.
Troos, John
Port Townsend

Letters in the Office of the Marine Cooks and Stewards' Association, Seattle, Wash.

Andrews, Lewis
Boster, Chas.
Barbeau, L. J.
Boedecher, Gus
Branford, Chas.
Bates, G. W.
Colbert, M. G.
Colton, B. M.
Chappell, W. J.
Donaghoe, A.
Dolan, J.
Eriksen, A.
Fuller, E. E.
Foster, Jack
Gomex, Frank
Gwenewegen, J.
Gade, Peter
Hohback, Henry
Hafford, H. M.
Hayter, Richard
Herbert, Chas.
Holst, W. A.
Johnston, Chris.
Kelly, W. M.
Keller, N. F.
Le Counte, H. G.
Kelly, W. C.
Lewis, Miles
Lawlor, John
Magunson, G.
McCarthy, J. T.
McLaughlin, Hugh
McAllister, Geo.
Mor, P.
McCoy, F. E.
Nelson, Walter
O'Brien, J. P.
Olsen, James
O'Donnell, H.
Ohren, Chas.
Pul, Henry
Pury, John
Prieto, M. J.
Peterson, E.
Palmer, A.
Payne, Fred
Reid, W. J.
Ruderman, J.
Ritchley, F.
Robinson, Orville
Sabeen, G. M.
Sortirt, Ole
Stanford, J. W.
Scott, E. B.
Schmidt, Arthur
Tracy, E.
Taylor, Albert
Troup, Percy
Williams, Chas.
Wright, Edwin
West, Augustus
Wilson, Tom
Wooding, A.
Yager, R. E.
York, G. T.
Yager, Sam

TACOMA, WASH.

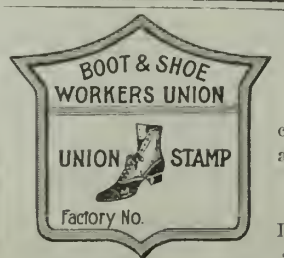
Anderson, Alf. J.
Brander, Wm.-1389
Davey, C.-524
Froh
Hansen, Emil
Hanson, Charley
Jensen, Alb.-1660
Johansson, K.
Karvell, J. H.
Kivstrom, J.
Larsen, C. L.
Lind, Allick
Loveland, Chas. H.
Martinsen, Holger
McFerran Jas.
Makl, Ivar
Murray, Willie
Nord, G. E.
Olsson, Leonard
Olsen, C.
Olson, A.-586
Olsson, Otto
Pedersen, Dick
Revfern, Fred
Rosenvold, Isak
Schubert, Chas.
Sorensen, Loren
Struer, John
Svendsen, C.-1050
Van der Molen,
Winchler, Mose

PORTLAND, OR.

Ardeleanu, J.
Agiltchy, Hans
Auer, A.
Boose, C. P.
Ehlers, Henery
Fristrom, Ivar
Henriksen, A. N. S.
Jensen, cPter-1431
Johnsen-1592
Joansen, Hans
Jacobsson, John
Jensen, Karl
Kaiser, K. M.
Luhrs, L.
Nilsen, Chas.-571
Petterson-1018
Rosberg, A.
Richardson, E. H.
Styrstson, M.
Lindstrom, Fred

Letters in the Office of the Fishermen's Union of the Pacific Coast and Alaska, San Francisco.

Bjorstrom, Carl
Bahr, Frank
Cossalato, Mike
Ekstrand, Frank-7
Johnsen, Henry
Jacobsson, C. E.
Wilson, Harry
Johanson, John E W.
Knuttson, Hans O-2
Kornis, John
Nelson, John
Stevens, Vint
Vogt, Wilhelm



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INFORMATION WANTED.

Wilhelm and Gustaf Jacobsen, sailing on the Pacific Coast, are inquired for by their half-brother, John Jacobsen at Port Ludlow, Wash.

Herman Haino, last heard of in San Francisco fifteen months ago, is inquired for by G. P. Hornberg. Address, 409 Drumm street, San Francisco, Cal.

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INFORMATION WANTED.

George Bayliss, a native of Woodstock, England, aged about 38, last heard of ten years ago on the Pacific Coast, is inquired for by his brother. Any one knowing his past or present whereabouts will please notify the JOURNAL office.

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INFORMATION WANTED.

Harry B. Douville is inquired for by his mother. Kindly communicate with the JOURNAL office.

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News from Abroad.

It is reported that China is seriously threatened with revolution as an outgrowth of opposition to foreign encroachment.

Thomas Higgins, the successful Irish Nationalist candidate in North Galway, Ireland, was found dead in bed on the morning after election day.

It is officially announced in Berlin, Germany, that the insurrectionary movement in German East Africa has been almost totally suppressed.

It is announced upon reliable authority that Admiral Togo, of the Japanese Navy, will visit the United States in April with two armored cruisers.

The British War Department has decided to rearm all the coast defense forts from the Thames to Plymouth with 6 and 9-inch guns, the present armament, 4.7-inch guns being considered inadequate.

An official report submitted to the Japanese Diet shows that the actual outlay for the war from the beginning of hostilities to their end in September last was: For the Army, $495,000,000; for the Navy, $90,000,000.

A boycott on the Government has been inaugurated all over Hungary. Every inhabitant is instructed to refuse to pay taxes and all young men drawn for military service to decline to present themselves for physical examination.

Count Frederic Lamsdorff and Baron Roenne, two of the most prominent landowners of the Courland (Russia) district, while out driving on January 28, were attacked by a band of revolutionists, pulled from their sleighs and murdered.

Servian merchants have decided to boycott all Austrian manufactures, owing to the refusal of Austria to permit the passage of certain Servian goods over the frontier. The merchants have countermanded all orders placed in Austria.

The largest consignment of gold ever brought to England in a single shipment from South Africa arrived by the steamer Carisbrook Castle at Southampton on January 27. The specie was valued at $1,835,000. It was dispatched to the Bank of England.

King Christian IX of Denmark died suddenly at Copenhagen on January 29, after a reign of forty-three years. Crown Prince Frederick was proclaimed King on the following day, with the title of Frederick VIII. King Frederick is sixty-two years of age.

A dispatch from Canea, Isle of Crete, says that the Italian authorities have seized the Customs in the Italian Zone on the island owing to the refusal of the inhabitants to pay an indemnity to the family of an Italian soldier who was murdered by Cretans and officially to express regret at the occurrence.

Prince Victor Napoleon has finished and will shortly publish a work on "Napoleon at St. Helena." The material for the book has been drawn from family papers in the possession of the Prince, and it is said the work will throw a new light on episodes connected with the last phases of the Emperor's career.

Italian Premier Fortis, whose Ministry was defeated in the Chamber of Deputies on February 1 over the official statement of its programme, announced in the Chamber of Deputies on the 2d that the Ministry had tendered its resignation to King Victor Emmanuel, who had asked for time to consider the matter.

Count Maurice de Peregny, an old French archaeologist, has discovered in the Peten district of Guatemala an immense ancient city of the Mayas, which will take months to investigate properly. The explorer will return to this continent next year to complete investigations of the ancient city, whose ruins are of the utmost archaeological interest.

Labor News.

It is reported that the Western Pacific Railroad is supplanting its Jap laborers with white men in the grading camps of Nevada.

The House of Representatives on January 27 voted, by 120 to 108, to suspend the National Eight-Hour law on Panama Canal work.

The American Federation of Labor has entered a protest against the proposed suspension of the National Eight-Hour law on the Panama Canal work.

A resolution has been adopted by the New York Chamber of Commerce favoring the House bill now pending for the modification of the Chinese Exclusion Act.

The coal operators have refused to concede an increase of wages to the miners, and a great strike, involving about 600,000 men, is expected to take place on April 1.

The demands adopted by the convention of the United Mine Workers of America include a general increase of 12½ per cent over the present wage scale and an eight-hour day.

A movement has been started in labor circles to purchase a burial plot and erect a monument to the memory of John Swinton, who died several years ago, after a life spent in the work of the labor movement.

A joint committee of Methodist ministers and striking printers has been appointed at New York to confer with the managers of the Methodist Book Concern, which, as a member of the Typothetæ, is opposing the demand for an eight-hour day.

J. P. McDonnell, editor and proprietor of the National Labor Standard, published at Paterson, N. J., and said to be the oldest labor paper in the United States, died recently at his home in Haledon, after a long illness. Deceased was a native of Ireland.

Six hundred cutters and tailors, members of the United Garment Workers, struck at Buffalo, N. Y., on January 19. The employment of non-union men in a shop where the union was unable to furnish enough workers, is said to have been the cause of the trouble.

The Building Trades Council of San Francisco, at the meeting on February 1, reaffirmed its adherence to the policy adopted on May 28, 1903, that it will not sanction "a demand for an increase in wages until a further and greater increase in the general prosperity warrants it."

During the investigation of a Chinese immigration case at El Paso, Tex., on January 22, it was brought out that there are schools in Mexico that give instructions to Chinese how they may answer the questions of Immigration officials when arrested in the United States.

A strike in the book and job printing shops of Boston, Mass., and vicinity, beginning on February 1, has been decided upon by Boston Typographical Union, No. 13. The strike will affect all shops in which the eight-hour workday has not been established, and it is expected that 1000 printers will go out.

Typographical Union No. 16 of Chicago, Ill., was fined, and two of its chief officers were sentenced to serve jail sentences of thirty days each on January 29 for violating the injunction issued by Judge Jesse Holdom, in behalf of the Chicago Typothetae. The fines levied aggregate $1150.

The "Open Shop" rule went into effect on January 22 on all the contracts of the allied iron trades, iron league and employers in New York City, all of which are included in the National Association of Structural Steel and Iron Workers. It is said that many of the independent contractors have also joined in the "Open Shop" movement. The Housesmiths' Union denies that the "Open Shop" declaration has affected the stand of its members.

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John F. Joseph, a member of the Sailors' Union, is inquired for by his sisters. Address, COAST SEAMEN'S JOURNAL.

Peter Nasman, a sailor, is inquired for by his brother. Address, COAST SEAMEN'S JOURNAL.

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Domestic and Naval.

The schooner Maggie F. Hart, Captain Foster, ran ashore on February 2, near Hatteras Inlet, Va. The crew of eight men were saved in surfboats by Captain Burnett of the Hatteras Inlet Life-Saving Station.

The United States engineer steamboat McGregor recently found the capsized schooner Samuel L. Russell in lower Chesapeake Bay. Steps were taken at once for the destruction of the derelict with dynamite.

Two large icebergs were passed by the British steamer Genesee, which arrived at Philadelphia, Pa., from Liverpool on January 22. The bergs were passed on January 14, in latitude 46.25 deg. north, longitude 46.07 deg. west.

The United States drydock Dewey, en route to the Philippines, was spoken on January 19 by the cruiser Maryland in latitude 27 deg. 52 min. north, longitude 48 deg. 29 min. west. She was traveling four knots an hour. All are well.

President Jones of the National Association of Marine Engineers is urging an amendment to the Ship Subsidy bill so that one-fourth, instead of one-sixth, of the force in the engine-rooms of American merchant vessels shall be Americans.

What is supposed to have been the wreck of the Norwegian bark Cordillera, which was abandoned at sea, was sighted on January 8 in midocean by Captain Clarke, of the British steamer Newholm, at New York from St. Michaels, Azores. The Cordillera's crew were rescued by the Norwegian steamer Olaf Kyrre and landed at Philadelphia, Pa.

The loss of the steamer Trojan, of the Boston and Philadelphia line, in collision with the steamer Nachoochee, of the Savannah line in Vineyard Sound on January 21, was reported at Boston on the 23d by the Nachoochee, which arrived, having on board the master and crew of the Trojan. The collision was due to fog.

Captain William H. Van Schaick, master of the steamer General Slocum, was found guilty at New York, January 27, of criminal negligence in failing to have fire drills on the steamer which he commanded in June, 1904, when that vessel burned, with a loss of over 1000 lives. He was sentenced to ten years' imprisonment by Judge Thomas of the United States District Court.

Baron Rosen on January 22 presented to the United States ship Mayflower, in behalf of Count Witte, himself and the other delegates to the Portsmouth Peace Conference, a handsome Russian silver punch bowl, in recognition of the hospitality which was extended to the delegates on board that vessel during the course of the peace negotiations between Russia and Japan.

The House Committee on Railways and Canals has decided to make a favorable report on the joint resolution introduced by Representative Mudd (Md.), providing for the creation of a commission to examine the Chesapeake and Delaware Canal and report on the desirability of its purchase by the Government and its enlargement to afford a channel connecting Delaware and Chesapeake Bays which will accommodate the largest vessels afloat. The commission, also, is to report on the proposed Sassafras route.

The Marconi Wireless Telegraph Company has announced the opening of a new station. The first message was sent from this station to Captain Hays, of the White Star liner Majestic, on January 18. The station is at Seagate, and is connected with all points in the United States by telegraph lines. The new station forms the final link in the chain of stations whereby all the Atlantic liners are in communication with shore uninterruptedly for between sixty and seventy hours from their New York wharves.

With the Wits.

Take heed, ye topers, ere too late,
Oh, heed this warning, pray;
A man may take his whisky straight,
But not his homeward way.

The selfish man, whose motto fits
With "Ego in excelsis,"
Stands up for his own rights and sits
On everybody else's.

Proof Positive.—"So Jones is a prolific writer?"

"Prolific! Say, I'd like to have the money he pays as return postage."

The Family Tiff.—"There's no fool like an old fool," she snapped.

"Really, my dear," he responded with unnatural calm, "you needn't begin to fret about your age yet."

A Modern Truth.—"Of course, you know," said Kwoter, "that a word to the wise is sufficient."

"Yes," replied Headley, "and if it's a Russian word the wise man won't attempt to pronounce it."

Not Appeased.—Seeing that he had in some way offended the girl, he wanted to make good.

"Didn't Grace cut a sorry figure at the ball last night?" he asked.

She didn't like Grace, and he knew it.

"I didn't notice," replied the girl languidly; "why, did she cut you?"

Soon after he went home.

Sympathetic.—"I'll give you something to eat," said the lady, as she glanced over at the woodpile, "but I expect some work—"

"Lady," pleaded Weary Willie. "I got a splittin' headache."

"You have?"

"Yes'm. The thought of splittin' wood always gives me that kind of a headache."

Sacrifice Imperative.—It was her first proposal, and, although somewhat rattled, she remembered the proprieties.

"You would give up everything for me?" she asked.

He answered her that he would.

"Even smoking?"

"I couldn't do that."

"Sir!"

"No; for I never smoked."

Then he had to promise to learn to smoke so as to have something to sacrifice. And in the heart of each the joy bells rang.

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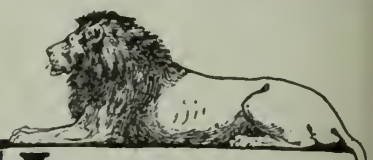


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VOL. XIX. No. 21. SAN FRANCISCO, WEDNESDAY, FEBRUARY 14, 1906. WHOLE No. 957.

THE FOSTER PRO-CHINESE BILL.

Total Repeal of Exclusion Threatened.

American Sovereignty Surrendered to China.

WHEREAS, There is now pending in the Congress of the United States a bill, H. R. 12973 (otherwise known as the Foster bill) by the terms of which it is proposed to greatly modify the Chinese Exclusion Act by limiting to certain prescribed classes the number of Chinese persons who may hereafter be excluded from the United States; and

Whereas, Said Foster bill, by virtue of its incidental features providing for appeals to the courts and for the issuance by the Department of Commerce and Labor of permits to land without any other authority than an oral declaration of eligibility on the part of those Chinese persons seeking admission to the United States, would lead to interminable litigation and the inevitable breakdown of the Exclusion system; therefore be it

Resolved, By the Japanese and Korean Exclusion League, in regular session assembled at San Francisco, February 4, 1906, that we oppose the passage of said Foster bill as an undesirable, unnecessary and dangerous extension of the "exempt class" privileges granted by the terms of the present law on the subject of Chinese Exclusion and as calculated to make nugatory all efforts to exclude Chinese persons of any class; further

Resolved, That we reiterate our insistence upon the preservation of the present Chinese Exclusion Act, without any modification or alteration in any respect; further

Resolved, That copies of these resolutions be submitted to the Senators and Representatives in the Congress of the United States and to the press of San Francisco, with a request for the early and favorable consideration thereof; further

Resolved, That all affiliated bodies and our fellow-citizens in general are hereby requested to express themselves in similar manner upon the measure herein referred to.

Resolutions similar to the foregoing have been adopted by the Labor Council and Building Trades Council. In all likelihood the same sentiment will be expressed by every labor organization and other body of American citizens. The American people are in favor of Chinese Exclusion; the Foster bill would abolish Chinese Exclusion; therefore the American people are opposed to the Foster bill.

The measure under discussion has been expected for a long time. Ever since Secretary of War Taft delivered his famous address at Miami University it has been known that steps would be taken to break down the Exclusion policy. The public was not kept long in suspense. Within a few days following the Taft pronunciamento President Roosevelt issued the "Executive order" commanding the discontinuance of "unnecessary harshness" on the part of the Chinese Inspectors, under pain of "immediate dismissal." Other incidents have followed, and now the logical sequence is maintained in the form of the Foster bill.

It is now apparent to the dullest comprehension that the Administration is determined to repeal the Chinese Exclusion Act, in effect if not in form, by indirection if not by formal declaration. It remains to be seen whose will shall prevail—that of the people, or that of the Government, which, in this instance, assumes a position apart from, against, and above the people.

The question of Chinese Exclusion has long been regarded as undebatable among the people of the West, who have gained their knowledge of that question from personal experience. In the East, where a Chinaman is seldom seen, and where, of necessity, the question of Exclusion is discussed from a theoretical standpoint, there may still be room for debate. Still, it would be an insult to the intelligence of the declared theorist to undertake a discussion of the charge that the Foster bill practically repeals the Exclusion Act. The proof of that charge is plain on the face of the bill, so plain that one wonders at the courage or insincerity, as the case may be, displayed by its terms.

The Foster bill wouldn't exclude a race of elephants, much less a race of men possessed of the superhuman ingenuity common to the Chinese.

Doubtless many persons have honestly felt that a modification of the Chinese Exclusion Act, in respect to the manner of dealing with the "exempt classes," may be possible without lessening the efficiency of the law as a protection to the American people at large. These persons must now realize the fact, long apparent to practical men, that the demand for "modification" in the matter of the "exempt classes" has been in reality a demand for free and unrestricted immigration in the matter of the coolie classes. "Modification" has been at best an entering wedge making for nullification. Those who have sought modification, and modification alone, have simply raised an issue which in the nature of things can not be confined within its original lines. The opponents of Chinese Exclusion, being for the most part shrewd and unscrupulous, have joined freely in the cry for "modification," because that cry assured a maximum of success and a minimum of risk.

Take, for instance, the following example of "modification," as provided by the Foster bill:

Sec. 7. That the words "laborer" or "laborers," wherever used in this Act, shall be construed to mean both skilled and unskilled manual laborers, including Chinese employed in mining, fishing, huckstering, peddling, laundering, or those engaged in taking, drying, or otherwise preserving shell or other fish for home consumption or exportation.

Sec. 8. That all Chinese persons other than laborers shall be entitled to entrance into and residence in the United States or any island territory under the jurisdiction thereof upon the presentation, at the port or place of their arrival in the United States, to the Immigration or Customs officer of a passport or certificate issued by the officer duly authorized therefor by the Government of China, or if issued outside of China by the Chinese diplomatic or consular officer, or in the absence of such representative by any diplomatic or consular officer of the United States, or by the Government of the country of which they may be citizens or subjects. This passport or certificate if in the Chinese or any other language shall be accompanied by an English translation thereof, and shall contain the name of the holder, his occupation or profession, and a description of his person. It shall be the duty of the consular representative of the United States at the port or place from which the person named in the passport or certificate is about to depart, to examine into the truth of the statements set forth in such passport or certificate, and if they are found to be correct he shall certify the same under his signature and official seal. Such passport or certificate, duly vised by the diplomatic or consular officer of the United States, when presented by the person to whom it was issued to the proper Immigration or Customs official at the port or place in the United States where the holder thereof seeks to enter, shall entitle the holder to admittance into and residence in the United States, and the said passport or certificate shall remain in the possession of the person to whom it was issued.

The definition of the words "laborer" or "laborers," read in the light of the general tenor of the bill, means nothing; it is, in fact, a mere pretense of defining in a very limited sense words which are generally understood in a very broad sense. In other words, the definition lessens whatever force might have inhered in the use of the term laborer. The gist of the bill is contained in Section 8. Here the language is plain and to the point. In so many words, the Foster bill declares that "all Chinese persons, other than laborers, shall be entitled to entrance into and residence in the United States * * * upon the presentation * * * of a passport or certificate issued by the officer duly authorized therefor by the Government of China," etc. Certainly nothing could be plainer. Should the Foster bill become law, the Chinese Exclusion policy of the United States will be dictated by the Government of China!

The Foster bill grants to China the absolute and final authority to say who shall and who shall not enter the United States from that country. Practically the Foster bill says to China: "You are dissatisfied with our administration of the Chinese Exclusion Act? Very well; we hereby grant you the power to administer the Act yourself, in your own way and in your own interests." Surely an obliging nation, desirous of purchasing peace at any price, could do nothing more. If the Chinese do not immediately raise that un-American, or rather anti-American, boycott, it will be because we have stooped so low that they (the Chinese) are unable to grasp the full extent of our self-abasement. The man who lies down altogether has no reason to complain if he is walked over.

The provision that passports and certificates issued by the Chinese Government shall be vised by diplomatic or consular officials amounts to nothing. The same may be said of other features of the bill, providing for appeals to the courts on the part of Chinese whose right to admittance is questioned, with all the advantages (to the Chinese) which that recourse implies. To discuss these features would simply be to amplify the obvious.

The Foster bill is a plain relinquishment to China of the sovereignty of the United States. The recent attitude of the Administration, in its anxiety to allay Chinese displeasure and placate the American commercial spirit, has created a profound sense of humiliation on the part of the American people. The Foster bill caps the climax of national disgrace and makes the United States—erstwhile the world's criterion of justice, morality and firmness—a spectacle to be contemned by even the weakest governments and peoples.

Will the American people stand for the consummation of this disgrace? We guess not. We opine, and in fact confidently declare, that when the Foster bill comes up for a vote—if it shall reach that stage of consideration—the American people, through their representatives in Congress, will declare for the maintenance of American sovereignty in the conduct of American affairs.

The Chinese Exclusion Act must and shall be maintained!

Australian Notes.

(For the Coast Seamen's Journal.)

Trade here is still fairly brisk on the waterfront. One of the local shipping companies is employing scabs to work on the wharves, as there has been a little friction with the longshoremen on account of the award of the Arbitration Court which in no case as yet has given the preference to unionists, as was intended should be done when the Arbitration Act came into force.

The Ferry and Tug Boatmen's Union is the first to gain anything through the arbitration Court since the appointment of Judge Hayden, which goes to prove that there is a possibility of the smaller Unions gaining some concessions as these do not affect the large employer. This particular Union has only been brought up to the standard of the seamen, as far as wages are concerned, but with far longer hours, and no preference to unionists.

There has been some trouble in Brisbane, Queensland, through the longshoremen taking action with an oversea company which is carrying cargo in its ships along the Coast, to the detriment of the coastal companies. Our local shipping firms do not seem to worry about any foreign company taking away their trade not only by cheap rates, but also by having to pay the lowest rates of European wages to their crews. The Australian shipping companies seem to forget the other fellow all the time, who may in the near future have all their trade. But they seem to take a keen enjoyment in fighting the man who lives in the same country as themselves.

The agreement between the deepsea stevedores and the Longshoremen's Union expired on December 31, 1905, and a conference took place between the two parties, five from each side, with the result that everything was settled satisfactorily to all, thus saving the heavy expenses of the Arbitration Court, and the Longshoremen gained what no union has secured in this Colony, or State, namely, preference to unionists.

Great credit is due to W. M. Hughes, labor member of Parliament, who conducted the case for the Union (he is also a member of the Union), assisted by four other members, against such able men as Captain Owens, Captain Petersen, Mr. MacKenzie, Captain Napier and Mr. Andrews. As these gentlemen represent the largest firms here you will see that the Union was up against something hard. It remains to be seen how everything will work. There will be a standing committee of three from each side to settle all grievances or to give the definitions of any clause in the agreement.

Sam Smith's seat in the Arbitration Court has now been declared vacant, so that there will now be another election, and I think that Edward Riley, of the Plasterers' Union, will again be elected. He was there temporarily for the last three months, and may safely be regarded as the winning candidate as it is a foregone conclusion that he will receive the indorsement of the Labor Council.

The Seamen's Union has about awakened to the fact that it is time to take Legislative action to remove some of the abuses that seamen have inherited from their forefathers in this state. One of these is the abolition of the "Shipping fee" which compels every seaman to pay a tax of two shillings for obtaining employment and being discharged. Such laws are obsolete in other countries and why not here, among a people who prate of democracy.

Another reform that the seamen require is, that the Electoral laws be amended so as to grant a full and complete franchise to seamen; that the necessary qualifications be six months' service in an Australian ship signing articles in any New South Wales port, and that facilities be made to enable them to vote by post or before a Collector of Customs, and that a ship trading within the state of New South Wales be made a place within the meaning of the Act, and the master of the ship be the returning officer. This in itself will give the seamen power so that we will be able to bring pressure to bear on the politicians in this State. We are also asking the Political Labor League Conference to discuss the request that Sanitary Inspectors under the Health Department be instructed to visit vessels so as to insure that perfect cleanliness of forecastles and sanitary conditions are observed. This does not appear much, but when you observe that our Shipping laws would lead a person to understand that the law would only apply to deepsea ships you can readily see that our coasters are very much neglected, and the sanitary arrangements are in a very bad state, cattle, fruit and hides being packed and stowed close to the forecastle door and other abuses which it is unnecessary to mention in the Journal. Another, but not the least important, condition that we require is that the Employers' Liability Act be amended so as to extend to seamen while in Colonial waters, on board, on shore, or in boats, as under the existing state of things a seaman has no claim and it is up to the seamen to show that we are alive.

Circulars are being distributed here with the heading, "The Coming Labor Union," by Eugene Debs, being a reprint from the Miners' Magazine, of October 26, 1905. One portion of it says: "The way to serve the working class through the A. F. of L. is to get out of it and leave the capitalist class and their henchmen in undisputed control."

As a foot note to this circular is printed the following: "Investigate. Read. Attend I. W. W. Meetings."

Sydney, N. S. W., January 14, 1906.

The Commodore.

Chinese Pigtails.

German papers forwarded by United States Consul-General Guenther, of Frankfort, state that the importation of Chinese pigtails, which are imported into Europe in packages of 1000 pounds each, was recently the subject of court proceedings in England. A laborer who was employed in preparing camel's hair, cheap foreign wool, and human hair, had been taken sick with fatal inflammation of the spleen (milzbrand). In order to fix the cause it was ascertained that the pigtails, after being cut off the heads of Chinamen, were at once braided and packed. The possibility exists that the hair comes from the head of a Chinaman who suffered from the plague or some other contagious disease. Two previous cases of "milzbrand" have occurred among the workingmen of the English establishment. It is therefore indicated that these pigtails should be closely examined under the microscope, and the result may be to prohibit their importation.

The blue-jackets of the British second cruiser squadron will shortly present the United States North Atlantic fleet with a handsome silver cup as a souvenir of the recent visit to the United States.

Overloaded Ships.

During the recent discussion of a bill to promote the national defense, etc., commonly called the Ship Subsidy bill, several astounding statements were made on the floor of the United States Senate by the "salt water experts" of that body. Senator Perkins complacently remarked that when a boy he was "shipmates with able-seamen who could neither hand, reef nor steer; who did not know the foremast from the mizzenmast, or the topgallant yard from the spanker."

Senator Mallory said that a short while ago he was discussing the advisability of establishing the Plimsoll mark, or something similar, for American ships, but found that there was no desire for it; that there was no demand for it in the foreign trade, and he did not know of any in the coasting trade: that while vessels would sometimes overload and incur risk that way the danger of a vessel being lost through structural weakness was so rare that he had never heard of it.

We do not know that the adoption of a Plimsoll mark would be of any value as a factor for saving valuable lives on a vessel structurally weak or built of poor materials, but as a prevention against loss of life by overloading we are inclined to think that there would be "millions in it" for the seamen.

The following list of vessels lost on the Pacific Coast through overloading—foundering because unable to rise with the sea—is a startling commentary upon that besetting sin of the shipowner: Bark Hattie Bessee, 1872; bark Edwin, 1874; bark Cambridge, 1877; ship Grace Darling, 1878; ship Marmion, 1878; bark Thomas R. Foster, 1884; ship Sierra Nevada, 1886; bark Ella S. Thayer, 1886; ship Harvey Mills, 1886; bark Eldorado, 1887; bark Nellie May, 1890; ship Ivanhoe, 1894; steamer Montserrat, 1894; steamer Matteawan, 1894; schooner Jane Grey, 1898.

The foregoing is merely a list of American vessels foundered through overloading bound from Puget Sound ports to California. If we should add to this number the foreign vessels lost in the same manner and the number of American vessels engaged in the Australian trade that have been lost through overloading, the aggregate number of seamen drowned through the cupidity of their fellow men would be something appalling.

Every session of Congress brings with it a number of bills for the improvement of the American merchant marine, but we fail to see any recommendations that will aid the American seaman either financially, physically or morally.

The Doctor.

San Francisco, Cal.

Shipping congestion continues at the port of Buenos Ayres, with little prospect of improvement until after the coming harvest has been shipped. The Argentine Congress has made provisions for building new ports and docks, which in time will remedy the trouble. Regular passenger steamers come and go without difficulty, and it will greatly facilitate our business with Argentina when such a line is running between New York and Buenos Ayres.

By a vote of 8 to 5 the House Committee on Merchant Marine and Fisheries has agreed to make a favorable report on the Littlefield bill, which does away with compulsory pilotage on sailing vessels engaged in the coastwise trade.

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions.)

Told to the Marines.

A New York newspaper recently printed a long yarn about the rescue of the crew of the British schooner Kipling, by the steamer Maine. The crew of the Kipling, it seems, had told the intelligent water-front scribe that during the worst part of the gale that strained their vessel they had constructed and launched a sea-anchor to help keep her head to the wind. Thereupon the "staff artist" of the paper was commissioned to make a picture of the sea-anchor "from description," which he did. And where, gentlemen of the sea, do you suppose the staff artist placed the sea-anchor? Why, towing at the stern of the vessel, with a drift of hawser about the length of a yawlboat's painter! The picture was labeled: "A sketch showing how the crew improvised a sea-anchor in an effort to assist in keeping her head." Now, what do you think of that, you sailormen that brave Old Briny in his lair? "Keeping her head" (up to windward, presumably) with a sea-anchor towing astern! Wow! This is quite as good, if not better, than the yarn told by the present United States Deputy Shipping Commissioner at Providence, R. I., when acting as reporter on the Providence Journal. It was in 1894, and Mr. Nichols, the gentleman in question, was at that time attending to the "Port Notes," "Harbor Jottings," and kindred topics in the aforesaid paper. The five-masted schooner Governor Ames, then the only craft of her kind, and the largest fore-and-after in the world, had just arrived in Providence, after a two-years' cruise around the world. Mr. Nichols was detailed to "write up" the Ames. Next day a two-column story came out, with appropriate headlines. The old salts in Providence—who numbered quite a few in those days—then learned with amazement that the Governor Ames had "collapsible bilge keels"; that her fore-topmast was of "African pine," and measured twenty inches in diameter "at the bowsprit eap"; that the master's son had embarked on the vessel at the outset as second-mate, but in the course of the voyage had been promoted to "ship's amanuensis"—and a few other equally interesting "Harbor Jottings."

The "Independence League," the latest anti-boss and ultra-democratic aggregation of "champions of the plain people," is true to the traditions of its predecessors in the field of "practical politics," in that it carefully omits from its platform any reference whatever to the Initiative and Referendum and the Recall. It's queer how all these "champions of the plain people" think they know what is good for the people much better than do the people themselves—just like the "friends" of the seamen used to think they knew what was good for "Poor Jack" much better than the latter himself did. And the parallel may be extended by the people doing as the seamen did—shaking their "champions" and paddling their own canoe.

Have any of you two-dollar-a-day men ever stopped to think what would happen to you if you were as defiant of the law and the courts as are our trust magnates and high financiers? "Stone walls do not a prison make"—What!

Tests in Seamanship.

The introduction in Congress of the Goulden Manning bill has been the subject of some speculation among the seamen on the Atlantic Coast as to the ultimate workings of the bill, should it be enacted into law. It is not the custom on the Atlantic Coast for masters of vessels to issue documentary discharges to their seamen when paying them off. In fact, there are thousands of seamen who have sailed in the Atlantic coastwise trade during a number of years past who haven't a scrap of paper to prove that fact. These men are apprehensive that if the Goulden bill becomes law they will find it hard to get a ship, as, of course, under that bill they must in some way furnish proof that they are able-seamen before being permitted to ship as such. There need be no fear on that point, however. Although the Navigation laws of the United States have never contained any specific provision for examining seamen as to their efficiency, there has always been an unwritten law making full provisions for such contingencies, and recognized as valid by the courts and the seamen of the country. This is the immemorial custom of a seaman when his efficiency has been challenged to present himself before the chief boatswain of the nearest American man-o'-war and request to be examined in seamanship. If the boatswain examines the seaman and finds that his seamanship is up to the qualifications usually exacted from an able-seaman, and gives the seaman a certificate to that effect, the latter will be accepted in any court of law as sufficient evidence that the holder is a bona fide able-seaman, or ordinary seaman, as the case may be. This custom is not followed so frequently nowadays as it used to be, for the reason that as an oversea maritime nation we are at present rather small potatoes and exceedingly few of them in a hill. But, the custom is still as good "law" as ever, so there is no need for seamen to feel apprehensive over the outcome of the Goulden bill.

President Eliot, of Harvard, is quoted as saying that democracy is the dominant note of our civilization, and that in a hundred years from now this will be the most wondrously democratic nation the world has ever seen. This curious view seems to confirm the current impression among workaday citizens that President Eliot is a good deal of a visionary, rather than a man of sound, practical common sense. If there be any one of our national virtues which more than any other has deteriorated in the last forty years, it is that spirit of democracy and sturdy independence which differentiated the old-fashioned American from all the rest of the world. Instead, we are expanding—contracting would perhaps be the more correct term—into a nation dominated by the most despicable kind of snobs, to wit, money-worshipping snobs. It is difficult therefore for a man with a merely normal equipment of brains to understand where President Eliot derives the premise upon which the prediction attributed to him is founded. A man having regard for facts rather than for theories would have said that in A. D. 2000 this will probably be the most wondrously aristo-snobbocratic nation the world has ever seen.

Fag Ends.

None but a coward or a knave will countenance a wrong without protesting.

An ancient saw revised to fit modern conditions: The world owes every trust a living.

The present winter in the East has so far been of the kind that maketh the heathen coalman rage and the wicked iceman imagine vain things.

When one reads the blackmail revelations in the Town Topics trial one readily understands how the philosopher figured out that "the pen is mightier than the sword."

"Ring out the old, ring in the new!" The regulators of our industrial affairs have with all due solemnity re-christened the "Open Shop" as the "Free Shop." The next in order will be the re-christening of "sweat-shops" as "industrial sanitariums"—and there you are. Great virtues oft inhere in names.

Rear-Admiral Joseph B. Coghlan, in an address on "The Navy," delivered before the Patria Club, at New York, on January 12, advocated an enlargement of the merchant marine as an unfailing base for a naval reserve, and added:

> We have a naval reserve or naval militia, but the last war taught us that such men lack the stamina of fighting men, to say nothing of the long experience necessary on the sea to be useful in a conflict.

Admiral Coghlan has the theory of the thing all right, and no doubt means well enough. But, unfortunately for him and others of his way of thinking, the enlargement of the merchant marine, if it be undertaken at all, will be in accordance with the wishes of certain eminent gentlemen whose patriotism is bottomed on cheap labor and big profits. Hence the more ships we build the more Asiatic seamen will be employed on them, for the Chinese Exclusion Act does not apply to American ships. This is a fair deduction from the make-up of the crews which at present man our transpacific liners. As, according to all competent authorities, the bulk of our future commerce will be carried on the Pacific Ocean it is hard to see where the "base for a naval reserve" will come in so long as the Chinese Exclusion Act does not apply to American ships. If the many estimable gentlemen who toast "Our Seamen" at public banquets would only back their words by deeds—but, that's a horse of another color, of course, and hardly relevant to the subject, perhaps, so—"back to the farm!"

The New York Times thinks that the dilatoriness shown by the authorities in prosecuting the master of the steamer Slocum and her owners is calculated "to decrease the public respect for the law and those who execute it." A writer more observant of the trend of public opinion than the Times man seems to be would have written that it was calculated "to increase the public contempt for the law and those who execute it." Such a phrase as "respect for the law" is a mere meaningless figure of speech in a country where, as in ours, there is notoriously one law for the rich and another for the poor.

Home News.

Justice Deuel, involved in the Town Topics case, has decided to resign from the New York bench.

The report of the Panama Canal Commission, recording its decision in favor of an eighty-five-foot level lock canal, was submitted to Secretary of War Taft on February 3.

The Union Elevator in East St. Louis, Ill., containing 1,000,000 bushels of wheat, was entirely destroyed by fire on February 3, entailing a loss estimated at $1,500,000.

Danish residents of Chicago, Ill., fear an influx of criminals because of the recent amnesty granted to prisoners in Denmark at the time the new King, Frederick VII, ascended the throne.

The double-tracking of the railroad across the Isthmus of Panama is progressing rapidly, and it is expected that both tracks will be ready for service in July. Steam shovels are being utilized in cutting wide embankments.

Colombia has renewed her demand for recompense from the United States because of the separation of Panama. This last application is said to be in general terms similar to the presentment originally made by the General Reyes.

Provision for the abolition of the grade of Lieutenant-General, the highest rank in the United States Army, is made in the Army Appropriation bill, which has been ordered reported to the House from the Committee on Military Affairs.

Wm. H. Bosley was recently held in $1,000 bail for the May term of the United States District Court of the Eastern District of Virginia, on a charge of giving concessions and rebates in the transportation of lumber on the Suffolk and Carolina Railroad, of which he is President.

That more than 1,000,000 infants have been sacrificed to the various concoctions known as soothing syrups and painkillers, and over twice that number killed by impure milk, is the declaration made by Professor H. W. Wylie, Chief of the Chemistry Bureau of the Department of Agriculture.

The completed draft of the report of the New York State Legislature Investigating Commitee recommends drastic measures to change the present methods of life insurance companies. Rebates, bonuses, mutualization, new form of policy, investments, management and State supervision are all to be reformed if the Legislature acts.

A resolution will shortly be introduced in the Iowa State Senate instructing the Governor to invite the Governors of several States to appoint committees from their Legislatures to meet in Des Moines next summer for the purpose of adopting specific and united plans toward an amendment of United States Constitution looking to the election of United States Senators by direct vote. The conference will be national in scope.

The report of the Division of Dead Letters for the month of January shows that the number of letters opened during January exceeded by nearly 300,000 the number opened during the previous month. The unopened ordinary unclaimed letters remaining on hand January 31, 1906, numbered 230,400. During the last fiscal year 11,000,000 pieces of mail were referred to this division for disposition.

The winner of the $25,000 prize for correctly naming the attendance at the St. Louis Expositon in 1904 was Frank Campbell, a convict in the Nebraska State penitentiary, who still has one year more to serve for embezzlement. The winner, however, will receive only $12,500, as, fearing that he might have difficulty in securing the money while imprisoned, he agreed to pay a lawyer half of the prize in case he was successful in securing it.

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Theodore Blackwell, colored, last heard from two years ago when running an engine for the U. S. Government, is inquired for by his mother, Mrs. Elvira Conley, 814 N. Campbell street, El Paso, Texas.

Joseph Clark, a native of Rush, County Dublin, Ireland, is inquired for by his mother. Address, T. Reynolds, Box 65, Seattle, Wash.

LETTER LIST.

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Anderson, John
Anderson, A. G.-515
Andresen, Jens.-1271
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Anderson, Alex.-853
Anderson, Martin
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Anderron, A. E.-906
Abosoionsen, Ole M.
Anderson, S.
Angelbeck, G.
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Blierath, Max
Bowman, Fred
Barnard, Arthur
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Brandenburg, Albert
Bostrom, Wm. pkg.
Borjerron, B. E.
Blom, Chr. A.
Barnekow, A. O.
Bray, John K.
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Buch, David
Brown, W. J.
Bracca, G.-Reg. let. P. O.
Berggvist, J. A.
Berntsen, O.-1280
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Carlson, Fred
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Coffman, Milo
Dixon, George
Dahlman, J. A.
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Sjogren, August
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Schiller, Edwin
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Svensson, Nicolaus
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Wikstrom, W.
Wisbel, Johannes
Westerholm, Aug.
Wilson, Edward
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Yerna, Frank
Yunker, W.
Zeidler, Fred
Zimmerman, Fritz

Pacific Coast Marine.

The British ship Silberhorn, for the past four years laid up at San Francisco awaiting a charter, finally sailed on February 6 for Puget Sound for orders.

The new steam-schooner Tamalpais, built for the E. K. Wood Lumber Company, of San Francisco, was launched from a yard at Hoquiam, Wash., on February 8.

The new steamer Yosemite was launched at Eureka, Cal., on February 7, for C. R. McCormick, of San Francisco. The Yosemite will be added to the lumber fleet of the Coast.

The United States cruiser Marblehead arrived at San Diego, Cal., on February 7, with her crew in a state of incipient mutiny owing to lack of shore leave and severe discipline.

The old revenue-cutter Thetis, famous on the Coast, is soon to be re-commisioned, after having been thoroughly overhauled and repaired at the Risdon Iron Works, San Francisco.

The French bark Vincennes, for one day on the overdue list, with reinsurance quoted at 15 per cent., has arrived at her destination, Yokohama, after a passage of 185 days from Cherbourg.

The fishing schooner Ella G., which had been reported lost with all on board, including "Sea Wolf" McLean, is safe at Uclulet, having arrived there on January 29 with all well on board.

The British ship Beacon Rock, which put into Stanley, Falkland Islands, dismasted on September 18, while bound from Liverpool for Tacoma, resumed her voyage on January 21, having been repaired.

George S. Beadie has filed a libel in the United States District Court at San Francisco against the steamer Robert Dollar, claiming that on July 13, 1905, she ran into and sank a barge owned by him. The sum asked for is $1500.

The new steam-schooner Johan Poulsen was given a satisfactory trial trip on San Francisco Bay on February 3. Captain H. Leninsou is master of the Poulsen. The new vessel is an oil burner, and has a capacity for 800,000 feet of lumber.

The steamer Roanoke, which was damaged by striking the Humboldt bar early in December while bound from Astoria, Or., to San Francisco, has been repaired and is agaiu ready for service on the route between the Columbia River and San Pedro.

Sudden & Christenson, owners of the steam-schooner Acme, have filed a libel for salvage in the United States District Court at San Francisco against the steam-schooner Chehalis, which was towed iuto port in a disabled condition by the Acme.

The steamer Santa Rosa, Captain Alexander, arriving at San Francisco on February 8, from San Diego and intermediate ports, made a record trip up the Coast, having come from the Southern California terminus in thirty-nine and one-half hours.

News was received at Victoria, B. C., on February 7, that the sealing schooner Enterprise of that city, owned by Captain Clarke, was destroyed by fire a week previously at Rio Graude do Sul, together with her cargo of sealskins taken off Cape Horn.

James B. Taylor has filed in the United States District Court at San Francisco a libel against the steamer Dimond, to recover $2279, alleged to be due for labor and material furnished. The Pacific Shipyard and Ways Company make a similar demand on the steamer Eden for $137.

The Spreekels tugboat Dauntless arrived at San Francisco on February 7 from Gray's Harbor, Wash., bringing the new steam-schooner Thomas L. Wand, recently launched on the northern coast. The Wand is owned by Olsen & Mahoney, and is to be used in the lumber business along the Coast.

Pinel Brothers have signed a contract with the Government under which, in consideration of a yearly subsidy of $36,000, they agree to establish a steamship between the Pacific ports of Panama to carry the mails. Heretofore the mail service has been supplied by the Pacific Steam Navigation Company.

Following is the reinsurance list, as posted at San Francisco on February 11: British ship Drumcraig, 143 days from Astoria to Manila, 85 per cent. British ship Pass of Balmaha, 165 days from Montevideo for Salina Cruz, 25 per cent. British ship Bardowie, 174 days from Cape Town for San Francisco, 45 per cent.

A telegram received at San Francisco on February 7 from the North reported that the steamer Portland, which went ashore on Spire Island some weeks ago, was expected to leave Ketchikan on that date under her own steam for Seattle. When the Portland first went ashore it was believed that she would be a total loss.

The Board of Marine Underwriters, of San Francisco, has presented Captain R. J. Dunham, of the steamer Roanoke, with a silver coffee service and a check for $250 in recognition of his services in bringing his steamer safely to port after the accident in which she lost her rudder off the Humboldt bar in November.

Notice has been given that the bell buoy that has heretofore existed at a point 760 feet southwest by west of Mile Rock, near the San Francisco harbor entrance, is to be discontinued after March 1. The new lighthouse on the rock will perform the service for mariners that the old buoy used to perform, and will do it better.

A telegram received at San Francisco on February 8 from Shields, Eng., reports the arrival there of a trawler which witnessed the foundering on February 3 of the British bark Dunbritton, off May Island, on the east coast of Scotland. The Dunbritton was bound from Hamburg for Honolulu. The crew were saved.

To search for the steamer Dora, now long overdue, at Valdez, Alaska, the United States revenue-cutter Rush sailed from Juneau on February 3 for a cruise along the western coast of Alaska. The last reports from the Dora said that the weather in the North was stormy. The Dora has a cargo and mail for many small towns beyond Valdez.

A telegram was received at San Francisco on February 7 that the German steamer Mariechen, previously reported as having been on her beam ends and listed heavily to port on the beach at False Bay, Alaska, with the captain abandoning her as a total loss, has been sending her cargo ashore in the surf, with the Indians taking everything worth saving.

President Roosevelt has ordered a special inquiry into the loss of the Valencia. The commission consists of Assistant Secretary Lawrence F. Murray, of the Department of Commerce and Labor, Herbert Knox Smith, Assistant Deputy Commissioner of Corporations, both of whom were members of the Slocum board, and Captain William T. Burwell, Commandant of the Navy Yard at Bremerton, Wash.

A dispatch from the City of Mexico received at San Francisco on February 6 says that advices have been received there of the wreck of the German bark Ariadne. She was pounded to pieces on the rocks near Mazatlan. The officers and crew were saved. The Ariadne left Newcastle, Australia, on November 22, and arrived at Mazatlan on December 15. She cleared from there for Puget Sound.

Statistics compiled by W. F. Maher, Deputy Collector of Customs at San Pedro, Cal., show that during the year ending December 31, 1905, 1460 vessels, with a total tonnage of 648,958, of which 413,472 tons was steam and 235,486 sail, entered San Pedro harbor. Outward ships carried 97,712 passengers, 29,688 barrels of oil, 13,346 tons of merchandise, 2742 tons of asphalt and 1250 tons of salt.

The Norwegian steamer Otta, arriving at San Francisco on February 6 from China, has been chartered by the Barneson-Hibbard Company to carry a cargo of merchandise to Vladivostok via Puget Sound. The steamers Dumbarton and Mariechen, sent out for the Siberian Coast by this firm some months ago, were both wrecked, but the Otta, sailing at a more favorable time of year, is expected to make the voyage in safety.

After a smart trip from Chicago and New York, the steamer Indianapolis, Captain J. Johnson, arrived at San Francisco on February 5. The Indianapolis was purchased some months ago by the Alaska Steamship Company for use on the northern coast. She left Chicago 103 days previously, getting to sea by way of the Lakes and the Welland Canal, and was 51 days and 15 hours from New York, traveling 14,128 miles by log and averaging 11.5 miles an hour. Stops were made at St. Lucia, Montevideo and Coronel for coal.

The United States Senate on January 30 passed the following bills of interest to the West: Providing a revenue-cutter for service in San Francisco harbor; first-class vessel for the revenue-cutter service at Honolulu; establishing a Life-Saving station at Halfmoon Bay, south of Point Montara, Cal.; construction of a tender for the engineer service of the Twelfth Lighthouse District, and a tender for the Lighthouse Inspector of that District. The Senate also passed bills for a lighthouse at Cape Arago, Or., and for a survey of Coos Bay.

Captain Roald Amundsen, the Norwegian explorer, who traversed the Northwest Passage, started on February 3, to his sloop, the Gjoa, on his return trip to Herschel Island. He will be accompanied as far north as Fort Yukon by mail carriers of the Northern Commercial Company and at this point he will be joined by Esquimau guides. Captain Amundsen has a splendid outfit of dogs. He is in good spirits and has received many letters, books and papers from Norway, as well as letters for each of the crew of the Gjoa from Christiania. The captain on his journey to Herschel Island will carry much mail for the whalers there.

It is reported that there is a great demand on the Coast for ships to carry lumber cargoes to the Atlantic seaboard. Since last October the demand for pitch pine from the Coast has been incessant, but thus far only seven vessels have been chartered for the business, although as many more are required. The sailing vessels John A. Briggs, Gatherer, M. P. Grace, C. F. Sargent, Occidental, Prussia and Harry Morse are engaged to load cargoes of pitch pine, the two first named at a rate of $14 and $15 respectively, and the others at $15.50 each per thousand feet.

HOW'S THIS?

We offer One Hundred Dollars Reward for any case of Catarrh that cannot be cured by Hall's Catarrh Cure. F. J. CHENEY & CO., Toledo, O.

We, the undersigned, have known F. J. Cheney for the last 15 years, and believe him perfectly honorable in all business transactions and financially able to carry out any obligations made by his firm.

WALDING, KINNAN & MARVIN,
Wholesale Druggists, Toledo, O.

Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system. Testimonials sent free. Price 75c per bottle. Sold by all Druggists.

Take Hall's Family Pills for constipation.

F. R. Wall, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. Merchants' Exchange building, California street, near Montgomery; rooms 208-209. Phone Bush 508.

Taylor's Nautical School is now located on the fifth floor in the new building on the corner of Second and Natoma streets, 158-160 Second street, San Francisco.

Prevention of Seasickness.

It was stated recently in a metropolitan (New York) newspaper that on a transatlantic liner which had just come across from Europe were a number of representatives of a German company, who brought along with them "several electrical non-vibrating chairs which were designed to counteract or prevent seasickness." Just what electricity has to do with these chairs was not explained. Perhaps they are constructed according to the arrangement known by physicists as the Julius suspension, which is employed for hanging delicate apparatus so as to prevent disturbances due to vibrations of the building. In this respect the chairs seem to have been successful, as it is stated that no bad effects were experienced while the passengers were seated in them. Unfortunately, however, as soon as the occupant vacated his chair, he felt the effects of the vessel and warnings of coming trouble. For this reason the new wonder can not be considered altogether satisfactory.

Considering the matter for a moment, it would seem that the designers of this remarkable piece of apparatus were proceeding along lines directly opposed to those which they should follow. If the passenger could be placed in one of these non-vibrating chairs and remain seated there during the entire voyage, he would possibly avoid the pangs of seasickness; but this being out of the question, he receives a setback every time he sits in the chair, since he must re-accommodate himself to the motion of the vessel whenever he gets up. What the inventors should do would be to make a chair which would take a prospective voyager and shake him up so thoroughly that he would be over and through with his seasickness in five or ten minutes. A chair of this kind, we believe, was shown at the Louisiana Purchase Exposition, though not intended just for this purpose. Or the steamship companies might arrange to give intending passengers a preliminary treatment extending over several days, so that they can accommodate their systems gradually to living on a moving vessel. Taking a week's training on a model ship, so as to have oneself pretty thoroughly shaken up before starting on the trip, should make one fairly immune from the discomforts of ocean travel.

Fortunately, however, there seems to be no great need for either method of treatment, for with the increasing length and size of ocean steamers, the pitching and rolling have been reduced, so that seasickness is now the exception rather than the rule. This reminds one that the new Cunard steamer, Carmania, was hailed as a vessel upon which one might sail without much risk of seasickness, this immunity being attributed to the turbine engine. The turbines, however, do not prevent the motion of the ship as a whole, they merely do away, to a large extent, with the vibration which is caused by the reciprocating engine, and which, while disagreeable, is not likely to produce seasickness.—Electrical Review.

Consul Wright sends a new table of Munich school teachers' salaries. Male teachers receive $600 the first year, increasing gradnually to $1080 for thirty years' service and over; female teachers one-fourth less. Head teachers receive $242 additional. Drawing teachers receive $382 and sewing teachers $300, which increase to $622 and $426 for thirty years' service. Official life and sickness insurance is provided for by a deduction of 3 per cent from salaries of male teachers and 1 1-5 per cent. from female.

COAST SEAMEN'S JOURNAL

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Established in 1887

W. MACARTHUR....Editor | P. SCHARRENBERG, Manager

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, - - - - FEBRUARY 14, 1906.

SEAMEN AND SUBSIDIES.

Whereas, There is now pending in the Senate of the United States Congress a bill designated S. 529, the purposes of which are: "To promote the national defense, to CREATE A FORCE OF NAVAL VOLUNTEERS, to establish American ocean mail lines to foreign markets, to promote commerce, and to provide revenue from tounage," and

Whereas, Said bill (S. 529) would, if enacted into law, affect the interests of American seamen, to their serious injury, by virtue of the provisions contained in Sections 1, 6 and 7 of said bill (S. 529), inasmuch as these sections, while purporting to create a force of naval volunteers upon a basis of voluntary enrollment on the part of the seamen, would, in practice, make such enrollment compulsory, thus creating a system of conscription, since in order to secure employment on vessels deriving benefit under the terms of the said bill (S. 529) the seamen would be compelled to voluntarily (?) enroll themselves in the naval volunteers; and

Whereas, The general features of the said bill (S. 529) afford no assurance of accomplishing the objects sought, namely, improvement in the materiel and personnel of the American merchant marine, but, on the contrary, are destined to impose upon the public additional burdens for the exclusive benefit of certain classes; therefore be it

Resolved, By the Sailors' Union of the Pacific, that we are opposed to the passage of the said bill (S. 529); further

Resolved, That we hereby urge upon the Congress of the United States the enactment of such legislative measures, now pending in that body, as are calculated to remedy the defects in the Navigation laws, particularly such as bear upon the personnel of the American merchant marine, to the end that the objects sought by Senate Bill 529 may be achieved by legitimate and direct means which shall appeal to and meet with the approval of the American people, reviving in them a personal interest and pride in maritime affairs, without which the profession of the sea and all that appertains thereto must continue in the present state of public indifference and contempt; further

Resolved, That copies of these resolutions be forwarded to the proper quarters, with an urgent request for consideration thereof.

The Ship Subsidy bill will be voted upon to-day by the United States Senate. If history repeats itself, the bill will pass the Senate, go over to "another place"—and there await the results of the next election. Thus the gentlemen seeking re-election will be able to repeat their time-honored stunt of riding two horses, each galloping full speed in a different direction. In localities having a large commercial vote the candidate will "point with pride" to the passage of the bill by the Senate. In other localities the finger of pride will be turned in the other direction, namely, toward the House of Representatives, in which the bill has been held up. The trick is a simple one, and usually very successful.

Whatever be the fate of the Ship Subsidy bill in Congress, it is absolutely certain that that measure will accomplish nothing for the American merchant marine, and less than nothing for the American seaman, merchant or naval. We say "less than nothing" because the bill, by pretending to do something for the seaman, is calculated to satisfy the public demand for such action, and thus to defer the passage of legislation that actually means something. So far as the seamen's interests are concerned, the Ship Subsidy bill is not even a pretense; it is a deliberate insult. When the Congressional Commission was appointed, some time ago, to investigate the conditions of the American merchant marine, it was stipulated that the conditions of the seamen should be studied with a view to recommending such legislation as might be necessary to make sea life tolerable, if not attractive, to American boys and men. Accordingly, a large number of seamen were examined by the Commission. The seamen, through their regularly authorized representatives, submitted a number of well-matured proposals for the betterment of their daily lives.

What is the result? Positively nothing. Had the seamen been overlooked in the investigation they could not possibly have been more completely ignored in the Commission's report. Now the gentlemen of the Commission ask the votes of Congress and the money of the people for a proposition that is purely empirical. The "naval volunteer" scheme might have been, and in fact probably was, evolved in a committee room without the slightest reference to practical conditions; at any rate, it smells of the lamp. Meanwhile, all the seamen's proposals, based upon the practical experience of generations, are given the contemptuous go by; there is nothing in them—nothing, that is, to interest the medicine-men to whom the Treasury is the pharmacopeia and its contents the sovereign cure-all.

Therefore the resolutions adopted by the Sailors' Union of the Pacific, as herewith published. The organized seamen are opposed on principle to the Ship Subsidy bill, first as a measure of class privilege; secondly, as an insult to the seafaring craft. Any measure which assumes to purchase seamen for a paltry consideration in dollars and cents and to enslave them in the name of "national defense" will be opposed by its prospective victims at every stage of the game, whether as a bill or as a law.

Those sterling Australian labor papers, The Worker, of Brisbane, Queensland, and The Worker, of Sydney, New South Wales, issued handsome Christmas numbers, each in its way being a model of seasonable literature for sensible men and women. The Workers are able and valiant champions of labor's cause and well deserve the success that attends them. May they have lots more of it is the wish of theirs truly, the COAST SEAMEN'S JOURNAL.

Eastern pro-Chinese advocates declare that we in the West are "fanatics." So far as fanaticism is synonymous with uncompromising zeal, we plead guilty. So far as fanaticism stands for unreasoning prejudice, we—but we won't argue about that. If our pro-Chinese friends will submit an argument in defense of their own position, we shall be pleased to accommodate them with a complete answer. Calling names proves nothing.

Demand the union label on all products!

"FREE EMPLOYMENT BUREAU."

It is to be expected that the Union Labor government of San Francisco will be made the butt of all sorts of "reformers." Everybody with a hobby will insist upon the city officials getting up behind them, or stand condemned—by the hobbyists—as "false to their pledges." We trust it is not too much to expect that the city government will be equal to the occasion, that it will guard against being misled by the clamor of fakers or the maudlin sentiment of theorists. San Francisco wants honesty, not "reform," in its government; that is what it needs and what it voted for, and it won't be satisfied with anything less. If the Union Labor party shall give the city an honest administration, as we believe it will, it may rest assured of approval by the citizens, regardless of any and all criticism at the hands of self-constituted "champions of the poor," which criticism is usually regarded as a compliment to the common sense of those to whom it is applied.

Of course, the "reformer" is already at work—that is, at work as a "reformer." He insists that the city shall establish a "Free Employment Bureau." In justification of this demand reference is made to the methods of the private employment agencies. These methods are well understood and widely condemned by the public. Every possible effort has been made by legislative and executive measures to abolish the evils of the private employment agency, but without success. Now, because doubt is expressed regarding the proposal to abolish the employment shark at one lick, the doubters are charged with sympathy for the said fish. The "reformer's" process of reasoning is curious, yet simple. He is so fully convinced that his notions are an inspiration from on high that he can not conceive of any honest difference of opinion; whoever differs from him is either a knave or a fool, or both!

Leaving aside the legal question as to the power of the Supervisors to establish a "public utility," as the proposed institution is defined, it is quite evident that the "Free Employment Bureau" would accomplish nothing in competition with the privately conducted concerns in the same business. The theory that the prospective employer and employe will patronize that institution the services of which are free, in preference to one in which payment is required, looks well and may work well—as a theory. But the cold facts of collusion between the employer and the employment agent, on the one hand, and the helplessness of the employe, on the other, do not jibe with that theory. So long as the private employment agent is permitted to carry on business with practically no restraint upon his rapacity, it is certain that the "Free Employment Bureau" would prove a public ornament rather than a public utility, an object lesson in municipal impotency and a mark for every enemy of the government. As the laws now stand, and as they are likely to remain, if the recent decision of the State Supreme Court, in the Dickie case, be any criterion, there seems little immediate hope of abolishing, or even restricting, the private employment agency. An effort to accomplish the latter object, in spite of the almost hopeless outlook, would be well worth while, and will doubtless be undertaken; but that is another story.

The "Free Employment Bureau," honestly conducted, would do some business, of course. It would do some, possibly all, of the business

now done through the advertising columns of the press; but that, we take it, is not the kind of business which the proposal is aimed at. Again, the institution in question would probably do some of the business now done by the trade-unions, through their respective offices. No doubt many employers would welcome the opportunity to free themselves from the "business agent" and "walking delegate" by resort to the "Open Shop" establishment maintained by the city. No doubt, too, the trade-unions would be placed in a rather embarrassing position if forced to place a ban upon an institution established by themselves, so to speak. That the trade-unions would act toward the "Free Employment Bureau" as their immediate interests dictated, regardless of the effect upon the city government, is a foregone conclusion. In a word, the proposed "public utility" would accomplish nothing for the ostensible objects of its care, while it would undoubtedly injure other classes who are at present able and willing to take care of themselves.

The Supervisors are told that such institutions are successful in other cities. Whence comes the information? Why, from the officials who conduct these institutions! Evidence of that kind is worth no more than the paper it is printed on and considerably less than the evidence of one's own reasoning powers.

The sympathy of every right-minded citizen is with the men and women who are forced to seek work through the private employment agency. But sympathy is one thing and practical legislation another. All the sympathy in the world won't run the government for a single day. Moreover, sympathy won't find jobs for the unemployed. On the contrary, sympathy without sense is likely to hurt rather than help the persons upon whom it is bestowed. One thing should be kept clearly in mind. The establishment of the "Free Employment Bureau" will not make a single day's work for a single individual—always excepting the jobs that go with the "Bureau" itself. The total result of the establishment of that institution would be to involve the city government, by a process of reasoning inexplicable but none the less inevitable, in responsibility for the lack of work. A co-related result would be to widen the field and increase the prestige of those who now declare themselves the "representatives of the unemployed." Isn't it rather early to begin the work of raising another Coxey Army in San Francisco? Wouldn't Mayor Schmitz and his colleagues be rather foolish to encourage, and indeed actually start, a movement which is predestined to make San Francisco the Mecca of the unemployed and their "representatives" in all parts of the country? We guess yes. Also, we guess that the Mayor won't do anything of the kind.

If the Union Labor administration would avail itself of a good opportunity to escape the snare that is now set before it for the purpose, chiefly, of ruining its prospects of success, and at the same time commend itself to the confidence of the people, it will put a firm foot down on the "Free Employment Bureau" scheme and notify the promoters of that scheme that they have mistaken the Union Labor party for an easy mark.

You can't judge a man by the coat that he wears, but if there's a union label in the pocket of it, you can make a pretty safe guess.

Demand the union label on all products!

"We have won!" Thus the February issue of the Typographical Journal announces the result of the national eight-hour-day movement of the printers. Only a remnant of the Typothetae forces remains in the field, and that will doubtless be gathered to its fathers within a few weeks. In a number of cities, as in San Francisco, the eight-hour day and union rules have been recognized by many employers who, prior to the strike, were running "Open Shops." The victory of the International Typographical Union is one of the most complete in the history of organized labor, and its results will redound to the advantage of all trades. Congratulations a thousand times over!

Certain of the JOURNAL'S esteemed contemporaries in the labor field have recently passed the annual milepost in their respective careers. The Chronicle, of Cincinnati, O., has completed its fourteenth year, a fact which that paper takes justifiable pride in. The Lancaster Labor Leader, of Lancaster, Pa., has also reached the mature age of fourteen years. These old friends of ours, despite the dignity of their years, are still as full of fight as when they made their first assault upon the vested wrongs of labor. The Portland Labor Press, of Portland, Or., has completed its fifth year and is now a well-established institution. We take pleasure in the success of our co-workers and wish them an indefinite continuance of the same.

The trade-union isn't a "trust in labor" or any other kind of trust! Writers and speakers on the labor question should keep this fact well in mind, otherwise they are apt to be 'way off in their conclusions. Those writers or speakers who assume to defend the trade-union as a trust—"no worse than a trust in capital" (!)—should quit the business. Their views may be well meant, but their methods of reasoning are repugnant to common sense. The person who can't see the difference between the trade-union and the trust can't see the difference between right and wrong. His place is in the elementary class in morals.

What ho, hullo! A consignment of American school-books printed in Japan has been held up at San Francisco awaiting instructions from Washington, D. C., as to its status under the Tariff laws. These books are exact duplicates of the work turned out by the American Book Company, the only difference being one of price. The Jap books wholesale at 7½ cents, whereas the American price is 57 cents! Now, what d'ye think of that? This paper thinks, as it always has thought, that the United States has more to fear from Japanese books than from Japanese battleships.

ATLANTIC COAST MARINE FIREMEN'S UNION.

HEADQUARTERS, BROOKLYN, N. Y., Jan. 31, 1906.
Situation fair.
DANIEL SULLIVAN, Secretary.
15 Union st.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC.

HEADQUARTERS, NEW YORK, N. Y., Jan. 31, 1906.
Shipping and prospects good.
H. P. GRIFFIN, Secretary.
166 Christopher st.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

HEADQUARTERS, SAN FRANCISCO, Feb. 12, 1906.
Regular weekly meeting was called to order at 7:30 p. m., C. Hammarin presiding. Secretary reported shipping rather dull. The committee on celebration of Sixth of March reported progress. After routine business the meeting adjourned at 10:45.
E. ELLISON, Secretary pro tem.
S. W. cor. East and Mission sts. Tel. Main 5397.

TACOMA AGENCY, Feb. 5, 1906.
Shipping medium; prospects uncertain.
H. L. PETTERSON, Agent.
3004 McCarver st. Tel. Main 808.

SEATTLE AGENCY, Feb. 5, 1906.
Shipping dull.
P. B. GILL, Agent.
1312 Western ave. P. O. Box 65. Tel. James 3031.

PORT TOWNSEND AGENCY, Feb. 5, 1906.
No meeting; no quorum. Situation unchanged.
WM. THORBECK, Agent.
114 Quincy st. P. O. Box 48. Tel. 443.

ABERDEEN AGENCY, Feb. 5, 1906.
Shipping fair.
WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

PORTLAND (OR.) AGENCY, Feb. 5, 1906.
Shipping medium.
CHAS. BOCK, Agent.
40 Union ave. Tel. East 4912.

EUREKA AGENCY, Feb. 5, 1906.
No meeting; no quorum. Shipping dull; prospects uncertain.
C. SORENSEN, Agent.
222 C. street. P. O. Box 327. Tel. Main 566.

SAN PEDRO AGENCY, Feb. 5, 1906.
Shipping rather dull; prospects medium.
HARRY OHLSEN, Agent.
P. O. Box 2380. Tel. Main 774.

HONOLULU (H. T.) AGENCY, Jan. 29, 1906.
Shipping dull; prospects uncertain.
C. COLDIN, Agent.
Cor. Queen and Nuuanu sts. P. O. Box 96.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

HEADQUARTERS, SAN FRANCISCO, Feb. 8, 1906.
Regular weekly meeting was called to order at 7:30 p. m., Eugene Burke in the chair. Secretary reported shipping fair. The resolution providing for an appropriation of $165 to appeal the cases of three members of the Nome Federal Labor Union was declared carried. It was decided to affiliate with the San Francisco Labor Council.
EUGENE STEIDLE, Secretary.
54 Mission st.

SEATTLE (WASH.) AGENCY, Feb. 1, 1906.
Shipping medium.
W. SORENSON, Agent.

SAN PEDRO AGENCY, Feb. 1, 1906.
No meeting. Shipping fair.
CHAS. M. DAWSON, Agent.

FISHERMEN'S PROTECTIVE UNION OF THE PACIFIC COAST AND ALASKA.

HEADQUARTERS, SAN FRANCISCO, Feb. 9, 1906.
Regular weekly meeting was called to order at 8 p. m., Ed. Andersen presiding. Secretary reported situation quiet. Election of officers was proceeded with.
NOTICE.—The proposition of establishing a National Seamen's Home is now being voted upon.
I. N. HYLEN, Secretary.
9 Mission street.

LAKE SEAMEN'S UNION.

HEADQUARTERS, CHICAGO, ILL., Feb. 5, 1906.
Situation quiet.
WM. PENJE, Secretary.
123 North Desplaines st.

MARINE COOKS AND STEWARDS OF THE GREAT LAKES.

HEADQUARTERS, BUFFALO, N. Y., Jan. 30, 1906.
Situation unchanged.
H. R. WALKER, Secretary.
55 Main st.

ATLANTIC COAST SEAMEN'S UNION.

HEADQUARTERS, BOSTON, MASS., Feb. 5, 1906.
Shipping fair.
WM. H. FRAZIER, Secretary.
1½A Lewis st.

On the Great Lakes.

(Contributed by the Lake Seamen's Unions.)

Lake Seamen's Conference.

The most harmonious conference of the Lake Seamen's Union held in recent years has just come to a close. The conference met on Monday, January 8, and adjourned on the 16th.

The following were named as a Committee on Rules: Pearce, Slater and Fitzpatrick; Committee on Constitution, Thos. A. Hanson, Murphy, Cringle, Buckley, Benson, Ward and D. C. Hanson; Committee on Resolutions, McCoy, Olander, Scanlon, Slater, Pearce, Lester and Keogh; Committee on Agreements, Jenkins, Fitzpatrick, Roberts, Farrell, Shaw, Penje and Cahill.

The proceedings of the conference are now in each office of the Union and may be read in detail by any member.

Resolution No. 1, to limit the liability of the organization for Death Benefit to those actually dependent upon the deceased for a living, is a step in the right direction. The Lake Seamen's Union is a Labor organization, not an insurance company, and should not be compelled to pay benefits except to those who actually need help. The same may be said of Resolution No. 2 regarding Shipwreck Benefits. Under the present conditions the organization is sometimes compelled to pay Shipwreck Benefit to members who lost nothing whatever. Resolution No. 3 and Resolution No. 5 are very similar, and, in the writer's opinion, were among the most important offered at the convention. Resolution No. 3 limits the number of elected delegates to Conventions to fourteen, and Resolution No. 5 limits the number to ten and conferences every two years, instead of each year, as is now the law. The argument was made for the latter resolution, that it would save about $1500 per year. The argument against it was that it would limit the representation to the Executive Board. The Conference compromised on sixteen delegates every year.

A resolution debarring seamen who come from salt water and who are not members of any union, was defeated, upon the ground of class legislation, and the fear that we would thereby create a lot of scabs who would oppose us in case of a strike.

A resolution preparing a way to trace lost membership books, to fine or expel any member who lends or sells his book, and to punish any member who carelessly loses his book, was adopted by the Convention, and should be adopted by the membership. A resolution to raise the Initiation Fee for able-seamen to $10.00 was defeated, upon the grounds that it has been conclusively proven that high initiation fees and low dues have proved the rock upon which hundreds of Labor organizations have stranded, while a low initiation fee and high dues have shown results exactly the reverse. This brings us to the resolution to raise the dues to 75 cents per month. I do not think that the introducer of this resolution had any idea that it would carry through the Conference. Certainly few members of the Conference have any idea that it will be adopted by the referendum, yet it is only fair to give the members a chance to vote on the question. If it should be adopted, and the resolution to build the "Seamen's Home" is also adopted, there will be no 10 cents per month assessments against our members to maintain the "Home." The assessments will be paid out of the General Treasury. Regarding the "Seamen's Home," the members will have an opportunity to vote on that question some time in July, and I respectfully request every member of the Union to vote. Due notice will be given, and the voting will continue for one week. The adoption of the "Seamen's Home" resolution means a lump sum out of the treasury of ten per cent. of the whole. At present the Lake Seamen's Union would pay something over $6,000 and afterward ten cents per month per member.

A resolution to fine or expel any member who is found guilty of talking of the affairs or business of the Union in saloons or any public place is good and should be adopted. Although the Union obligation covers the point, it can not be impressed too strongly upon the minds of the members that the employers are always eager for any information regarding the movements or intentions of the organiation, and that the friend (?) whom you meet casually may be looking for information.

A resolution to cut down the force of delegates and agents employed by the Union and thereby reduce expenses, while not adopted by the Convention, is an opening wedge toward the correction of a great evil now existing in the Union. Too many members depend solely upon the delegate or agent to see that all members of the crew are in good standing. Too many members, who may be running behind themselves, neglect to drop into the hall when they are ashore, and depend upon the agent or delegate to hunt them up and dun them for dues.

The Inspectors' Card, adopted by this Convention, is the natural consequence of this condition of affairs. The Inspector, if the resolution be adopted, will be empowered by the Union to inspect all books and see that all members of the crew are in good standing, and report those who are not. This is strictly the limit of his authority. He cannot collect dues, settle disputes, and in fact, outside of the duties mentioned, has no more authority than any other member of the crew. The idea of the Convention being simply to encourage the members to go to the hall to pay dues, and take more interest in the welfare of their organization.

A resolution to employ three organizers to help organize the Licensed Pilots of the Lakes, and to give our moral and financial support to them, should be adopted without a dissenting vote. This is a matter of self-preservation. We are not giving any money away, simply lending it, and simply protecting ourselves. I think we should go further and refuse to sail with any mate or pilot not a member of the Union affiliated with the Seamen. This is simply a question of whether you are willing to allow yourselves to be placed in the position of a grain of wheat between two mill stones. Let us, each and every one, give his best efforts toward our own cause, and help the Pilots to their feet, that some day they may help us. Since our convention, a dual body of pilots has obtained a charter from the American Federation of Labor by misrepresenting that they were not affiliated with the International Longshoremen's Association, or so-called "I. L. M. & T. A." The charter was issued contrary to the ethics of Unionism and contrary to the usages of the American Federation of Labor which when a charter is applied for, usually consults any other organization already chartered upon whose jurisdiction the new body may encroach. This was not done in the Pilots' case, and it remains to be seen whether the Seamen will accept the worst of it from shore organizations all the time, or whether they will emphatically demand that they be given the same justice as is accorded organizations on shore.

A protest was entered upon Secretary of the Treasury Shaw's recommendation to abolish the United States Marine Hospital at Portland, Me., Wilmington, Del., Louisville, Ky., St. Louis, Mo., Cairo, Ill., Detroit, Mich., Vineyard Haven, Key West, Evansville, Ind., Memphis, Tenn., Cleveland, Ohio, and Port Townsend, Wash. This recommendation of Secretary of the Treasury Shaw is not surprising and should open the eyes of every Seaman in the world to the opinion in which they are held by landsmen in every walk of life, and should teach them that upon themselves, and upon themselves alone, they must depend for emancipation, and that there should be nothing but harmony and a family feeling among all seamen.

Upon the work of the Committee on Agreements nothing can be made public at present for obvious reasons. In conclusion I wish to say that the whole interest of every member of the convention was centered upon the betterment of the condition of seamen in general and the Lakes Seamen's Union in particular.

W. H. J.

Conneaut, O.

Trade-Union "Homes."

The Brotherhood of Railway Trainmen is going to build an international home, and $75,000 has been set aside to start with, says the Chicago Inter Ocean. The business organizations of Colorado Springs recently held a meeting and decided to make an offer to the trainmen of a tract of land and such other inducements as will practically insure the location of the institution in that city. In this connection it may be of interest to know that the Brotherhood of Railway Trainmen has been in existence twenty-three years, that it has 728 lodges, with 78,000 members, $1,560,000 in its treasury, pays out $140,000 every thirty days in claims, has over $87,000,000 insurance in force and has paid out $11,512,636.13 in benefits.

The foregoing appeared in the Union Leader, of Chicago, Ill. Colorado Springs is a beautiful place, commanding a splendid view of Pike's Peak, the Garden of the Gods, Ute Pass, Manitou, and the Rockies, with a health-giving climate and fertile land. The Printers Home is located in this place and almost surely the home of the Brotherhood of Railway Trainmen will be built there. But I fear that it is not the place for the National Seamen's Home, I think our old comrades would rather be near the water, somewhere along the Gulf Coast, I should think, where there is no severe cold and no very severe heat.

W. H. Jenkins.

Conneaut, O.

The National Steamship Company, with a capital stock of $165,000, was incorporated at Columbus, O., recently. The company will operate the steamer building at the Wyandotte yard for Charles O. Jenkins of Cleveland. The incorporators are Charles O. Jenkins, W. R. Gilbert, C. E. Sullivan, S. S. Pelow and C. F. Wallace.

Marine Notes.

The Indiana Steamship Company will name the new steamer now building for it at the yard of the Toledo Shipbuilding Company, Toledo, Theodore Roosevelt. The president has given his consent to the use of his name.

The 11,000-ton steamer building at the Wyandotte yard of the American Shipbuilding Company for the L. C. Smith Transportation Company will be named for Harry Coulby, President and General Manager of the Pittsburg Steamship Company. The new boat will be a duplicate of the steamers Gary, Corey, Perkins and Frick, which came out last. She will be 569 feet over all, 549 feet keel, 56 feet beam and 31 feet deep. The Coulby will come out at the opening of navigation next spring. The owners of the new boat own the 10,000-ton steamer, Lyman C. Smith.

Captain G. W. Honner, of Grand Haven, Mich., who was master of the iron ore carrier Fleetwood, of the Tonawanda Iron & Steel Co.'s fleet, of North Tonawanda, last season has been appointed master of the freighter William A. Rogers, to succeed Captain F. Derringer, of North Tonawanda. Captain Derringer will continue in the employ of the Niagara Transit Company and will supervise the construction of the mammoth freighter building by the American Shipbuilding Company, which will be known as the Charles Weston, of North Tonawanda.

Bids for dredging the southern portion of Black Rock harbor were opened recently at Buffalo and of the eight bidders the Empire Engineering corporation of New York, was the lowest at $603,154.20. Some time ago money for this improvement was appropriated by the Government, but the Secretary of War, under whose jurisdiction such work is done, declined to sanction the expenditure of money appropriated until the 1,000-ton barge canal was assured. The improved channel will connect with the barge canal at the mouth of Tonawanda Creek.

There is an enormous amount of coal dock work under way at the head of the Lakes this winter. The biggest job is that of the Pittsburg Coal Company at Port Arthur, where a part of what will ultimately be the largest dock in the world is well along toward completion. At Washburn the old Ohio & Northwestern fuel docks will be enlarged by an extension of 200 feet with an additional clamshell machine for the Northwestern dock, which will thus be given a considerably increased unloading capacity. The Northwestern Coal Company's big dock on the bay front at Superior, which was partly built two years ago, will be completed this year and the present unloading and storage space will thereby be doubled. This work is expected to cost in the neighborhood of $600,000. The Philadelphia & Reading Coal Company, which now uses some Great Northern dock space for its coal business, has acquired a site for a large receiving dock on Conner's Point and will build there the coming year.

INFORMATION WANTED.

Clarence Elmer Pederson, who was in the United States Navy two years ago, will please communicate with the Lake Seamen's Union, 121 N. Desplaines street, Chicago, Ill.

Carl Knudsen, No. 6212, will please communicate with his brother, Bernt Knudsen, 92 South Halstead street, Chicago, Ill.

Robert Reesor, No. 5174, Lake Seamen's Union, will please write his brother, George Reesor, 103 Fuller street, Toronto, Ont., Canada.

Geo. T. Hurley, No. 13,845, Lake Seamen's Union, will please write his mother, Mrs. Maria Hurley, 198 Georgia street, Buffalo, N. Y.

BAY CITY LETTER LIST.

Fred C. Hubbard, 2 letters
Thos. F. Ronley, 2 letters
Sandy McDonald
Andrew Wood
William Smith
Harry Smith, 3 letters
Fred Willie
Charles Knowlton

LAKE SUPERIOR LETTER LIST.

Lake Superior
Boose, Paul
Bickford, Ezra
Butler, J. W. E.
Cornell, Robt.
Cormoley, Ed.
Chapman, F. J.
Harrison, Henry
Hay, A.
Hanson, John
Gilness, Peter
Graibner, R.
Iaeger, Louis
Jorgenson, Hans
Jacobson, A. B.
Johanson, F.
Johnson, Anton
Kiley, Paul
Lane, Dawson
Leroy, Philip
Lesmore, Wm.
Larson, Jas.
McLeod, Murdock
Millan, M. John
Nicrmi, Eli
Nilson, Carl
Nilson, Nels
Olson, Fred
Olson, John
Platenoff, Wm.
Peterson, Peter
Rider, Homer
Rahkala, Matt
Roberts, Henry
Svensen, A. E.
Smith, A. W.
Sherod, Ralph
Selstad, A. E.
Shaver, Claude
Stephenson, Matt
Tinsler, John
Thomas, J. G.
Wiese, Sam
Westphali, L. W.
Wahlers, Carl

TONAWANDA LETTER LIST.

Andresen, A.
Andreasen, Niles S.
Borgesen, David
Bristow, E. H.
Brinniers, K.
Bondon, Fred
Brown, Joe
Brown, Clarence J.
Brown, Fred C.
Berryman, J.
Burgess, James
Brick, James J.
Carlson, Chas.
Carron, F.
Clare, Frank
Conger, Joseph
Cunningham, John
Cattanact, Ralph
Christensen, Chas.
Currie, John
Delahage, Horace
Drucks, Louis
Dougherty, James
Eby, Albert
Erikson, Andrew
Engelsen, T. M.
Evensen, Ed.
Flaherty, Wm.
Gillgren, Peter
Gay, Harry B.
Green, J. S.
Heeley, Edwin
Hansen, Martin
Hansen, Therg.
Hansfen, Thov.
Hillman, T. R.
Hanson, T.
Hanson, A.
Hillman, Henry
Herring, S. A.
Hansen, Karl Otto
Johansen, Einar
Johansen, Martin
Jacohson, August.
Johansson, Carl
Jamerson, Wm.
Jeferson, George
Kaelaske, Michael
Karlsson, G. P.
Karlsen, Karl
Larsen, Louis
Lundgren, Viktor
Leeland, W. M.
Laparge, John
Mathasen, Oscar
Magnasson, C. T.
McDonald, Murdock
McLeod, Thos.
McLawhy, Ed.
Nilsen, Niles.
Osterdahl, H. B.
Ommundsen, Tollak
Pedersen, A. H.
Peterson, N. A.
Rollo, Nelson
Rankin, Joe W.
Sullivan, S. T.
Stalls, Wm.
Sheldon, H. S.
Tebo, Henry
Van Anthony, Chas.
Waters, Frank
Young, James

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Telephone 936 R. Seneca.

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Telephone 552.

CLEVELAND, O.....171 East River Street
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Thomas Taylor & Son, Hudson, Mass.

C. W. Post, Manufacturer of Grape Nuts and Postum Cereal, Battle Creek, Mich.

Lehmaier-Swartz & Co., New York City.

Insurance by Workingmen.

The recent public expose of the wretched condition of the unemployed in England, and the sufferings even in this country of aged, infirm, or unemployed laboring men, have roused the attention of the world to the efforts of the German Government to compel the German working classes to make provision for themselves against a rainy day. The employers are taxed for the maintenance of the fund, to which the Government also contributes. The workingmen are compelled by law to allow so much, pro rata, to be taken out of their wages every pay day and handed over to the government. The money thus amassed ensures to the employe, in case of sickness, accident, disablement, or old age, a permanent means of support. But the growth of the movement has been gradual. According to Mr. W. Morgenroth, librarian of the City Commercial College of Cologne, it was suggested by William I.'s message of 1881. Writing in Ueber Land und Meer (Stuttgart), Mr. Morgenroth describes the success of the movement at some length and says:

"It is now twenty years since the introduction of State insurance for workingmen in Germany. From December 1, 1884, dates sickness insurance; from October 1, 1885, industrial accident insurance; from January 1, 1891, disablement and old age insurance. And yet it has already covered so much ground and produced such many-sided and comprehensive results, that it touches almost the whole of the life of our people in its social and economic bearing. Its useful and beneficent results are so apparent, and the disadvantages feared have proved so slight in comparison, that no one in Germany longer thinks of setting it aside, and every one everywhere is anxious to extend and improve it."

The insurance, we are told, provides for the whole lower order of workingmen, and since its establishment (1895-1904) about $1,500,000,000 have been capitalized for this purpose. The employers and the government contribute some 63 per cent. of the sum raised. To quote:

"German insurance for workingmen embraces to-day the whole of the lower stratum of the laboring population. In round numbers 10,500,000 laborers are secured by it against sickness, 18,000,000 against accidents, and the want of old age. Year by year, it now demands an ever-increasing expenditure of more than a half milliard of marks (about $125,000,000), and altogether since its establishment (i. e., from 1885 to 1904) much more than six milliards of marks (about $1,500,000,000) have been raised for it—considerably more than the indemnity paid by France in 1871. For its administration a fund of one and a half milliards of marks has been collected. Of these expenditures, in 1901 the insured workingmen had to raise by their current contributions only 37.6 per cent. (against 46.4 per cent. in 1891), while the balance was covered by the contributions of the employers, the government auxiliary appropriation, and the interest on the entire capital. Yet, apart from the cost of administration and outlay for property, they directly benefited the whole working class by the most manifold aid. Last year alone, over 400,000,000 marks were paid out to workmen and workwomen needing help —to over 4,000,000 sick, about 800,000 injured by accidents, almost 600,000 disabled, and to more than 200,000 old-age pensioners."

Between Germany and other countries the following comparison is drawn:

"No other civilized people expends to-day such sums for working men and the economically weak as is spent in German social insurance. They are gradually beginning in other countries also hesitatingly to follow German pioneering in this field. In Austria, Hungary, Italy, Luxembourg, Belgium, Holland, Sweden, Norway, Finland and Russia, there are being introduced some parts of the social insurance, especially of the accident insurance, and in part also of the sickness insurance, in imitation of the German model. But they are everywhere still far behind the German exemplar in significance. Still less elaborate is the care of workingmen in those States that, like Great Britain and France, wholly lack compulsory insurance for workingmen. By the economic self-help of voluntary organizations of workingmen (upon which all there depends), experience shows that merely a very small part of the wage-earners—generally merely the elite of the laboring class, already raised in itself—is to be won. Precisely to those workingmen who need help most, it offers nothing."—Literary Digest.

British Fishing Industry.

United States Consul Stephens, of Plymouth, Eng., furnishes the following regarding the fishing industry of Great Britain: It is reported that the shellfish season throughout the entire district came to an end earlier than usual. There are a few fishing on the south coast, with satisfactory results. The season for 1905 has been a most productive one, especially in crabs and lobsters. The pilchard fishery, which commenced unusually early, was attended with much success in the matter of numbers during July, but the subsequent months were not so successful. About 50,000 casks (half hogsheads) were cured in the district in addition to a large number during the season disposed of fresh. Altogether, the season, particularly during the summer, was a record one, yet in consequence of low prices, it has not been remunerative. The American market grows very slowly and is not encouraging to the English shippers. The Italian market has been bad. Herring fishing off the Irish coast during the early summer was not a success. The Kinsale mackerel season was a failure, many boats failing to pay expenses. The autumn herring fishery commenced early, with so far little success. Though this fish is at present plentiful, there does not seem to be any regular run; the fluctuation is very great from year to year.

As a result of a recent conference which continued three days between the secretary of the railway ministry and representatives of the employes of the State railways, the "passive-resistance" strike in Austria has been settled. The strikers accepted the proposals of the Government. Nearly all the grievances complained of by the workmen were remedied, and the assurance given that no one would be called to account for participating in the strike. The Government also promised to assume the part of mediator in the case of trouble between the workmen and boards of directors of private railways. The total mileage of railways in Austria is 12,382 miles, and the total population 26,000,000. The total mileage of railways in Bohemia is 3,830 miles, and the total population 6,300,000.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

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Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

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List of Union Offices
ALLIED PRINTING TRADES COUNCIL,
Of San Francisco, Cal.

Abbott, F. H., 314-316 Battery.
Altvater Printing Co., 2593-2595 Mission.
Althof & Bahls, 524 Sacramento.
Art Printery, The, 41-43 Eighth.
Barnhart & Swasey, 107 New Montg'y.
Barry, James H., 429 Montgomery.
Belcher & Phillips, 508 Clay.
Ben Franklin Press, 123 Seventh.
Benson & Liss, 776 Bryant.
Berry Bros., 320 Sansome.
Bickell, L. A., 19 First.
Black Cat Press, 402 McAllister.
Boulin-Leichner Co., 519 Filbert.
Brown, Andrew, Printing Co., First and Mission.
Browne, A. H., 505 Bryant.
Brunt, W. N., Co., 102-104 Second.
Budde, H. F., Cal. Press, 407½ Turk.
Caldwell, J. E., 526 Montgomery.
Clayburgh, Leilich Co., Inc., City Hall Square.
Church Press, 23 Davis.
Collins, C. J., 16 Hayes.
Commercial Publishing Company, First and Mission.
Cook Co., The Morton L., 144 Second.
Crocker, H. S. Co., 217 Bush.
Cubery & Co., 587 Mission.
Danish Printing Co., 410 Kearny.
Daily Racing News, 21-23 First.
Day & McClinton, 538 Sacramento.
Dettner-Wilson Press, 118 Front.
Drake & Baker, 850 Market.
Drum Bros., 638 Mission.
Eastman, Frank & Co., 509 Clay.
Eastman & Mitchell, 28 First.
Fording & Halle, 22 Clay.
Francis-Valentine Co., 5 Anna Lane, off Eddy.
Gabriel Printing Co., 320 Sansome.
Galloway Publishing Co., 146 Second.
Gilmartin Publishing Co., The, 19 First.
Guedet Printing Co., 935 Market.
Golden State Printing Co., 73 Third.
Golden West Press, 146 Second.
Goodman Printing Co., 222 Mission.
Hancock Bros., 809 Mission.
Harvey John D., 509 Clay.
Hayden Printing Co., 417 Montgomery.
Hicks-Judd Co., 21-23 First.
Hiester, Wm. A., 529 California.
Hill, J. Harley Co., 657 Gough.
Hughes, E. C. & Co., 511 Sansome.
Illinois-Pacific Glass Works, 10-16 Main.
Jalumstein Printing Co., 310 Hayes.
Janssen Printing Co., 23 Stevenson.
Knarston Printing Co., 529 Washington.
Lafontain, J. R., 535 California.
Lane & Stapleton, 595 Natoma.
Latham & Emanuel, 511 Sacramento.
Leader, The, 532 Commercial.
Levingston, L., 540 Clay.
Levison Printing Co., 514 Sacramento.
Luce & Iler Co., 406 Sansome.
Lynch, James T., 514 Kearny.
Lyon, W. T. & Co., 161 First.
Magner Printing Co., The Nat. A., 7 Dikeman Place.
Majestic Press, The, 314 Eighth.
McCracken Printing Co., 509 Kearny.
Medina & Co., 221 Sacramento.
Meyerfield, Alfred M., 414 Pine.
Monahan, John & Co., 412 Commercial.
Moore-Hinds Co., 28 First.
Morris & Bain, 108 Market.
Murdock, C. A. & Co., 532 Clay.
Mysell-Rollins Co., 22 Clay.
Nevin, C. W. & Co., 532 Commercial.
Occidental Mystic Press, 506 Hyde.
Pacific Heights Printery, 2438 Sac'to.
Pacific Heights Printery, 2438 Sacramento.
Partridge, John, 306 California.
Pernau Bros., 543 Clay.
Phelan, F. M., 111 Cook.
Phillips & Van Orden, 508 Clay.
Police Bulletin of San Francisco, Hall of Justice.
Recorder Publishing Co., 516 Commercial.
Roesch, Louis Co., 321-25 Sansome.
Rooney, J. V. Co., 1308 Mission.
Samuel, Wm., 411½ California.
S. F. Newspaper Union, 405-407 Sansome
Schreiber, P. H., 809 Mission.
Shanly, J. M., 414 Clay.
Smyth, Owen H., 511 Sacramento.
Sneider & Orozco, 521 Clay.
Spaulding, Geo. & Co., 414 Clay.
Springer & Co., 240 Ellis.
Stanley-Taylor Co., 656 Mission.
Standard Printing Co., 518 Clay.
Sterett Co., W. I., 933 Market.
Sterling Press, 229 Stevenson.
Stuetzel & Co., 144 Second.
Sunset Press, 1327 Market.
Sutter Press, The, 240 Stockton.
Tomoye Press, 144 Union Square av.
Town Talk Printing Co., 146 Second.
Turner, H. S., 3232 Mission.
Valleau & Peterson, 410 Sansome.
Valdo Press, 777 Folsom.
Vale Printing Co., 621 Clay.
Venderoth & Brown, 319 California.
Verner, Geo. A., 1067 Howard.
Western Fine Arts Co., 529 Clay.
Williams, Joseph, 142 Seventh.
Winkler, Chas. W., 146 Second.
Winterburn, Jos., 417 Clay.
Woodward, W. A. & Co., 12 Sutter.

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Buswell & Co., 536 Clay.
Cal. Bookbinding & Printing Co., 28 First
Commercial Publishing Company, First and Mission.
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McGeeney, Wm. H., 23 Stevenson.
Hicks-Judd Co., 21-23 First.
Kitchen, Jr., Co., 510-514 Commercial.
Levison Printing Co., 514 Sacramento.
McIntyre, J. B., 424 Sacramento.
Malloye, F., 422 Sacramento.
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Whelan, Richard I. & Co., 408 9th.
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Bolton & Strong, 621 Clay.
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San Francisco Etching Co., 109 New Montgomery.
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Union Engraving Co., 144 Union Sq. av.
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General News.

Thirteen revolutionists were recently condemned by a drum-head court-martial and executed in the Xanodin district, Russia.

At least twenty-eight men are thought to have met death in a mine explosion in the Parall mine of the Stewart Collieries Company near Oakhill, W. Va., on February 8.

Four persons were killed and ten more or less seriously injured on February 4, in a collision on the Oregon Railroad and Navigation Company's line near Bridal Veil, Or.

The Oregon Supreme Court has upheld the constitutionality of a law passed by the Legislature in January, 1905, prohibiting the reselling or "scalping" of railroad tickets.

The barkentine Jennie Sweeney, from Philadelphia, Pa., for Cardenas, which put into Nassau with loss of foremast and all attached, arrived at Jacksonville recently to be changed into a schooner.

Representative Wagner, of Pennsylvania, has introduced a bill in Congress, for $1,000,000 for the construction of a cable to Guantanamo, Cuba, from Key West, Fla., and to the Isthmus of Panama.

Commissioners have been appointed by the Russian Government to examine the projects of two American promoters for the development of two Asian railroads, one to run from Taskend to Tomsk, and the other to extend from Chita to Behring Sea.

The demands of the colored inhabitants of the Transvaal and Orange River colonies for full political rights are becoming more insistent. The African Colored Political Association, representing all South Africa, is preparing a monster petition to King Edward asking for all the political rights enjoyed by the whites.

Between 15,000 and 25,000 homeseekers started for the West and Southwest on February 5, through the gateways of Chicago, Memphis, St. Louis, Kansas City and Omaha, according to declarations by passenger men who have been closely watching the movement which has been going on ever since the cheap rates were put into effect late last fall.

The three-masted schooner Maggie S. Hart, Captain G. L. Foster, lumber laden, from Wilmington, N. C., to New York, stranded recently four miles south of Cape Hatteras. Captain Foster and crew of seven men were saved by Captain Barnett, of the Hatteras Inlet Life-Saving Station. The schooner lies well off the beach. It is believed she can be saved.

Captain Casto and his crew of six men of the schooner Alberta, who recently rescued sixty-two persons from the Clyde liner Cherokee, off Atlantic City, N. J., have been awarded medals and a sum aggregating $9500 by the Carnegie Hero Fund Commission. Of this sum Captain Casto receives $1500 for himself and $5000 for the education of his nine-year-old son. Each member of the crew receives $500. The names of the crew are: Nels Gregersen, Frederick Bouchie, Marius Nelson, Joseph M. Shute, Axal Holmquist and Lewis J. Johnson.

Advices have been received by the New York office of the Manchester Ship Canal Company of a joint fortnightly service between Manchester and the River Plate by the Leyland Steamship Company, of the International Mercantile Marine Company, and the Manchester Liners, Limited. The service, it is said, will be equal to any existing between Great Britain and the River Plate, and its development will place Manchester among the commercial ports of England. The Manchester Ship Canal Company's developments are especially interesting at present in view of what is being done by this country in Panama in connection with Canal work.

World's Workers.

President Palma of Cuba has vetoed a measure passed by Congress prohibiting the importation of foreigners to work in the ports during strikes.

The Emperor of Japan has donated $25,000 for the relief of the famine sufferers. According to the latest returns nearly a million persons in Japan are on the verge of starvation.

The weekly wage of more than half of the male workers of sixteen years and over in Hungary average from $2.08 to $4.16. Over forty per cent of the female workers receive less than $1.25 per week. The workday averages from nine to ten hours.

The great increase in the cost of living and the rise in rents in Buenos Ayres is causing great inconvenience and discontent among the working classes. The price of meat in that city at the beginning of December was higher than that of Argentine frozen meat of the first quality sold in London.

Out of 178,059 members of 1054 French trade-unions which made returns to the French Labor Department, as to the state of employment, 18,536, or 10.4 per cent, were out of work in November, as compared with 8.9 per cent in the previous month and 11.6 per cent in November, 1904. These figures are exclusive of the miners' unions in the Pas-de-Calais and Nord departments.

By an order of the Prussian Ministry of Public Works, dated December 27, 1905, a nine-hour working day was introduced on January 1, 1906, in the State Railway workshops in the Berlin, Frankfort-on-Main, Magdeburg and Posen Railway districts, and time wages were increased so that no decrease in the workmen's wages should result from the reduction in working hours.

In the 270 British trade unions, with a total membership of 581,630, making returns, 28,734 (or 4.9 per cent) were unemployed at the end of December, as compared with 4.7 per cent at the end of the previous month, and 7.6 per cent at the end of December, 1904. The slight increase in the percentage unemployed at the end of December, as compared with November, was largely due to the Christmas holidays.

The Queensland (Australia) trade-unions registered under the Act had a total membership of 5278 at the end of 1904. This does not represent anything like the full numerical strength, as many unions are not registered. The numbers for this year ought to be considerably larger, considering that the sugar workers have formed a union, and that there is a big increase in the Australian Workers' Union membership in the Western districts and at Charters Towers.

A number of Chinese and a few white men held a meeting in Melbourne, Australia, recently to protest against the passing of the bill to amend the Victorian Factories and Shops Act. They passed a resolution to the effect that as an angry feeling exists in China and Japan regarding Australian immigration laws, "it would be unwise" to pass the proposed humane legislation, which they condemned as "a measure of persecution."

The strike, affecting about 4,000 operatives in the wool and cotton weaving industry throughout Denmark, which commenced on July 1, 1905, terminated on December 5. By the terms of the agreement, which is to remain in force till January 1, 1911, subject to three months' notice before that date, or before any succeeding 1st of January, the working time in those factories in which the daily hours of labor are ten or over is to be reduced by half an hour per day during four months of 1906 and 1907, and during six months of succeeding years. Some increases in wages are also provided for.

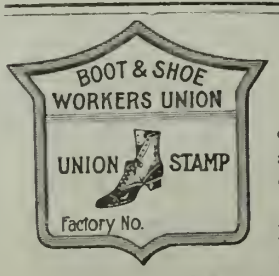
San Francisco Letter List.

Letters are advertised for six months and kept at the Sailors' Union Office for twelve months, all told. If not called for at the expiration of one year letters will be returned to the Postoffice.

Amundsen-1014
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Anderson-760
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Aagard, Chr.
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Abenth, Henriek
Adamson, John
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Albreeht, Emil
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Andersen, Ole
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Barleben, E.
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Bayerle, Rupert
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Rantala, Sam
Rask, H.
Reap, Martin
Reay, S. A.
Rice, Joseph
Richards, Jas.
Richmond, L.
Riise-577
Rinzo, John
Roekwell, Theo.
Roscheck, Paul
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Rosenblad, K.
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Saarinen-1865
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Salk, C.
Salvesen, Sam
Samuelsen, Ad.
Sauceda, Julian
Sawfaroff, N.
Scheltens, G.
Schiemann-1744
Schroder, F.
Schubert-887
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Schumacher, Wm.
Schwencke, C.
Scott, H. C.
Selzer, Max
Showell, R. J.
Siebert, H.
Simensen-27
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Taberman, Erik
Talbot, H.
Tavares, J. I.
Telske, Gustav
Thomas, Ben
Thorn, Arvid
Thorsin, J. G.
Thronsen, C. M.
Uherwimer, F.
Udbye, H.
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Velreck, R.
Wahlstedt, R.
Walsh, John
Wapper, John
Warta, Arthur
Welss, Chas.
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Weslk, Gus
Wicker, Henry
Wihtol, Ernest
Wikman, John
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Lindberg, John
Lindholm, E. A.
Lindholm, Erik
Lindstrom, Olof
Lindstrom, A. J.
Lindseth, G.
Lindroth, Karl
Lund, Martin
Lundgren, Gust.
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Metson, Anton
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Miller, C.
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Meyer, Fritz
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Nicklasson, O. T.
Nielsen, Petter
Nielsen-525
Nielsen, Aksel
Nilsen-520
Nilssen-737
Nilsson, Sigfried
Nothgedacht, H.
Olson-861
Olsson, C. O.
Olsson, Johan O.
Olsson, Waldemar
Ostlund, Ed.
Out, Joe
Oversen, Andreas
Olesson-470
Olsen, Ole
Olsen-791
Olsen-499
Pendergrast, J.
Persson-832
Peterson-1037
Pettersen, Vlethor
Pettersen-1019
Pettersen, Soren
Petterson-851
Petterson, Axel
Pickelmann, L.
Platner, W.
Pols, H. J.
Post, Wm.
Prat, Louis
Prinz, Chas.
Rudlaff, R.
Reig, Tormod
Robertson, M.
Rosan, Oscar
Schade, Wenzel
Schultz, Carl
Seppel, Pet.
Shuls, Chris.
Sprogoe, Theo.
Steinman, Gus.
Swanson-1619
Tait, Geo.
Tonnesen, H. T.
Torkkell, Chr.
Tyrholm, J.
Soderquist, N.
Soderquist, Neils
Soderlund, A.
Soderlund, A. L. K.
Soderman, O.
Sollie, Ing.
Sorensen-1710
Sorensen, John
Sorensen, S.
Spar, N.
Stachan, John
Stenby-1872
Sterra, John
Sterro, Jas. E.
Stjerna, S. M.
Stratten, James
Stromberg, Werner
Stubenrauch, R.
Svanson-1193
Swanson, Oscar
Swendsgaard, J.
Thulin, Fritz
Thulin, H. B.
Tierney, John
Tollefsen, John
Tonsliend, V.
Tragde, C. J.
Trockel, Fritz
Ungerer, P.
Unruh, Paul
Urlbe, Felix
Vigre, Alf.
Willman, Wm
Wleth, L.
Witbro, Axel
Wolbe, John
Westman, A.
Wldeberg, Oscar
Wills, Geo.
Wiberg, John
Wesik, K.
Wilson, Sanford

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Anderson, E. G.
Anderson, G. F. A.
Anderson, Gust.
Anderson, A. W.
Aagard, Chr.
Anderson, J.
Anderson, Chas.
Anderson, A.-650
Andersen, Salve
Andersen, Andrw
Andersen, A. B.
Andersen, E. G.
Andersen, H.-1073
Andersen, Alex-853
Arnesen, Anders
Asplund, Emil
Atkinsen, Sam
Baardsen, E. M.
Barber, A.
Balsen, Ed.
Berkelund, Rasmus
Bertelsen, Alf.
Bjorkgren, Otto
Blom, R.
Blomberg, G.
Brunstrom, U. A.
Berglund, A.
Bergquist, Carl
Berg, J.-1312
Blair, F.
Bowden, F.
Bohnhoff, H.
Bopest, C.
Bratrud, O. M.
Bodian, C.
Bregler, T.
Brodin, J.
Brown, J.
Burns, J.
Bylander, B.
Carlsen, C. A.
Caldwell, Geo.
Carlsen, K. A.-551
Carlson, C. G.-270
Camp, J.
Carlson, Walter
Carlson, Eric
Carlson, O.-942
Christensen, C.
Christensen, Sam
Christoffersen, Carl
Clausen, C. L.
Cochran, Thos.
Conroy, Mathew
Connel, O.
Calberg, Oscar
Calo, Augustin
Christiansen, Frederick
Courtney, Ed.
Danielson, Gustaf
Danielson, Axel
Danielsen, D. W.
Donaldsen, J.
Derth, H. C.
Edson, Frank
Ellingsen, A.-776
Engberg, Oscar
Eckland, Otto
Eckman, G. E.
Ellingsen, P.
Enevolsen, I.
Elo, Oscar
Evans, S.
Eineff, R. H
Eriksen, Fred
Eriksen, M.
Friske, C.
Froitzheim, R.
Fisher, C.
Frandsen, F. F.
Foster, Frank
Gabrielsen, G.
G. I.
Gray, Walter
Gregeriusen, H.
Greenwall, O. P.
Griffey, B. J.
Gronstrom, W.
Grunbock, J.
Gustafsen, K. E.
Gustafsen, A.
Gade, H. M.
Gabrielsen, M.
Grillish, J.
Gjerlow, Ingaard
Gower, John
Gronberg, Carl
Guldberg, Randolf
Hansen, Geo.
Hardy, W.
Hermansen, A.
Hansen, H. A.-1211
Harlof, H.
Hansen, N.
Hirschman, J.
Helman, C.
Hahn, De. W.
Horseley, Robin
Hansen, Theo.
Hahner, F.
Hansen, H. P.
Hayer, E. J.
Haneke, P.
Hansen, J.-747
Hartnettfi J.
Herr, W.
Helm, W.
Hermansen, Ed.
Heggum, L.
Hesterberg, Max
Hilarlen, C.
Holm, J.
Horan, P.
Hoode, P.
Hultgroen, Aug.
Iverssen, Ole J.
Jacobs, Geo.
Johanson-1338
Johansen, K.-1552
Johansen, Paul
Johansson, Evert
Johannesen, Johannes
Johnsen, J. W.
Johnsen, John
Johnson, August
Jensen, J. P.
Jensen, Peter
Jensen, Lauritz
Jansen, J. A.-1259
Jensen, S. G.
Jensen, Christ
Jensen, Geo. L.
Jacobsen, P.
Johansen, C.-1592
Johansen, Axel
Johansen, W.
Johansen, M.
Johansen, C.-725
Johansen, A.-1693
Johansen, John
Johansen, K. J.
Johansen, C. L.
Johnson, H. L.
Johnson, D.
Johnson, K.
Jorgensen, Lars
Johnsen, Oscar
Karlsen, A. M.
Kahlbetzer, F.
Karlsson, Julius
Kelly, P.
Kirstein J.
Knudsen, F.
Karsama, N.
Karlsen, K. A.
Karlsen, O.
Klemenstella, G.
Koester, T.
Kristoffersen, Carl
Larsen, Louis
Lambert, Ed.
Larsen, H.-1199
Larsen, H.-1701
Larsen, H. J.
Ledgett, J. A.
Lieberman, Geo.
Lie, K. O.
Lie, Jens
Lie, S.
Larsen, Hans
Lelsen, W.
Lankow, E.
Larsen, H. C. M.
Lahtonen, F.
Larsen, Axel
Lawson, A.
Larsen, M.
Lewis, Geo. H.
Lind, Oscar
Matiasen, M.
Mattson, F.
Mann, E.
Moore, F. C.
Meyer, Geo.
Morgan, O. O.
Murphy, D.
Morrison, D.
Murphy, D. C.
Maack, H.
Mau, L.
Marthinsen, K.
Maher, J.
Magnusen, K. E.
Martensen, E.
McCallow, D.
McDonald, D.
McCarthy, D.
McGrath, H.
Melgall, M.
Michal, W.
Milse, M.
Michalsen, A.
Molver, J.
Montgomery, J.
Mortensen, H.
Newman, J.
Nelson, W.-592
Neuman, C.
Nelsen, Ivar
Nilsen, H.-680
Nilsen, Asmund
Norholm, K. B.
Nellson, H. M.-754
Nelson, Jacob
Nilsen, Ole-676
Nodelund, Geo. E.
Nurse, U.
Nerlin, K. B.
Nolan, P.
O'Laughlin, M.
Olsen, L.
Olsen, Andrew
Olsen, Anton
Olsen, John C.
Olsen, Harry
Olson, Oben
Olsson, Oscar
Onu, J.
Orling, Gus.
Osses, A.
Olavsen, O. O.
Olsen, P. O.
Olsen, Otto
Olsen, H.-322
Opsal, H.
Ostlin, D.
Overland, T.
Parveshig, H.
Paulsen, P.
Paaversen, O.
Paludan, C.
Pedersen, H. P.
Peeples, S.
Pettersen, Arvid
Pettersen, S.
Pearson, Johan
Pien Rooske, G.
Plantikon, W.
Poulson, H. G.
Pregler, F.
Purnhagen, L.
Paar, E.
Palsen, C.
Pedersen, Hans
Petterson, Chas.
Pederson, Lars
Pilen, A.
Petterson, P. A.
Peterson, John
Plrade, W.
Pedre, F.
Pledvache, Emil
Rasmussen, J. F.
Robertson, M.
Roy, P. N.
Rasmussen, E.
Rasmussen, O.
Rasmussen, J. T. C.
Rasmussen, A.
Reinink, H.
Runke, Ben
Robinsen, J. H.
Ree, H. van
Quinn, D.
Schibsted, J.
Santas, C.
Shane, J.
Schroeder, Aug.
Senade, Anton
Soberg, Gust.
Smevik, J. J.
Sjije, M.
Salberg, O.
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Samsio, S.	Troitzheim, R.
Schutus, E.	Yanger, Oscar
Storsten, H.	Viedeman, C.
Sorensen, S.	Vold, O. P.
Salonon, Alex	Walsh, J. A.
Stenberg, Y.	Weiss, C.
Selin, G.	Wilson, W.
Solberg, B.	Walter, E.
Svensen, F. O.	Wilsen, P. S.
Svensen, G. F.	Wilson, S.
Svensen, Ivan	Wirstrom, C.
Svensen, Olaf	Weger, P.
Swansen, L.	Well, Charles
Strand, E.	West, James
Strand, Oscar	Westcott, W.
Swansen, C. I.	Wick, U.
Stenroth, Alf.	Wight, U.
Soderstrom, A. A.	Wenecke, A.
Serin, D.	Williams, A.
Schultz, E.	Wickman, M. H.
Sullivan, Ed.	Wolf, F.
Steckman, G. W.	Winzens, G.
Svensen, J.	Wahlfred, J.
Thorn, A.	

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Anderson, P.	Holmes, C.
Anderson, P.	Hansen, Throm
Andersson, Charles	Hansen, Th.
Anderson, A.-1060	Ingman, M.
Anderson, Ed.	Iversen, John
Andersen, L.-1245	Johnson, L.-951
Anderson, Gus-1243	Klinker, J.
Anderson, Johan-12	Klingstrand, G.
Burg, Mike	Knudsen, H.-419
Begovich, J.	Kjellgren, John
Berthelsen, A.	Lehtonen, S.
Bernhardsen, C.	Leahy, Wm.
Block, Hermann	Mikkelsen, Alf.
Bridgeman, Ben	Mietinnen, Adolf
Bohm, Adolf	Nelson, Nels C.
Benson, W.	Olsen, Servin
Christensen, V.	Odegaard, O. C.
Christensen, Nels	Olsen, Adolf
Chlausen, J.	Olsen, Emiel M.
Dishler, Peter	Peterson, John
Dahlquist, Fr.	Pederson, Hans
Drew, Wm.	Pettersen, Johan
Dittmayer, Ch.	Petersen, H. P.
Edmundsen, Th.	Reynolds, Roy
Eriksen, Axel	Roni, Erik
Eliasen, Elias	Rohde, Rob.
Edelman, G.	Rohde, Rob.
Egeness, M.	Richardsen, H.
Forsstrom, C.	Salvesen, Sam
Ferraris, G.	Schwenke, Carl
Frederiksen, V.	Swenson, James
Farstad, K. E.	Soderstrom, J. A.
Ferraris, G.	Steinberg, A.
Hanson, Rob.	Thompson, Chris

HONOLULU, H. T.

Abrahamsen, Lars	Lundberg, Corry
Anderson, Sigurd	McKenna
Anderson, Gilbert	Molden, Jakot
Benson, John	Newman, Joseph
Benson, John	Olber, Morsehins
Baldvin, Melmer	Olsen, Olaf
Figel, George	Orchard, S. W.
Hasel, Gustaf	O'Harrow, Frank E
Hakanson, F.	Pache, Paul
Hakanson, Clars.	Ramsey, Morris
Gerdes, T.	Sundberg, John
Johnson, H	Sorensen, C. W.
Johannsen, Emil	Scholl, Karl
Johanson, Hjalmar-1664	Thorns, R.
	Wie, Anton
ohannesen, Sigurd	Wie, Anton

PORT TOWNSEND, WASH.

Andersson-1115	Fizell, Geo. W.
Anderson, Emil	Henningson, Peter
Andersen, Aleck	Helms, W.
Anderson, Eskil	Hinner, P.
Anderson, George	Hudson, M.
Ball, W.	Johansson, Leonard
Fdlund, J. A.	Janssen, Oscar
Fleming, M.	Jansson, Frederick
Johnsson, Johan W.	Mitcheal, A.
Koster, Paul	Mikkelsen, Julius
Kalming, Jacob	Pettersen, Olaf
Karlsson, Artur	Petersen-1019
Larsen, Franklin	Leofem, Fred'k
Lundberg, K. H.	Thomsen, Thos.
Larsen, Julius H.	Troos, John
Moore, Jas. C.	Port Townsend

PORTLAND, OR.

Ardeleanu, J.	Jacobsson, John
Aglitchy, Hans	Jensen, Karl
Auer, A.	Kaiser, K. M.
Boose, C. P.	Luhrs, L.
Ehlers, Henery	Nilsen, Chas.-571
Fristrom, Ivar	Petterson-1018
Henriksen, A. N. S.	Rosberg, A.
	Richardson, E. H.
Jensen, ePter-1431	Styston, M.
Johnsen-1592	Lindstrom, Fred
Joansen, Hans	

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INFORMATION WANTED.

George Bayliss, a native of Woodstock, England, aged about 38, last heard of ten years ago on the Pacific Coast, is inquired for by his brother. Any one knowing his past or present whereabouts will please notify the JOURNAL office.

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INFORMATION WANTED.

Wilhelm and Gustaf Jacobsen, sailing on the Pacific Coast, are inquired for by their half-brother, John Jacobsen at Port Ludlow, Wash.

News from Abroad.

General Linevitch reports the existence of 220 cases of Siberian plague in the Russian army. The total number of sick in the hospital is 744 officers and 14,282 men.

Serious trouble has occurred in Paris and other cities of France in connection with the enforcement of the recently enacted law for the separation of Church and State.

After a prolonged and animated discussion, the bill for continuation of the war taxes passed the Japanese House of Representatives on February 8 by a vote of 221 to 215.

The Japanese Emperor has conferred the first-class order of merit on General Danlioff, the Russian Commissioner in charge of the transfer of the Russian prisoners of war.

Much indignation has been created in Great Britain by the attitude of certain members of the Japanese Government in assuming to criticise the former's system of army organization.

Russian Minister of the Interior Durnovo has refused to grant permits for the proposed congresses of Poles at Warsaw and of Jews at St. Petersburg, which were to have been held this month.

A Russian punitive expedition has captured a large band of revolutionists in the Dahlen estate in the vicinity of Riga. Fifteen of these have been tried by court-martial and shot. The others were flogged with knouts.

At Rickmer's shipyard at Bremerhaven, Germany, on February 8, there was launched the largest sailing ship in the world. The length of the craft is 438 feet, her breadth is fifty-four feet and she is of 8000 tons burden.

All the buildings of the Home for the Aged in the Faubourg de Paris, at Rennes, France, kept by the Little Sisters of the Poor, were destroyed by fire on February 4. Nine bodies were found in the ruins. Three women died from fright.

The forthcoming gunnery reports for the British Navy for 1905 will show the remarkable all-round improvement in average points of 68.26 against 43.22 for 1904. The best showing was made by the Channel, Atlantic and Mediterranean fleets.

President Castro, of Venezuela, is said to be busily engaged in enlisting throughout the Republic and in other ways preparing for war with France. Generals in each State have been commissioned and orders have been given to call the recruits to the colors.

Another section of the contract for the electrification of the street-car system of St. Petersburg, Russia, has been awarded to the American Westinghouse Company. It covers the roadbed and rails of that section, and involves $1,675,000. The power will be generated at Imatra Falls, Finland, and will be transmitted 120 miles.

The elections to the Russian National Assembly have been fixed for April 7. The opening session will take place April 23. April 7 is the Feast of the Anunciation, one of the great Russian holidays. The three weeks between the elections and the convocation of the Assembly is the shortest time in which the representatives from Siberia and other remote localities could arrive.

An American named Wendell Jackson has a project for linking the Duna and Dnieper rivers by a canal near Vitebsk, and forming an international waterway from the Baltic to the Black Sea. The plan is seriously thought of in some quarters, and a committee, made up of the Ministers of Finance and Railroads, has been established and authorized to examine and make a report on the matter, although, owing to the financial situation in Russia, there is no prospect for immediate further action being taken.

Labor News.

A number of coal operators have declared that in event of a strike no effort will be made to run the mines with non-union men.

At a meeting of the Illinois coal operators held at Chicago, Ill., on February 9, it was unanimously decided to refuse the demands made by the United Mine Workers of America.

The constitutionality of the new Pensylvania Factory law will be tested in an appeal by the Hoopes & Townsend Company from a fine of $800 on eight charges.

The Philadelphia (Pa.) Central Labor Union has decided to take up the fight of the international unions of Engineers and Firemen against the Philadelphia Lager Beer Brewers' Association.

The failure of Congress to pass the $1,000,000 Naval Deficiency Appropriation bill has resulted in a reduction of 44 per cent in the force of Navy Yard employes.

The Pennsylvania Child-Labor Committee announces that the Factory Inspectors in Philadelphia are vigorously enforcing the laws against employing children under the legal age.

The Organizing Committee of Typographical Union No. 2, of Philadelphia, Pa., has acknowledged, on behalf of the striking printers, the receipt of $8708.75, as a day's pay from ten unions affiliated with the Central Labor Union of that city, and from one independent union.

Strong representations have been made to Secretary of State Root by Senor Quesada, Cuban Minister, touching the forcible deportation from Key West on January 17 of striking cigarmakers of Cuban nationality. The Minister said that this act was in direct violation of the treaty rights of the Cubans.

The Massachusetts State branch of the American Federation of Labor is opposing the present law exempting from taxation the Ancient and Honorable Artillery Company, and wants it repealed on the ground that the members of the military organization are not entitled to privileges which laboring men do not enjoy.

A contribution of "a day's pay from every union man for the printers" has been indorsed by the Philadelphia (Pa.) Central Labor Union, payable within five months in twenty weekly installments, but may be paid in lump sums. The total amount of the contribution is expected to reach between $125,000 and $150,000.

At a meeting of the representatives of the building trades unions of New York City on February 2, it was unanimously decided to order the various unions in the building trades to go on strike on the 15th in sympathy with the Housesmiths' Union, wherever non-union men are employed in the latter trade.

The collieries throughout the anthracite region have orders to operate at full capacity until next April. A number of washeries in the Schuylkill field that have been closed down resumed operations on February 5 on full time. The companies expect to add 3,000,000 tons of coal to their storage stock in the next few weeks.

Five hundred members of Typographical Union No. 16, of Chicago, Ill., recently voted unanimously to go to jail. As they are on strike, they estimated they might save the $1000 fine assessed against the Union by Judge Holdom if they were permitted to work out the amount in prison. The plan was found to be legally impracticable.

Notice has been served on the clerical force under the Pennsylvania Railroad auditor of merchandise freight receipts, that the working hours of the 400 clerks will be lengthened one and one-half hours a day. The clerks have been working from 9 a. m. to 4:30 p. m., except on Saturdays, when the offices closed at noon. Half an hour was allowed for luncheon.

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Pays 3½ per cent per annum on savings accounts, 4 per cent per annum on term deposits. Compounds both semi-annually.

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20% DISCOUNT TO SAILORS WHO SAIL THE SEAS.



Thursday morning, February 8th, we inaugurated a sweeping discount sale in every department of this big store. We must reduce stock in order to make room for spring purchases. The following discounts are now in force:

10% off on all Men's and Boys' Furnishings; Shirts, Underwear, and everything except Collars and Cuffs and Overalls.

15% off all Men's and Boys' Hats and Caps.

20% off on all Men's and Boys' Clothing; Suits, Overcoats and Trousers (No discount on Bar or Waiter Garments)

The Red Front Clothing Co.
MARKET ST., opp. Powell, S. F., Cal.
Stock reductions by discounts. Cigars and Tobacco not included.
The Home of the Green Trading Stamp. | Coupons of the California Co-Operative Meat Co. taken

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Cigars, Tobacco and Notions
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4 MISSION ST., SAN FRANCISCO
Opposite Sailors' Union Hall
We sell the kind of Goods you require.
Extra Strong Hickory Shirts
Best Overalls
Good Lumber Shoes
Stockton Flannel Underwear
} UNION LABEL
Also a full line of Gentlemen's Furnishing Goods and Hats. Look at our goods. You will be pleased. No trouble to show them.

EXPRESSING
Done by
CHRIS. JORTALL
Stand at Union Office,
Southwest Corner East and Mission Sts.

Domestic and Naval.

Stephen Decatur, greatgrandson of Commodore Decatur, was recently dismissed from the Naval Academy for hazing.

The United States armored cruiser Tennessee left Cramps' shipyards, at Philadelphia, Pa., on February 1, for the Government trial trip off the coast of Maine.

The five-masted Boston schooner Fannie Palmer, ashore on the Virginia coast, is a total loss. She went ashore on the site of a former forest and old tree stumps drove holes in her bottom.

The steamer named the Merida, built for the New York and Cuban Mail Steamship Company was launched from Cramps' shipyard at Philadelphia, Pa., on January 25.

Seven buildings connected with the United States naval training station at Coastop Harbor Island, Newport, R. I., were destroyed by fire on January 28, causing an estimated loss of $100,000.

The Board of Construction of the United States Navy has almost decided to recommend the installation of turbine engines on board the South Carolina and the Michigan, the two new battleships now being designed.

George Blackburn, of the Brigantine Life-Saving crew, has made public his logbook account of the rescue of the passengers and crew of the steamer Cherokee, asking for the credit due him and his mates, "without taking any praise from Captain Casto and his men of the Alberta."

The three-masted schooner Abbie Bowker, 182 tons net register, owned by H. J. Bradley, of Philadelphia, Pa., has been sold to the Dunn & Elliott Company, of Thomaston, Me., and will be placed in the general coastwise trade. The Bowker was built in 1890 at Phippsburg., Me., by T. Bowker, and is 104.7 feet long, 29.6 feet beam and 8.6 feet draft.

The steamer Parthian, of the Boston and Philadelphia, Pa., line, which has been plying between Philadelphia and Providence, sailed from the latter port recently for Boston to replace the lost steamer Trojan, sunk in collision by the steamer Nacoochee. The Arics, which has been tied up at Philadelphia, will probably replace the Parthian on the Providence route.

The new lighthouse at the entrance to Bahia Blanca estuary, with a light of the third order, was inaugurated on January 1. The tower of the lighthouse is of steel, 66.55 metres in height. The lamp, which is petroleum incandescent, gives a flashing white light every five seconds, visible all around the horizon for twenty-four miles, and in ordinary weather for forty-five miles.

Sir Thomas Lipton will not discuss at present his plans to challenge for the America's Cup in 1907. He points out that under the rules it is not necessary to challenge until the fall of this year, and until then he will probably not say what his proposals are. It is understood, however, that Alfred Milne, of Glasgow, Scotland, will design the challenger, and that the Dennys, of Dumbarton, will build the yacht.

At the suggestion of the Shipping Federation a committee, composed of masters of the largest steamers visiting the port of Antwerp and of pilots, has been carefully examining the question of the lighting of the River Scheldt, and proposed seventeen new gas buoys, which would enable the ships of the Red Star, North German Lloyd and Hamburg-American lines to navigate after dark. The proposed improvement has been submitted to the higher authorities, and it is expected it will be carried out. At night time vessels of from 500 to 600 feet in length and with a draught of more than 25 feet can not come up in safety owing to inefficient lighting.

With the Wits.

Poor Papa.—Miss Nearsite—"Isn't that a new bonnet on your mother?"

Miss Wise—"Well, I really think it's on papa."

An Observing Person.—"Crowd up front," shouted the conductor.

"You're right," gasped a passenger at the rear. "I'd noticed it. Crowd here, too."

On the Editor.—"And you expect pay for such a joke as this?" said the editor, indignant.

"Certainly," replied the guilty contributor, "that's just where the joke comes in."

Repetition and Reiteration.—Nell—"I permitted him to kiss me on condition that he wouldn't mention it to any one."

Belle—"And he did?"

Nell—"Well—er—he repeated it the very next minute."

All Decided. — Her Father — "So young Mr. Nervey wants to take you away from me?"

She—"Oh, yes; but he says he'll bring me back after the wedding journey. He has decided that we shall board with you."

Lacking Courage.—Miss Pechis—"Mr. Timmid has asked if he might call tonight. I think he wants to tell me that he loves me."

Her Sister—"Oh, that goes without saying."

Miss Pechis—"Yes, and I'm afraid he will, too."

Her Scheme.—Nell—"May Sharpe won't marry that old Mr. Roxley."

Belle—"Has she broken off the engagement?"

Nell—"No, but she's trying to make him mad so that he'll break it. In that way she'll have a chance of getting his money anyway by suing for breach of promise."

Honesty's Vacation.—Diogenes was refleeting. His quest for an honest man had failed. Suddenly his faee brightened.

"Well, that's one on me," he said. "I ought to have known that between the investigations of insurance and of oil they'd all be driven out of town."

Putting a fresh eandle in his lantern, he started for the tall timber.

LUNDSTROM'S
UNION MADE **$2.50 Hats**
Made by
PACIFIC COAST HAT WORKS
1458 Market St., opposite Central Theater, and 605 Kearny Street.
Country Orders Solicited.
Send for Illustrated Catalogue.

Bagley's Gold Shore Tobacco

For the pipe, don't bite the tongue, 2½ ounce pouches and 16 ounce cans.

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Union made Clothing

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We are one of the pioneers to adopt the union label of the Garment Workers. We manufacture all our clothing in our own workshops, and all of it is made by union men. Ours are the only thoroughly union clothing stores in San Francisco.

Other stores have only a few union-made lines to show union men when they call. But everything is union-made in our store.

In purchasing here you buy direct from the makers at a saving of middlemen's profits.

Ready-to-wear suits and overcoats $10.00 to $35.00.

Made-to-order suits and overcoats $10.00 to $45.00.

Garments can be purchased in either one of our two stores.

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TELEPHONE JESSIE 2821 — SAN FRANCISCO
All Watch Repairing Warranted for Two Years
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ALARM CLOCKS REDUCED TO 45 CENTS
10 PER CENT DISCOUNT
DURING FEBRUARY STOCK TAKING

SMOKERS See that this label (in light blue) appears on the box from which you are served.

Issued by Authority of the Cigar Makers' International Union of America. SEPT. 1880
Union-made Cigars.
This Certifies, That the Cigars contained in this box have been made by a First-Class Workman, a MEMBER OF THE CIGAR MAKERS' INTERNATIONAL UNION of America, an organization devoted to the advancement of the MORAL MATERIAL and INTELLECTUAL WELFARE OF THE CRAFT. Therefore we recommend these Cigars to all smokers throughout the world
All infringements upon this Label will be punished according to law.
P. W. Bertelsen, President, C M I U of America
LOCAL STAMP

PATRONIZE UNION INDUSTRY
SMOKE UNION-MADE CIGARS THAT BEAR THE ABOVE LABEL

H. SAMUEL
(Otherwise known as SAM.)
808 THIRD STREET
Between King and Berry Sts., San Francisco.
GENTS', YOUTHS' AND BOYS' CLOTHING
Gents' Furnishing Goods, Hats, Caps, Trunks, Valises, Bags, etc., Boots, Shoes, Rubber Boots and Oil Clothing of all kinds. Everything strictly UNION MADE. Seamen's outfits a specialty.
If you want first-class goods at the lowest market price give me a call. Do not make a mistake—LOOK FOR THE NAME AND NUMBER.

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Taylor's Modern Navigation, a book for both young and old navigators, is now in the Library of every Pacific Mail Steamship, in many Universities, and is highly recommended by many noted navigators. Send for circulars and testimonials.

Month of White Triumphs At HALE'S

We intend the values this month to be powerful magnets to draw you in closest touch with the advantages Hale merchandising brings you, with the greatly increased strength of the New Store.

Nearly every department is concerned in such a meaningful way that to do justice to each we cannot bring all the sales forward at once, but will announce them as rapidly as occasion permits.

Hale's GOOD GOODS
Two Entrances Market nr. Sixth — Sixth nr. Market

Union Clothing Store
A COMPLETE STOCK OF
Sailors' and Firemen's Clothing and General Supplies.
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The largest first class tailoring establishment on the Pacific Coast using this CUSTOM TAILORS UNION LABEL label
Suits to order from $16.00 up
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Samples and Self-Measurement Blanks free by mail
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COAST SEAMEN'S JOURNAL

FOR THE SEAFARING PEOPLE OF THE WORLD.

OFFICIAL PAPER OF THE INTERNATIONAL SEAMEN'S UNION OF AMERICA.

A Journal of Seamen, by Seamen, for Seamen. *Our Aim: The Brotherhood of the Sea.* *Our Motto: Justice by Organization.*

VOL. XIX. No. 22. SAN FRANCISCO, WEDNESDAY, FEBRUARY 21, 1906. WHOLE No. 958.

TO THE AMERICAN PEOPLE

Danger!

THREATENED REPEAL OF CHINESE EXCLUSION ACT.

A BILL, introduced in Congress on January 24, 1906, by Representative Foster, of Vermont, and known as "H. R. 12973," proposes the practical repeal of the CHINESE EXCLUSION ACT, besides placing the United States in the position of granting to the CHINESE GOVERNMENT the absolute and exclusive authority to direct the admission to the United States of all Chinese persons.

We are opposed to the passage of the Foster bill, upon the following grounds:

1.—It reverses the present policy of Chinese Exclusion by admitting "ALL CHINESE PERSONS OTHER THAN LABORERS."

2.—It defines the words "laborer" or "laborers" in such a way as to embrace only certain classes of labor, thus admitting all other classes of labor.

3.—It provides that "ALL PERSONS OTHER THAN LABORERS shall be entitled to entrance into and residence in the United States upon the presentation of a passport or certificate ISSUED BY THE OFFICER DULY AUTHORIZED THEREFOR BY THE GOVERNMENT OF CHINA."

4.—It provides for appeals to the courts and releases on bail, with the consequent certainty that many ineligible Chinese will escape deportation.

5.—It provides for the issuance by the Secretary of Commerce and Labor of permits to land upon a mere oral statement on the part of the Chinese person seeking admittance to the United States.

6.—IT IS A DISTINCT RELINQUISHMENT OF THE SOVEREIGNTY OF THE UNITED STATES, THUS HUMILIATING THE NATION IN THE EYES OF ITS OWN PEOPLE AND OF THE WHOLE WORLD.

Respectfully,

JAPANESE AND KOREAN EXCLUSION LEAGUE.

San Francisco, Cal.

PROTEST.

IF YOU ARE OPPOSED TO THE FOSTER BILL, CUT OFF HERE, FILL OUT BLANK AND FORWARD IT TO THE REPRESENTATIVE FROM YOUR DISTRICT AND THE SENATORS FROM YOUR STATE.

.....

.....1906.

To.....

Washington, D. C.

I hereby respectfully and urgently protest against the passage of "H. R. 12973, To Prohibit the Coming of Chinese Laborers into the United States, And For Other Purposes." I further urge the maintenance of the present Chinese Exclusion Act, without alteration or modification of any kind.

Respectfully,

.....

Street.....

City.....

State.....

French Ship Subsidies.

The French Chamber of Deputies has been discussing for some months the decadence of the French shipping trade, and, according to Biard d'Aunet in L'Economiste Francais (Paris), legislative measures are to be taken to encourage ship-building and the foreign trade of France. Since 1881 subsidies have been paid by the Government to French shipbuilders and shipowners, and the system of subsidies was remodeled in 1893 and 1902, we are told, but it has not proved successful in producing the desired result. Since 1881, $76,000,000 have been spent on these bonuses. The writer says that a commission has been appointed to inquire into the cause of this decline in French shipping. To quote:

"The detailed report passed in by Mr. Pierre Baudin, in the name of the commission, gives very precise information on the subject. For a long time the French merchant marine held the second place among the powers of Europe—that is to say, after England. In 1886 we became third on the list, and now we are fifth, and the development of Italian shipping threatens to thrust us down very soon to the sixth place. It appears that only 18 per cent of the ships which sail from French harbors for foreign ports fly the French flag; 82 per cent belong to other nations. Yet when the bonuses were first granted French vessels formed 33 per cent of the mercantile marine in our harbors. The decrease seems to have gone on rapidly as the bonuses were increased. We may notice that in German ports the national flag is flown by 51 per cent of the foreign going ships, and in English harbors 73 per cent of the ships fly the Union Jack. The ocean traffic of our harbors has increased within the last twenty years by from 12,000,000 to 18,000,000 of tonnage, yet foreign shipping agents have alone been benefited by this increase. French commerce, moreover, pays annually $50,000,000 in freight charges to foreign vessels."

He proceeds to consider the causes of this rapid decline in French shipping. One of them is that French harbors are, for the most part, ill adapted to the large ships required in modern commerce; secondly, shipbuilding is more expensive in France than in other countries where coal and iron are more abundant In his own words:

"These two obstacles—and they are the only real causes of the condition of things—are not insurmountable. The inferiority of our harbors is certainly due to our own want of foresight. We can only, therefore, consider the second difficulty, that is, the supply of metal and fuel for the construction and propulsion of ships. Serious as this difficulty is, it is not insuperable. Our shipyards produce ships for foreign countries, and we regularly export large constructions in steel and iron, as well as shipping and machinery for the service of harbors, canals and rivers."

He does not advocate cutting off the subsidies, but would regulate them in such a way that they would encourage the building and operation of sufficient French merchant ships to supply the needs of the French colonies, as well as the importing business for French trade, such as is carried on at present by foreign vessels.

While quoting a French statesman who says that the use of subsidies in encouraging trade and manufactures is like morphine injections, which in order to give relief require an increased dose every time, he illustrates this by commenting on Mr. Baudin's report as follows:

"In 1881 the treasury paid $160,000 in bonuses to merchant marine; ten years later, in 1891, it paid $2,000,000; ten years subsequently, in 1901, the annual expenditure rose to $5,200,000; in 1904 it reached $8,000,000. A remedy so costly is not desirable unless it removes the evil against which it is directed. The experience of 25 years proves that the bonus as at present distributed has acted just contrary to the end aimed at."

Mr. d'Aunet points out as follows the best way in which bonuses may be given or commuted so as to put the shipbuilding and sailing business of the country on a more flourishing basis:

"Two rules ought to be observed by the State when it employs the resources of the Budget for the subvention of any particular industry. The first requisite is that encouragement thus given should promise to be efficacious, and the aid be as far as possible proportionate to the services rendered. The second requisite is that the Government aid be accorded in a shape most likely to give satisfaction to the most important interests concerned. The distribution of bonuses so far, and as it is proposed to continue them in the future, has not been in accordance with these two rules. Experience has shown that marine bonuses have been ineffectual. It is plainly seen from the laws of 1881, 1893 and 1902 that no account is taken of the services rendered by the vessels receiving the premium. They may have carried French or foreign freights, or carried none, yet each receives a bonus and the same bonus, which is made proportionate to their tonnage. Even when the tonnage is not used, the bonus is paid in accordance with the number of miles sailed in ballast."

He considers that this anomaly ought to be corrected, and in answering the question whether the present law "gives satisfaction to the most important interests concerned," he dwells upon the necessity of using the bonus as a means of promoting French commerce, and not the commerce of other countries. He observes:

"From what we have said above we are forced to the conclusion that the bonus laws so far existing have lost sight of the most important interests at stake. The promotion of French commerce has been practically overlooked by them. It seems as if the lawmakers considered shipbuilding and freight-carrying as industries utterly independent of commerce, while as a matter of fact they are merely its instruments. A law to foster the merchant marine by bonuses, by favorable taxation, ought to be a law for the promotion of commerce, and should be justified and dictated by considerations primarily commercial. It is probably because these considerations have been lost sight of in the laws so far made in this matter that such poor results have been produced by them. . . . What we particularly need to raise our merchant marine promptly is Government dockyards for the use of private enterprise, and a bonus on the transport of merchandise, in proportion to the value of the cargo and the distance it is carried, with an extra bonus when a vessel carries goods from or to a French port."

Official notification of the acceptance by the Government of the new battleship Rhode Island has been received from Washington by the Fore River Shipbuilding Company, at whose plant the warship was built.

New Ocean Lines.

United States Consul Brittain, of Kehl, Germany, reports that according to a recent article in a German newspaper the Japanese Government has recently granted a subsidy to a Japanese-South American steamship line, which plies between Japan and Buenos Ayres, Argentina. The object of this is to increase the imports of wool, flour, and wheat from Argentina, which products are chiefly needed and desired for Japan's army and marines. An English newspaper also reports on a similar matter, and remarks: "The scheme, which has been under consideration for some time, for the immigration of Japanese workmen to Brazil and the creation for that purpose of a direct Japanese steamship service to Santos and Rio de Janeiro is about to be realized. Two special commissioners of the Japanese Government are now examining, on the spot, the proposal of establishing a Japanese bank at Rio de Janeiro." The same English newspaper also reports that "a syndicate of several banks and commercial firms in Bremen has, in connection with the shipping firm Horn, of Schleswig and Lubeck, formed a new steamship company under the name of the Roland Line, to carry on a direct service between Bremen and the west coast of South America. The formal constitution of the new company will take place in the course of this month."

United States Consul-General Guenther, of Frankfort, writes that it is reported from Bremen that two new steamship companies have been formed at Bremen, with an aggregate capital of 15,000,000 marks. One of the companies, the Roland Line, whose capital is 9,000,000 marks, will run directly to Chile and Peru and will be of great importance to Bremen, as heretofore that port had no regular steamer service to the west coast of America. The other company, Midgard, will have docks at Mondenham, where it has purchased dock facilities from the government of Oldenburg for $300,000.

A private telegram from Hamburg to the Frankfurter Zeitung states that the result of the conferences of the Hamburg shippers for the purpose of meeting competition of Bremen are just being published. Systematic efforts in competition by Bremen are shown in the establishment, by the North-German Lloyd, of the Australian and Java line to compete with the Hamburg-Australian line, also in the Bremen Atlas line in competition with the Hamburg Levant line and in the establishment of the Bremen Roland line to compete with the Cosmos line. The latter retaliates now with lines from Bremen to New York and Baltimore, and has petitioned the Chancellor of the Empire for a concession to carry on an emigrant service.

The Sydney (Australia) wharf laborers handling wheat for oversea vessels recently demanded increased pay—37 cents per hour for carrying and trucking, and 50 cents per hour overtime—and after a few hours' discussion the employers granted the increase.

John A. McCall, until recently President of the New York Life Insurance Company, died at Lakewood, N. J., on February 18. It is thought that the Life Insurance scandals, in which he was implicated, hastened McCall's death.

Demand the union label on all products.

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions.)

Growth of the Windjammer.

News comes from Europe that the "biggest sailing ship in the world" was launched at Bremerhaven, Germany, on February 8. The new vessel, according to the cabled description, is a square-rigged, five-master, 438 feet length over all, 54 feet beam, and of 8,000 tons burden.

This news brings to mind the fact that the genesis of the modern-built leviathan windjammer of many sticks and kites dates back only a little over two decades. Thirty years ago the largest sailing vessel in the world was the three-masted, square-rigged, American wooden ship, The Three Brothers, a flush-decked vessel, about 340 feet length over all, and registering a little more than 2,800 tons. To-day there are hundreds of schooner-rigged sailing vessels in our coastwise and Lake trades which, to use an old forecastle hyperbole, could carry The Three Brothers on their davits. This phenomenal growth in the size of sailing vessels, and also in the number of their masts, in such a comparatively short space of time, impresses no one so forcibly as the seaman who began his career before, or just as, the change to the multi-masted, overgrown windjammers of this generation took place. The present writer well remembers the first square-rigged, four-masted sailing ship he ever saw. It was in the early Eighties, on board the old Rio packet Newlight, then on a voyage from Baltimore to Rio Janeiro with a cargo of flour, and chartered to carry coffee back to Baltimore. We had just got inside the Northeast Trade belt, and were going along on the port tack with the wind just about a point or so free, everything set that would draw, making nine or ten knots an hour. Shortly after two-bells in the forenoon watch, just as we of the watch below were preparing to turn into our bunks after having eaten breakfast, a chap on deck came running to the forecastle door and hollered:

"Hey, there; come up on deck, boys, and take a look at this four-master coming up on the lee bow."

Four-master! If he had reported the Sea Serpent he could hardly have startled us more. Sleep was forgotten as all hands jumped out on deck, helter-skelter, barefooted and in their underwear. And there she was, sure enough, about two points on our lee bow, a four-masted, square-rigger, standing on the starboard tack, with everything set the same as ourselves, but seemingly making worse weather of it. As the stranger had the right of way we kept off just a little to allow her to pass just to windward of us, and as she did so she came close enough for us to make out that she was the John O'Gaunt, of Glasgow. The consensus of opinion among the crowd was, however, that she did not look nearly as shipshape as the general run of three-masted ships, and this opinion is probably shared to this day by every sailorman who remembers the stately packets that sailed the seas thirty years ago.

About the time that we sighted the John O'Gaunt, the shipyards on the Clyde got busy turning out an enormous number of large sailing vessels, and in the years that followed the four-masters became quite common.

Most of those were square-rigged only on the fore, main and mizzen masts, and fore-and aft rigged on the jigger mast. This class of vessels was listed at Lloyd's as a "shipentine," but the name, for some reason, never found a place in the vocabulary of seamen. It was not until the Nineties, however, that the five-masted square-rigger made her appearance. Among the first in that class were the German ships Potosi and Preussen, two monsters which greatly exceeded in size and sail area anything then or since afloat. These ships were built for the saltpeter trade between Hamburg and Iquique, and on account of their tremendous size could be driven in a strong breeze at a speed which only an "ocean greyhound" can attain. Both the Potosi and the Preussen have made the passage from Hamburg to Iquique in fifty-seven days, an average of 197 miles a day.

Curiously enough, the first four-masted schooner was launched about the time that the first four-masted square-rigger slid off the stocks, and the advent of the first five-masted schooner also corresponded with the advent of the first five-masted square rigger. But, here the parallel ceases; for while the square-rigger has never advanced beyond the five-masted stage, the schooner has already reached the seven-stick class in the Thomas W. Lawson. It is hardly likely that the number of masts now in vogue will be increased, either on schooners or square-riggers. For one thing, even with their steam donkeys, the modern multi-masters are almost unmanageable in bad weather. For another thing, their great draft prevents them from entering any but the largest ports, and as few ports in the world can accommodate vessels drawing so much water as do these craft, it is not probable that any increase in their size will be attempted.

A private in the second regiment of the United States Marine Corps has written all the way from Olongapo, P. I., to the New York Herald to register a kick against the abuses connected with the service in general, and his own regiment in particular. After enumerating the various grievances of himself and his mates, he puts a large part of the blame on the better halves of the officers in command. These ladies, he avers, just to drive dull care away and to amuse their babies, induce their husbands to drill the marines at unseasonable hours and to put them through fancy manœuvers and the latest pas de militaire. Finally he quotes verbatim a great portion of an article which appeared in this department of the JOURNAL some months ago, under the caption, "The Man Behind the Gun," in which the present writer commented upon the marked reluctance of young men to enlist in the Marine Corps. This serves to show the extensive circulation, geographically considered, which the JOURNAL enjoys, a circulation exceeded by but few publications in the world, and certainly not equalled by any other labor paper. Every shot fired in these columns is "heard 'round the world."

The insurance investigation may now safely be added to that long list of investigations, each of which for the time being contributed to the gayety of the nation and furnished an abundance of copy for the newspapers but was as barren of results as an average "reform administration" is of reforms. But, "mundus vult decipi"!

Fag Ends.

Discretion is certainly the better part of valor when contemplating a trip on one of our modern flimsy, inflammable excursion steamers. As a worthy successor to the now defunct slogan, "Remember the Maine!" nothing could be more apropos than "Remember the Sloeum!"

True to the mania for dress and fashion characteristic of the age, the admirers of Colonel W. J. Bryan are already anticipating the pleasure of beholding their hero dressed in a Datto uniform. If he should ever appear in public in that uniform Mr. Comstock will surely get busy, for (unless the fashions have changed since the present writer was a beachcomber in that part of the world) the Datto uniform on state occasions consists chiefly of a rather abbreviated ratskin apron in front, and a bunch of spears behind. On ordinary occasions the uniform—well, er, really, there is nothing to it.

A facetious comment was made in this department of the Journal some months ago on the incongruity between the name of Bonaparte and things naval in general. Now comes news from Washington that Secretary Bonaparte, of the Navy Department, will be transferred to the post of Attorney-General because he "has not been considered a successful Secretary of the Navy," and it is significantly added that "comment in this connection is made on the fact that Napoleon Bonaparte's failures prior to Waterloo were made almost exclusively in connection with the French navy." All of which brings to mind the old topsail-halyard chanty:

Old Bonny was a warrior—
To me way—heigh—ho;
But we licked him at Trafalgar—
John Francois.

"One Cantonese coolie is worth two Jamaica negroes working on the Isthmus," says Chief Engineer Stevens, of the Panama Canal Commission. Why, yes; Jamaica negroes can not be forced to work thirteen hours a day, or be driven with a stick, or fed on rice and salt fish, or be chained up like wild animals in a bullpen at night when the day's work is done, as are the Cantonese coolies employed in South Africa. These facts constitute the real "nigger in the woodpile" in the Panama Canal Commission's labor problem.

Now that the British have an "Aliens Act" and are enforcing it in earnest, it will be interesting to learn what the Eliots and Carnegies among us have to say about the "inhumanity" of our "kin across the sea" in thus "shutting the door of opportunity" against "the oppressed citizens of nations less favored than ours," etc. At the outset, they are estopped from charging it up to "irresponsible demagogy," for Great Britain is admitted upon all hands to have a much more "safe, sane and conservative" government than we have. Perhaps they will take the Hon. Joseph Chamberlain's view of it, and blame our Protective tariff.

The "insurance scandal" is now, in the language of the corps diplomatique, "a closed incident." Next!

Home News.

Lincoln's birthday was very generally observed throughout the country on February 12.

Miss Alice Roosevelt and Nicholas Longworth were married in the White House on February 17.

President Roosevelt has issued an appeal for public contributions in aid of the sufferers from famine in Japan.

The Freiner two-cent railroad rate bill has passed the Ohio Senate, and now goes to the Governor. The bill passed the House almost unanimously.

The Standard Oil Company of New Jersey has declared a dividend of $15 a share. The dividend declared this time last year was at the same rate.

The bill to establish a whipping-post for wife-beaters in the District of Columbia was defeated in the House of Representatives on February 12 by a vote of 153 to 60.

Secretary of State Root has announced that he will begin at once the reorganization of the State Department, and put it on what he considers as a business basis.

The Chicago City Council has passed an ordinance directing all gas companies to supply gas at eighty-five cents a thousand feet. At present some consumers pay $1 a thousand and others ninety cents.

The annual report of W. C. Garrison, chief of the New Jersey Bureau of Statistics, shows that capital invested in the industries of that State amount to $509,758,252, giving employment to 208,526 persons.

An unusual court order, which contemplates the service of Pope Pius X with the summons and complaint in a suit for the construction of a will, in which the Pope is made a defendant, was issued recently by Justice Amend, of the New York Supreme Court.

Full reparation for the ill treatment of Miss Elsie Stern, of Buffalo, N. Y., and Miss Anna Snyder, of Cedar Rapids, Ia., has been made by the Turkish Government. Officials responsible for the arrest have been imprisoned at Constantinople.

The Bank of America, incorporated at Chicago, Ill., last December with a capital stock of $250,000, was placed in the hands of a receiver on February 15 by Judge Chytrans of the Superior Court on complaint of John E. Kavanaugh, one of the stockholders.

Mrs. Miriam Mason Greely, President of the National Society, Daughters of the Empire State, of New York, has presented to President Roosevelt petitions bearing the signatures of about 2500 residents of the State of New York, praying that legislation be immediately enacted which will prevent further impairment of the volume of water in Niagara Falls and to preserve the grandeur of the Falls.

The Pennsylvania Legislature completed the business for which it was called in extra session, and adjourned on February 15. All of the reform legislation enunciated by the Governor in his official call was enacted with the exception of civil service for the State officers. Among the important bills passed was one consolidating the cities of Pittsburg and Allegheny City into Greater Pittsburg.

In the criminal court at Washington, D. C., on February 13, George W. Beavers, former Postoffice official, pleaded guilty to the indictments charging him with having conspired with former State Senator George E. Greene of Binghamton, N. Y., and W. D. Doremus to defraud the Government in connection with the furnishing of postal supplies and also of bribery and was sentenced to two years in the Moundsville, W. Va., penitentiary. He was taken into custody at once.

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Herman Haino, last heard of in San Francisco fifteen months ago, is inquired for by G. P. Hornberg. Address, 409 Drumm street, San Francisco, Cal.

INFORMATION WANTED.

Theodore Blackwell, colored, last heard from two years ago when running an engine for the U. S. Government, is inquired for by his mother, Mrs. Elvira Conley, 814 N. Campbell street, El Paso, Texas.

Joseph Clark, a native of Rush, County Dublin, Ireland, is inquired for by his mother. Address, T. Reynolds, Box 65, Seattle, Wash.

LETTER LIST.

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Pacific Coast Marine.

The bill for a Life-Saving Station at Halfmoon Bay, Cal., has passed the United States Senate.

The steamer Pennsylvania, recently purchased for service on the Coast, arrived at Rio de la Plata on February 13, en route from Philadelphia.

The British ship Sierra Lucena, out 111 days from Blakeley, Wash., for Melbourne, Australia, and quoted the past few days in the reinsurance market at 10 per cent., is reported to have arrived at her destination.

News comes from Boston that the American ship Henry B. Hyde, which went ashore on the New England coast some months ago, is to be blown up by dynamite to secure her masts, which are intact.

The revenue cutter Rush, which was sent out to search for the lost steamer Dora, has wired the Seattle Custom-house from Seaward that the officers of the cutter had been unable to obtain news of the lost vessel.

The schooner David Evans, of San Francisco, which put into Hongkong on February 5, with her chronometer out of order, while bound from Puget Sound to Manila, P. I., resumed her voyage on the following day.

The new steam-schooner Yosemite arrived at San Francisco on February 11 from Eureka in tow of the tug Dauntless, and will have her engines installed at the former port. The Yosemite will be operated by C. R. McCormick.

Following is the reinsurance list, as posted at San Francisco on February 18: British bark Drumcraig, 150 days from Astoria for Manila, 90 per cent. British bark Daylight, 179 days from New York for Yokkuichi, Japan, 8 per cent.

Superintendent Kimball of the Life-Saving Service, has notified Senator Perkins, of California, that as soon as funds are on hand telephonic connection will be provided between Willapa and Gray's Harbor Life-Saving Station and the mainland.

The overdue British ship Pass of Balmaha, 163 days out from Montevideo for Salinas Cruz, was reported on February 15 as having arrived at her destination. A rate of 40 per cent was quoted upon the vessel, but there was little or no speculation.

Having advanced to a rate of 90 per cent on the overdue list, the four-masted British ship Drumcraig is generally supposed to have been lost. The Drumcraig sailed from Portland, Or., on September 22 for Manila, P. I., and has not since been heard of.

The president of the Union Iron Works, of San Francisco, recently appeared before the House Claims Committee in favor of the bill carrying $2,500,000 to reimburse shipyards for losses sustained by building torpedo vessels, including the San Francisco firm.

The Dominion Marine Department has ordered a lifeboat to be shipped to Victoria, B. C., for the equipment of a life-saving station for the Vancouver Island coast. Another lifeboat will be built, and arrangements will be made to have the wrecking steamer Salvor carry modern lifeboats.

After a fast trip of sixty days from Antwerp, the new freight steamer Bessie Dollar, built at Port Glasgow for the Dollar Steamship Company of San Francisco, arrived at the latter port on February 14, under command of Captain Gow, and laden with a cargo of 5,975 tons of freight, of which more than 5,000 tons is cement.

The steamer Roanoke, under command of Captain R. J. Dunham, sailed from San Francisco on February 10 for Eureka, Coos Bay and Portland, after having been repaired, following the loss of rudder and rudder-post as a result of striking on Humboldt bar on November 27. The Roanoke was converted into an oil-burner during her enforced idleness in port.

A persistent rumor is being circulated in railroad and steamship circles to the effect that James J. Hill, of the Great Northern Railroad, has it in mind to place a line of steamers in service very shortly between San Francisco and Honolulu, entering into competition with the Pacific Mail and the Oceanic steamship companies.

The British ship Bardowie, Captain Suiter, lately on the overdue list, arrived at San Francisco on February 15, 364 days from Newcastle, Eng., and 178 days from Cape Town, with a cargo of merchandise. The Bardowie put into the latter port in distress and remained there for a month making repairs.

Forty-one of the Valencia victims have now been recovered from the sea. Two more bodies, both badly decomposed and unidentified, were picked up on February 9 at the scene of the wreck. They were buried where they were found. Eight unidentified bodies were buried at Victoria, B. C., on the same day. Bishop Perrin of the Anglican Cathedral read the burial service.

After an overland journey of six months, Corporal Munroe, of the Northwest Mounted Police, has arrived at Edmonton, having made the trip from Herschel Island, on the Arctic ocean. Munroe says there are ten ships imprisoned in the ice at Point Barrow, with 446 persons, including several women, aboard, and that there is grave danger of serious mortality among these people.

Favorable reports were made on February 14 by the House Committees on Needham's bill making Monterey and San Luis Obispo subports of entry and Kahn's bills providing for the hearing of claims of the American sealers by the Court of Appeals of the Ninth Circuit and authorizing bonded and manufacturing warehouses to sell supplies to foreign war vessels.

News was received at San Francisco on February 9 that the American ship General Fairchild had reached the Isthmus of Panama, her destination, after a long passage of ninety-seven days from Puget Sound. It was feared that the old vessel, which carried a cargo of lumber, had perhaps been lost in storms off the Coast a month or more ago. The cargo of lumber is intended for use in Canal construction at the Isthmus.

Japanese fishermen are the special target at which the Cushman bill to prevent aliens from fishing in Alaskan waters is aimed. Representative Cushman appeared before the House Committee on Territories on February 12 in support of this bill, and stated that the Japanese are so near to Alaskan waters, and so extensively engaged in fishing, that some law to check their activity is required.

The steamer Centennial is reported to have arrived at Hakodate, Japan, from Vladivostok, on her way back to San Francisco. The Centennial, under command of Captain Gilboy, sailed from the latter port some months ago with a cargo of merchandise for the Siberian coast, and reached her destination without mishap. Later, however, the steamer was caught in the ice at Vladivostok, and she remained there until recently.

Upon the conclusion of the diplomatic exchanges between Great Britain and the United States with respect to the Newfoundland fisheries case, which are proceeding slowly, it is probable that negotiations will be opened looking to a more satisfactory settlement of the Pacific sealing question. When the seals again become the subject of formal negotiations Japan will be one of the parties, and Russia also will probably participate. As on previous occasions, the Canadian pelagic sealers will be the chief obstacle to a settlement, but the diplomats hope for a solution.

A new overdue was listed at San Francisco on February 16, the British bark Daylight of the Standard Oil Company's fleet being posted as overdue on the way from New York for Yokkaichi, Japan, with a cargo of oil. The vessel, a very large and modern one of her rig, is now out 180 days, and a rate of 8 per cent is quoted for reinsurance. Speculators, knowing the fine equipment of the Standard Oil vessels for fire-fighting, and their generally good condition, believe that the Daylight will arrive safely at her destination.

The Occidental and Oriental liner Coptic, now at Hongkong, is to make two more trips to the Orient before being sent back to the White Star Company at Liverpool. For years past the Coptic has been operated between San Francisco and Hongkong, under charter, along with the Gaelic and Doric, also of the White Star fleet. The Gaelic was sent home to Liverpool a year ago, having outlived her usefulness, and now the Coptic is to follow her, leaving San Francisco on June 19. She will be turned over to the White Star Steamship Company at Hongkong upon her arrival there on July 21.

The steamer George W. Elder, which Wrecking Master H. W. Baker, of Detroit, Mich., will raise from the Columbia River, about forty miles from Portland, Or., is resting on a rock, which sticks up six or seven feet through her bottom. For a distance of seventy-four feet forward there is sixty-five feet of water under the vessel. The Elder was owned by the O. R. & N. Company when she was wrecked, a little more than a year ago. She has a very sharp list, and the insurance people, to whom she was abandoned, are said to have spent $51,000 trying to get her off. She is now owned by J. H. Peterson. Captain Baker will give his carload of material ten days' start and will then leave Detroit with three divers and three tenders. He expects to deliver the steamer at the Portland drydock in about three weeks after actual work begins.

DIED.

James Cameron, No. 535, a native of Michigan, aged 28, drowned in the wreck of the steamer Valencia, near Cape Beale, Vancouver Island, January 23, 1906.

Jens Peter Jensen, No. 1365, a native of Denmark, aged 31, drowned from the schooner Ozalia, at sea, on January 28, 1906.

HOW'S THIS?

We offer One Hundred Dollars Reward for any case of Catarrh that cannot be cured by Hall's Catarrh Cure. F. J. CHENEY & CO., Toledo, O.

We, the undersigned, have known F. J. Cheney for the last 15 years, and believe him perfectly honorable in all business transactions and financially able to carry out any obligations made by his firm.

WALDING, KINNAN & MARVIN,
Wholesale Druggists, Toledo, O.

Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system. Testimonials sent free. Price 75c per bottle. Sold by all Druggists.

Take Hall's Family Pills for constipation.

F. R. Wall, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. Merchants' Exchange building, California street, near Montgomery; rooms 208-209. Phone Bush 508.

The Diamond Trade.

With the termination of the Amsterdam diamond workers' strike of 1904, and the riddance of all the unpleasant factors to which it gave birth, the year 1905 started in under very promising conditions. The new schedules of the workmen's wages, which went into effect at the beginning of the present year, are almost forgotten and simply exist in word only, as since that time manufacturers have been compelled to raise their employees' wages again and again in order to get their goods out as fast as possible. It no longer seems to be a question of wages, but a question of production of goods, which have become a very scarce article indeed.

With the beginning of the new year buyers from every part of the globe have come here in order to supply their demands, and this influx has kept up to the present time. From every country orders are received daily, which cannot receive any attention until previous orders have been filled. All the factories are working to their utmost capacity in order to supply their clients, as invariably the goods are bought up in the rough long before they are finished. Especially in small goods have the workmen's wages brought about such a change during the last eight months that the goods deserve extra mention, prices in some instances having increased as much as 40 per cent. Strange as it may seem, even these goods are conspicuous by their absence, and are readily bought up at higher figures whenever shown.

The steady demand for the rough as well as the cut material finally culminated in the advance of all rough goods of about 5 per cent toward the end of August by the London syndicate, but even this advance failed to stop the tide of the ever-increasing amount of orders which came pouring into Amsterdam. Today there are again rumors in the air of prospective rises, but only the future will tell whether these reports are well founded or not.

Wages in Japan.

The development of the people generally and the consequences of increased trade have brought about substantial increases in the matter of wages, and the whole empire today is enjoying a prosperity in this line greater than it has ever known. But even with the material advances that have been noted during the past few years, the pay of the average workingman is but a small percentage of what their more fortunate American brothers receive. The simpler mode of living, the few necessities, and the relative cheapness of foodstuffs and clothing are the principal factors in this equation. Following is a table giving the daily average wage (in United States currency):

Occupation.	1887.	1897.	1903.
Carpenter	$0.11	$0.27	$0.30
Stonecutters	.12	.29	.34
Brick worker	...	.24	.26
Bricklayer	...	...	.37
Mat worker	.11	.19	.25
Cabinetmaker	.10	.19	.27
Wooden shoe maker	...	.16	.21
Leather shoe maker	...	.19	.27
Blacksmith	.15	.20	.26
Potter	.10	.15	.20
Shipbuilder	.12	.22	.31
Farm laborer (male)	.07	.15	.26
Farm laborer (female)	.04	.08	.10
Silk spinner (female)	.06	.12	.17
Day laborer	.08	.15	.20

COAST SEAMEN'S JOURNAL

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, - - - - FEBRUARY 21, 1906.

PROTEST AGAINST FOSTER BILL!

The matter printed on page 1 of this issue is a reproduction of the circular issued by the Japanese and Korean Exclusion League, of San Francisco, with the object of affording every individual citizen a simple means of registering his protest against the Foster bill. The JOURNAL requests its readers to fill out the blank and forward it to Washington, D. C. Thus, with the co-operation of the labor movement and the labor press of the country, and with a very small personal effort on the part of the individual, a protest may be registered in sufficient volume to compel respect and, wherever necessary, inspire fear. The personally-signed protests, personally received by the Representatives and Senators in the form of so many "letters from home," should have more weight than would an equal number of signatures presented in the usual style of petition, with the added advantage of being more quickly and more directly available to those interested in learning the sentiments of the people. The distribution already given the Exclusion League's circular affords assurance that the largest protest ever made against any measure will be registered against the Foster bill within the next few weeks. Again we urge our readers to do their individual best to bring about this desirable result. Fill out the blank on page 1, and do it NOW, not to-morrow or next day; then mail in a sealed envelope. Two minutes time and two cents postage will suffice for the purpose immediately in view.

We are convinced that our readers will consider it a pleasure as well as a duty to register themselves against the threatened repeal of the Chinese Exclusion Act and all that that fatal step would mean to the people of the West and, indeed, to the people of the whole country. The Chinese Exclusion Act alone has made it possible for the white race to remain in California; without that Act, the glorious Golden State, by nature the richest and most beautiful State in the Union, would today be a province or colony of China. If the Foster bill be passed, the American people may as well change the color of one star—nay, of several stars—in the galaxy of States, for California and her sisters to the north, south and east will become yellow States in fact. It may be said that there is little danger that the Foster bill will pass. This view may be correct, but it actually suggests a still greater danger, namely, that certain "modifications" will be passed, which, in effect, will accomplish all the harm that the Foster bill itself could work. Indeed, it is more than likely that the latter is designed merely as a diversion, a scheme to cover the real objective of the pro-Chinese advocates. It is therefore absolutely necessary that, in addition to protesting against the Foster bill, an imperative demand shall be made for the maintenance of the present Chinese Exclusion Act. The country is now confronted with a great crisis. It is up to the American people to declare themselves in tones that will be heard and heeded.

ATLANTIC SEAMEN ACT ON BILLS.

The Atlantic Coast Seamen's Union, in its meeting at headquarters, Boston, Mass., on February 5, adopted resolutions urging the passage by Congress of the Goulden bill (H. R. 12472), providing for the better manning of passenger steamers. The resolutions are as follows:

Whereas, The Commission appointed by the President of the United States to look into the causes of the Slocum disaster reported that it was caused by the fact that the vessel's crew was inefficient and insufficient in numbers; and

Whereas, Since then there has been no improvement in the crews of passenger steamers, or any legislation to compel such improvement; and

Whereas, Representative Goulden, of New York, who was on the Coroner's Jury that sat on the Slocum's dead, and therefore had exceptional opportunities to ascertain the real facts and locate the real causes of said disaster, has introduced a bill in Congress, known as H. R. 12472, providing for a standard of skill and experience in men employed as seamen on passenger steamers; therefore be it

Resolved, By the Atlantic Coast Seamen's Union, at Boston, Mass., that we indorse H. R. 12472, and urge its speedy passage by Congress; and be it further

Resolved, That copies of these resolutions be sent to the Committee on Merchant Marine and Fisheries of the House, and to all the Representatives in Congress from this State.

At the same meeting another set of resolutions was adopted, indorsing the bill (H. 329) now pending in the Massachusetts Legislature, providing for the repeal of the State law which makes it an offense to "persuade or assist" a seaman to leave his vessel, said law being in direct conflict with the United States law, which guarantees the seaman the right to leave his vessel in any port of the United States or near-by foreign country. The resolutions read as follows:

Whereas, The laws of the United States and of Massachusetts recognize the seamen's right to life, liberty, and the pursuit of happiness so far as our coastwise trade is concerned, and only subject seamen to forfeiture of wages for the violation of a civil contract to labor; and

Whereas, There is at present on the statute books of Massachusetts a law that forbids any one, under penalty of imprisonment, to persuade or attempt to persuade, or assist or attempt to assist, a seaman to leave his vessel before the expiration of his contract; and

Whereas, There is no similar law affecting other workingmen; and

Whereas, There has been a bill introduced in the Legislature of this Commonwealth, known as H. 329, to repeal the aforesaid antiquated law; therefore be it

Resolved, By the Atlantic Coast Seamen's Union, at Boston, Mass., that we hereby indorse H. 329, and urge upon the Legislature of Massachusetts to enact the same into law; and be it further

Resolved, That copies of these resolutions be sent to the Committee on Probate and Chancery and to the Speaker of the House.

The New York agency of the Atlantic Coast Seamen's Union, at its meeting on February 5, acted on the Ship Subsidy bill, by the adoption of the following resolutions:

Whereas, The Senate is about to vote on the Subsidy bill; therefore be it

Resolved, That we who are seeking to make a living by going to sea do hereby enter our respectful protest against this measure on the grounds that,

1. This bill will compel us to join the Naval Reserves in order to get employment on one of these subsidized vessels.

2. It establishes a system of industrial passport which will be used to blacklist those among us who, as yet, are willing to forego prospects of advancement by insisting upon better conditions.

3. It makes us subject to being called upon to serve in war against our will, and for practically our entire life as seamen.

4 It makes of us the unwilling dray-horses to carry away plunder in which we are supposed to participate, at least to some extent.

5. It imposes upon us a subvention or bonus which we never asked for, and against which we protest.

6. We have asked for freedom and reasonable conditions so that we might help ourselves as best we could to reasonable wages for honest work given to those who employ us, and not for any bonus to be paid by the people, who do not employ us.

We especially and respectfully urge that sub-sections 3 and 6 of Section 3 be stricken out.

By the adoption of these resolutions the Atlantic Coast Seamen have placed themselves squarely on record on the questions involved. The organized seamen of all classes and sections have declared themselves in similar terms. If the practical experience of those immediately concerned is worth anything in the judgment of the lawmakers, the latter will find little difficulty in determining their course. Lacking, or ignoring, such a guide, the lawmakers are confronted with a dilemma each horn of which has its own peculiar dangers. They must either vote for the aggrandizement of the shipowner, at the risk of incurring public criticism, or they must vote against the shipowner, with the certainty of being denounced as "unpatriotic." By voting in accordance with the experience and judgment of the seamen, the lawmakers will serve the legitimate interests of all parties—seamen, shipowners and public—without sacrificing those of either party.

Secret Service Agent R. H. Taylor, who has been engaged for some time past in prosecuting cases of Naturalization frauds among seamen on the Pacific Coast, has proved himself over-zealous on more than one occasion, with the result that he has been "brought up all standing." The case of Captain John Norberg is an instance of this. When the steamschooner W. H. Kruger, commanded by Captain Norberg, was wrecked on the Mendocino coast on January 12, Mr. Taylor announced in the press that the wreck was caused by Captain Norberg's incompetency. When the Local Inspectors acted in the matter a different conclusion was arrived at. In short, the Local Inspectors exonerated Captain Norberg from all blame in connection with the loss of the Kruger, upon the showing that the latter "used all possible means at his command to prevent disaster." Secret Service Agent Taylor should be warned that there is no necessary connection between the questions of seamanship and citizenship. In his attempt to discredit the seaman by way of making a case against the citizen, the Secret Service man is certain to meet the fate of those who butt into matters they know nothing about. It is becoming quite apparent that Mr. Taylor is more concerned to make a record for himself than to find the truth in the matter of Naturalization frauds.

The JOURNAL is in receipt of Volume XII (1905) of the American Federationist, neatly bound in two parts. These books form a valuable compilation of labor events of the year, and as such are highly appreciated by this office. The Federationist is a standard authority among the American labor press, a position due mainly to the forthright editorial work of President Gompers. We wish our contemporary a long life of ever-increasing power and usefulness.

THE CANAL "SLAUGHTER-HOUSE."

The National Eight-Hour law is now a thing of the past, so far as the Panama Canal job is concerned. In the construction of the big ditch the United States will leave at home its principles of the "dignity of labor" and go to work on the Isthmus upon the basis of cheap and servile labor. Just as historians have told us that the great works of antiquity were made possible only by slave labor, the American statesmen of to-day tell us that the Panama Canal can only be built by the same means. It is a serious question whether, in either case, the end justifies the means. Anyway, the "slaughter-house," to quote the illustration of Senator Patterson, of Colorado, is now open for business. The laborers on the Canal will be permitted to work as long as they please, with the distinct understanding that when they have worked for all they are worth they shall "pass in their checks" as quickly and as quietly as possible without disturbing the equanimity of their benefactors!

The most remarkable, not to say lamentable, feature of this business consists in the argument made for the abrogation of the Eight-Hour law on the Canal. Chairman Shonts, of the Panama Canal Commission, submitted that inasmuch as the laborers are paid "by the hour," they would be benefited by an increase in the length of the workday! We have already heard this contention; it is, in fact, the old contention, made against every movement for a reduction in the daily hours of labor. That contention is everywhere disproved by the fact that the day's pay is low in proportion as the day's work is long. If men were really paid by the hour the opposite rule would prevail. In simple truth, men are everywhere paid by the day. The hourly rate of wages is merely the daily rate divided by so and so many for purposes of convenience in calculating broken time—that is, time worked less than a day. Chairman Shonts probably knows all this, and is merely adopting the sophistical and discreditable device long ago invented as a means of making it appear that the shorter workday movement is an attempt to secure "nine hours' pay for eight hours' work." In any event, the argument of Chairman Shonts and his supporters in and out of Congressional and Administration circles, by its obvious, or at least implied, ignorance of the commonest economic law, is one of the most deplorable incidents in a very deplorable proceeding.

A correspondent draws attention to the disposition of the daily press to print sensational stories concerning the probable fate of overdue vessels and of vessels that are not overdue except in the imagination of the press writers. The statement is made, backed by the citation of a particular instance, that such sensationalism results in much unnecessary worry on the part of the relatives of those on board the missing (?) vessels. There is much foundation for this criticism. While the public is often dependent upon the press for information of the whereabouts of vessels, for which information the public is duly thankful, the newspapers would do well to draw the line between statements that are probable and rumors that are mere "pipe dreams." Blood-curdlers and hair-raisers should be religiously excluded from the ordinary news columns. What are the Sunday supplements for?

Demand the union label on all products.

No salaried public officer, professional politician, lawyer or any one who is not a member of the trade or calling he represents, and working at that trade or calling, except those who have been taken from the trade or calling to fill an official position in the organization which they represent or an official position in any labor organization, shall be eligible as a delegate to the Chicago Federation of Labor. No person not a wage earner, though a member of a bona fide labor union organization, shall be eligible as a delegate.

The foregoing has been adopted as an amendment to the Constitution of the Chicago Federation of Labor. This measure is one of the methods recently adopted by that body as a means of rehabilitating it in the esteem and confidence of the Chicago trade-unionists. The meaning of the amendment is clear, and the causes that have inspired it are equally so. The experience of the Chicago trade-unionists in this respect affords a lesson which any and every labor organization in the United States may profit by.

The Sailors' Union of the Pacific will celebrate its twenty-first anniversary at San Francisco on March 6 by a torchlight parade and literary exercises. The Union agencies on the Coast will also honor the occasion by appropriate ceremonies. All the features that have made the Sixth of March an event in the lives of the organized seamen and their friends will be duplicated, and surpassed, at the coming celebration. As usual, Comrade Ed. Andersen, the Treasurer and oldest member of the Union, will act as Grand Marshal of the parade, thus insuring a good appearance in line. The complete programme of the event will be published in the JOURNAL next week. Meantime, all members in port, either at San Francisco or at the agencies, should prepare to get into line for the honor and glory of the old Union.

As predicted in these columns last week, the Ship Subsidy bill passed the United States Senate on February 14, after a lengthy debate. The Seamen's proposals were defeated, of course; but it is some consolation to know that these were not entirely ignored. Indeed, the main contention on the bill seems to have centered on the question of its effect on the personnel of the merchant marine. Led by Senator Spooner, the Seamen's objections and proposals were thoroughly thrashed out and the Seamen's representatives duly denounced with more or less Senatorial discourtesy. Next week the JOURNAL will print the proceedings for the instruction and amusement of all concerned.

Captain W. V. Carmichael, a long-time resident in China, will deliver a lecture in Lyric Hall, San Francisco, on February 28. All persons interested in learning the facts concerning the present situation in China and its bearings upon American affairs should avail themselves of this opportunity to hear the truth from the lips of "one who knows."

When purchasing clothing of any description demand the label of the United Garment Workers!

Do your shopping before 6 p. m. on week days and 10 p. m. on Saturday!

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC.

HEADQUARTERS, NEW YORK, N. Y., Feb. 7, 1906.
Shipping fair; prospects uncertain.
H. P. GRIFFIN, Secretary.
166 Christopher st.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

HEADQUARTERS, SAN FRANCISCO, Feb. 19, 1906.
Regular weekly meeting was called to order at 7:30 p. m., E. A. Erickson presiding. Secretary reported shipping rather dull. Fifty dollars was donated to the unions at Santa Rosa, Cal., now on strike against the "Open-Shop." The Committee on Celebration of Sixth of March reported having completed all arrangements. The literary exercises will be held in Lyric Hall, on Eddy street. The programme will be published in full in next week's issue of the JOURNAL.
E. ELLISON, Secretary pro tem.
S. W. cor. East and Mission sts. Tel. Main 5397.

TACOMA AGENCY, Feb. 12, 1906.
Shipping dull; prospects uncertain.
H. L. PETTERSON, Agent.
3004 McCarver st. Tel. Main 808.

SEATTLE AGENCY, Feb. 12, 1906.
Shipping fair.
P. B. GILL, Agent.
1312 Western ave. P. O. Box 65. Tel. James 3031.

PORT TOWNSEND AGENCY, Feb. 12, 1906.
No meeting; no quorum. Situation unchanged.
WM. THORBECK, Agent.
114 Quincy st. P. O. Box 48. Tel. 443.

ABERDEEN AGENCY, Feb. 12, 1906.
Shipping fair.
WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

PORTLAND (OR.) AGENCY, Feb. 12, 1906.
No meeting; no quorum. Shipping dull; prospects poor.
CHAS. BOCK, Agent.
40 Union ave. Tel. East 4912.

EUREKA AGENCY, Feb. 12, 1906.
No meeting; no quorum. Shipping good; prospects fair.
C. SORENSEN, Agent.
222 C street. P. O. Box 327. Tel. Main 566.

SAN PEDRO AGENCY, Feb. 12, 1906.
Shipping rather dull; prospects uncertain.
HARRY OHLSEN, Agent.
P. O. Box 2380. Tel. Main 774.

HONOLULU (H. T.) AGENCY, Feb. 5, 1906.
Shipping dull; prospects uncertain.
C. COLDIN, Agent.
Cor. Queen and Nuuanu sts. P. O. Box 96.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

HEADQUARTERS, SAN FRANCISCO, Feb. 15, 1906.
Regular weekly meeting was called to order at 7:30 p. m., Ed. Andersen in the chair. Secretary reported shipping slack. The amendment to Art. VI, Sec. 1, was declared carried, to take effect July 1, 1906. The proposition made by the Manhattan Athletic Club to give a boxing exhibition on February 23, at Woodward's Pavilion, for the benefit of the widow of James Patterson, who perished on the ill-fated steamer Valencia, was accepted and a committee of three was appointed to take charge of the finances.
EUGENE STEIDLE, Secretary.
54 Mission st.

SEATTLE (WASH). AGENCY, Feb. 8, 1906.
No meeting. Shipping fair; not many men ashore.
W. SORENSON, Agent.

SAN PEDRO (CAL.) AGENCY, Feb. 8, 1906.
Shipping very slow.
CHAS. M. DAWSON, Agent.

LAKE SEAMEN'S UNION.

HEADQUARTERS, CHICAGO, ILL., Feb. 12, 1906.
General situation fair.
WM. PENJE, Secretary.
123 North Desplaines st.

MARINE COOKS AND STEWARDS OF THE GREAT LAKES.

HEADQUARTERS, BUFFALO, N. Y., Feb. 6, 1906.
Situation quiet.
E. E. TURNER, Secretary pro tem.
55 Main st.

ATLANTIC COAST SEAMEN'S UNION.

HEADQUARTERS, BOSTON, MASS., Feb. 13, 1906.
Shipping good; prospects uncertain.
WM. H. FRAZIER, Secretary.
1½A Lewis st.

ATLANTIC COAST MARINE FIREMEN'S UNION.

HEADQUARTERS, BROOKLYN, N. Y., Feb. 7, 1906.
Shipping slack; quite a few men ashore.
DANIEL SULLIVAN, Secretary.
15 Union st.

On the Great Lakes.

(Contributed by the Lake Seamen's Unions.)

Superior Shipbuilding.

The second of the two big steamers now under course of construction at Superior, Wis., the shipyards will be christened the Emil J. Earling when she is launched this spring. The steamer is building for H. H. Oakes, of Detroit, and will be commanded by Captain D. C. Sullivan of Milwaukee, who is now in Superior exercising general supervision over her outfitting. The steamer is named after the president of the Standard Coal Company, Emil J. Earling.

The Earling will be almost an exact duplicate of the Abraham Stearns, which it is expected will be launched this month. Her dimensions are: 545 feet over all; 525 feet keel; 55 feet beam; 31 feet depth and 32 hatches with 12 feet spaced centers. Her engines will be 23 1-2x38x63 with 42-inch stroke. She will have two boilers with a steam pressure of 180 pounds and her gross tonnage will be 10,000. She is contracted to be launched and ready for sea at the opening of navigation.

The construction of the Earling has not gone forward very fast as yet as every effort has been made at the yards to get the Stearns ready for an early launching in order to get the keel of the big 600-footer for the Cambria Steel Company laid. It has been necessary to neglect the Earling on this account but from this time on work on her will be rushed and she will soon take shape. The Stearns is rapidly being got into shape for launching and preparations for that event are already under way.

The launching will take place some time during the latter part of this month and as soon as the Stearns is off the ways the keel blocks for the Cambria Steel Company boat will be laid and work started on her construction. A large amount of the material for her construction is already at the yards and the big crew of men will lose no time between boats.

Something over 1,200 men are now employed at the Superior yards and the monthly pay roll amounts to about $50,000. This crew will be kept busy until late in the summer this year on account of the large amount of repair work and the third steamer to be built. The repair jobs now in the dock, the Corey and England, are coming along nicely although both are bigger jobs than at first estimated.

The Dominion Transportation Commission has made a report to the Government recommending the naturalization of the leading ports of Canada and making them free from all charges save those for drydocks and elevators. The ports to which this applies are: Fort William, Port Arthur and Mission River, on Lake Superior; Depot Harbor and Midland on Georgian Bay; Port Colborne on Lake Erie; Kingston, Montreal, Quebec, St. John, Halifax, Sydney; Vancouver, Victoria, the Pacific terminus of the Grand Trunk Pacific and the terminus of the Canadian Northern. The Commission reports in favor of extending the Intercolonial to Georgian Bay, which would stimulate the export trade from the ports of St. John and Halifax. Important improvements are suggested in the harbors of Toronto and Montreal.

Big Winter Fleet.

Buffalo has a larger winter fleet than any other port on the Lakes. There are 103 steamers and eleven schooners and barges laid up there, and most of the vessels are large steel freighters. Many Cleveland boats are on the list. A number of large carriers are still holding grain cargoes and others have been loaded with coal to hold until spring. The following boats are tied up at that port: Steamers—John Stanton, William S. Mack, P. P. Miller, New Orleans, Columbia, Minneapolis, St. Paul, Huron, W. Castle Rhodes, Thomas Adams, George L. Craig, Northern King, Northern Queen, North Wind, Northern Light, North Star, William A. Rogers, H. B. Hawgood, Umbria, Gilchrist, F. W. Gilchrist, C. C. Hand, F. W. Hart, F. J. Hecker, Jupiter, Lake Shore, Mars, Neptune, George H. Russell, R. E. Schuck, Steel King, Uranus, Venus, P. G. Walker, C. W. Watson, Lizzie Madden, Kensington, Panay, Luzon, Tuscarora, Saranac, Seneca, Wilkesbarre, Maueh Chunk, Cuba, Robert Mills, Australia, Caledonia, Nyanza, Auburn, Boston, Buffalo, Commodore, Duluth, Mohawk, Rome, Superior, Syracuse, Troy, Utica, North West, North Land, Scranton, Lackawanna, F. B. Squire, William Henry Mack, James P. Walsh, J. H. Devereux, Jim Sheriffs, Moses Taylor, Yale, W. C. Rhodes, Venezuela, Sacramento, Augustus B. Wolvin, Viking, Lyman C. Smith, Monroe C. Smith, Wilbur L. Smith, H. S. Wilkinson, William Nottingham, A. G. Brower, Starrucca, Chemung, Binghamton, Rochester, New York, India, Japan, Juniata, Mahoning, Conemaugh, Muncy, Mohegan, Yonkers, City of Bangor, E. C. Pope, John B. Kecham, City of Paris, C. Watson French, Pathfinder, C. H. Bradley, Zillah. Schooners and barges—Mingoe, Aloha, Wilson, Francomb, Polynesia, Amazon, Mary Woolson, Brightie, Nellie Redington, Sagamore, Teutonia.

Winter Ore Shipment.

Samuel J. Mitchell, who has charge of the exploratory work for Pickands, Mather & Co., of Cleveland, has just started a force of men at work on the stock pile of the old Magnetic mine, located about eight miles northwest of Republic. In the neighborhood of 1,000 tons of the lean ore will be removed from the stock pile and carted into Republic, whence it will be shipped by rail to Escanaba, where it will be held for Lake shipment until the arrival of the first of the company's boats next season. The shipment will be used to make a trial furnace run of the ore, probably with a view to purchasing the old Magnetic, though Mr. Mitchell is not committal on this point.

The Magnetic has not been wrought in over fifteen years, as the ore was of too low a grade. But it promises to have a new lease of life, as it belongs in the class with the other lean ore propositions which have come up for attention of late. Particularly is this true of many of the old mines in Iron county included in the Crystal Falls district, some of which are now being put in order for resuming active operations next season.

Demand the union label on all products.

Increase in Traffic.

Commerce of the Portage Lake canals, the great waterway through Keweenaw Point, near its base, Lake Superior, amounted to 2,413,445 freight tons, of a total value of $79,869,500 in 1905, as compared with 2,295,922 tons of a valuation of $59,008,948 in 1904. From 1892 to 1905, inclusive, the total quantity of freight passing through the canals was 21,364,850 tons, of a total valuation of $625,131,550.

The annual report has just been issued by Major Charles L. Potter for the Portage Lake canals. The increase of freight tonnage passing up and down the Portage Lake canals last season over 1895 was 222 per cent. and the increase over 1904 was 7.72 per cent. Substantial increases are shown in cement, hard and soft coal, grain, general merchandise, copper, iron and manufactured iron. Lumber shows a decrease. The same system of assembling statistics of vessel traffic obtains at the canal that is in vogue in the United States engineer's department in Duluth.

The average net registered tonnage of the twenty large boats passing through the canals was 3566. Loaded vessels of 500 feet in length and drawing 19 feet passed through the Portage Lake canals last season without difficulty.

With the completion of the new drawbridge between Houghton and Hancock, with draw spans of 108 and 118 feet respectively, it is expected that this waterway will be more generally used than heretofore.

The total number of vessels up and down the canals during 1905 was 3,757, and of this number 2,194 were steam vessels, other than tugs, and the total tonnage of all boats up and down was 2,434,145.

The work of wrecking the stranded boats at the head of the Lakes is a matter that promises to take all winter, with the steamer Crescent City for a final wrecking job in the spring. Word is now expected any day, providing the weather remains reasonably calm, that the barge Manila, on Encampment Island, is released. Capt. James Reid will then direct his attention to the steamer Mataafa, ashore at Duluth. It is said that while the Mataafa appears in a bad position, she will prove an easier job than any of the other boats on shore. She is broken in two, but it is believed she is on a sandy bottom. The great obstacle to the release of the Crescent City and of the Manila has been that the bottoms were pierced by bowlders. The Pittsburg Steamship Company will take the Elwood to a lower Lake port in the spring and repairs will be made to her there after her ore cargo is removed. The shipyard at Superior has all the repair work it can attend to and has repair work in sight for the greater part of next summer.

The Graham & Morton steamer Argo, which was driven on the beach at Holland, two months ago and from which passengers and crew were rescued with breeches buoy with the greatest difficulty, was towed into the harbor recently by the tug Diver of the Reid Wrecking Company, of Sarnia, Ont.

Marine Notes.

The steamer building at the Ecorse yards for the Shenango Steamship Company will be named Wm. P. Snyder.

The four 600-footers now building for the Pittsburg Steamship Company will be named as follows: J. Pierpont Morgan, Henry H. Rogers, Norman B. Ream, Peter A. B. Widener.

Negotiations are pending between the Graham & Morton line and the Pere Marquette road for the charter of the car-ferry Pere Marquette No. 5 again the coming season. The Graham & Morton people operated her last year on the Lake Michigan-Lake Superior route.

The name of the Mack Steamship Company, operating the steamers W. H. Mack, and F. B. Squire, has been changed to the Jenkins Steamship Company. The repairs on the Squire have been completed and she will be loaded with coal. It was for this purpose that she was brought to Cleveland from Buffalo early in February.

The work of loading grain into boats at the head of the Great Lakes continues, and there are at least two more vessels to be loaded this winter. These are the steamers Philip Minch and Widlar, which are at Nye, Jenks & Co's elevator, at Itasca. The steamer Heffelfinger is there also, but she has received her cargo. It is necessary to cut ice from around the boats to do the required shifting to get them under the spouts.

The recent reduction in railway rates from Ashland, placing the city on a direct equality with Duluth, so far as rates are concerned, has resulted in an immediate demand for bay frontage. A coal syndicate headed by Worrell Clarkson, of St. Paul, has purchased a mile of bay frontage of Ashland, covering 240 acres, and at least one other similar transaction will be announced shortly. The new rates went into effect February 1.

A Tonawanda dispatch says that William Hackett & Sons, of Quebec, who recently purchased the schooner Frank D. Ewen, have also bought the schooners Aberdeen and Zapotec. The Zapotec is owned by the Marine Transport Company of Marine City, and is wintering at Buffalo, The Aberdeen is owned by H. J. Pauly, of Milwaukee, and is in ordinary at Port Huron. Both boats, with the Ewen, will go into the lumber and pulpwood trade.

W. H. Hill, chief engineer of the fleet of Lake freighters operated by W. H. Becker, has announced the appointments of his engineers. With the captains of each steamer, the appointments are as follows: Steamer B. F. Jones, captain C. M. Ennes; engineer, George Oldman. James Langhlin, captain, George A. Symes; engineer, William Millington. W. G. Pollock, captain Haybarger; engineer, Ed. Reiley. Joshua Rhodes, captain, Thomas Simmons; engineer, James Norton. Francis L. Robbins, captain Ed. Chilson; engineer, James Connors. Francis Widlar, captain, Henry Hinslea; engineer, George Allen.

INFORMATION WANTED.

Clarence Elmer Pederson, who was in the United States Navy two years ago, will please communicate with the Lake Seamen's Union, 121 N. Desplaines street, Chicago, Ill.

Carl Knudsen, No. 6212, will please communicate with his brother, Bernt Knudsen, 92 South Halstead street, Chicago, Ill.

Robert Reesor, No. 5174, Lake Seamen's Union, will please write his brother, George Reesor, 103 Fuller street, Toronto, Ont., Canada.

Geo. T. Hurley, No. 13,845, Lake Seamen's Union, will please write his mother, Mrs. Maria Hurley, 198 Georgia street, Buffalo, N. Y.

BAY CITY LETTER LIST.

Fred C. Hubbard, 2 letters	William Smith
Thos. F. Ronley, 2 letters	Harry Smith, 3 letters
Sandy McDonald	Fred Willie
Andrew Wood	Charles Knowlton

LAKE SUPERIOR LETTER LIST.

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Butler, J. W. E.	Nilson, Nels
Cornell, Robt.	Olson, Fred
Cormoley, Ed.	Olson, John
Chapman, F. J.	Platenoff, Wm.
Harrison, Henry	Peterson, Peter
Hay, A.	Rider, Homer
Hanson, John	Rahkala, Matt
Gilness, Peter	Roherts, Henry
Graibner, R.	Svensen, A. E.
Iaeger, Louis	Smith, A. W.
Jorgenson, Hans	Sherod, Ralph
Jacobson, A. B.	Selstad, A. E.
Johanson, F.	Shaver, Claude
Johnson, Anton	Stephenson, Matt
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Lane, Dawson	Thomas, J. G.
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Brown, Joe	Jacobson, August.
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Dougherty, James	Nilsen, Niles.
Eby, Albert	Osterdahl, H. B.
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Engelsen, T. M.	Pedersen, A. H.
Evensen, Ed.	Peterson, N. A.
Flaherty, Wm.	Rollo, Nelson
Gillgren, Peter	Rankin, Joe W.
Gay, Harry B.	Sullivan, S. T.
Green, J. S.	Stalls, Wm.
Heeley, Edwin	Sheldon, H. S.
Hansen, Martin	Tebo, Henry
Hansen, Therg.	Van Anthony, Chas.
Hansfen, Thov.	Waters, Frank
Hillman, T. R.	Young, James
Hanson, T.	

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS

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BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.

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Telephone 552.

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Newspapers—Philadelphia Democrat, Philadelphia, Pa.; Hudson, Kimberly & Co., printers, of Kansas City, Mo.; W. B. Conkey Co., publishers, Hammond, Ind.; Times, Los Angeles, Cal.

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Cooperage—Northwestern Cooperage and Lumber Company (otherwise known as the Buckeye Stave Company), of Ohio, Michigan and Wisconsin; Elgin Butter Tub Company, Elgin, Ill.; Williams Cooperage Company and Palmer Manufacturing Company, of Poplar Bluff, Mo.

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Lumber—Trinity County Lumber Company, Groveton, Texas; Reinle Bros. & Solomon, Baltimore, Md.; Himmelberger Harrison Lumber Company, Morehouse, Mo.; Union Lumber Company, Fort Bragg, Cal.; St. Paul and Tacoma Lumber Company, Tacoma, Wash.; Gray's Harbor Commercial Co., Cosmopolis, Wash.

Leather—Kullman, Salz & Co., Benicia, Cal.; A. B. Patrick & Co., San Francisco, Cal.; Lerch Bros., Baltimore, Md.

Paper Boxes—E. N. Rowell & Co., Batavia, N. Y.; J. N. Roberts & Co., Metropolis, Ill.

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MISCELLANEOUS.

Burlap—H. B. Wiggins' Sons' Company, Bloomfield, N. J.

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Thomas Taylor & Son, Hudson, Mass.

C. W. Post, Manufacturer of Grape Nuts and Postum Cereal, Battle Creek, Mich.

Lehmaier-Swartz & Co., New York City.

Steamship Enterprise.

There is a general movement among South American countries to secure an extension of existing steamship facilities, several of the countries having made provision for governmental assistance in this direction. A movement has been started in Peru to secure a line of steamships for direct trade between Callao and Ancon, which is in the Canal Zone. It is proposed to place six steamers on this line. The vessels will be commanded by foreigners, and the consul-general directs attention of American shipmasters and engineers to this proposition. He writes:

I have been informed that the establishment of a Peruvian line of mail, freight, and passenger steamships, to ply directly between Callao and Ancon, Canal Zone, with a sort of subsidiary line of smaller vessels to make shorter coastwise trips, is now an accomplished fact. The necessary capital, I am told, has been subscribed in the country itself, and before long there will probably be six steamers of about 1600 tons each, making the regular itinerary above mentioned. These facts will doubtless cause a profound feeling of gratification throughout the country.

The general spirit pervading Peru to-day is one of extreme modernism—a desire to cast away tradition and occupy a prominent place in the arts and industries and business. Since the termination of the war with Chile there has been no Peruvian merchant marine, and the country has had to depend for its communicataion with the outside world, as well as for the interchange of commerce between its own ports (which, owing to the topography of the coast, are often difficult of intercommunication by land), upon, first, a Chilean steamship company, the Cia Sud Americana de Vapores; second, an Anglo-Chilean company known as the Pacific Steam Navigation Company, and, third, upon occasional German steamers of the Cosmos line, the last-named being cargo vessels which travel without any fixed itinerary. There are also numerous small craft plying between Peruvian ports, but these are all of reduced tonnage and few of them propelled by steam. At times, I am told, the exigencies of the regular steamship lines have proven very burdensome, and it was therefore with a feelng of pride and pleasure that Peru saw the steamship Iquitos make its first trip under the Peruvian flag, from Callao to Panama, not long ago. It is now proposed to form a fleet of some five or six chartered vessels, which may later be purchased by the Government, and by means of these and the Peruvian transport Iquitos to carry on under the Peruvian flag a regular and rapid service between Callao and Ancon with an "annex line" of smaller vessels plying between Peruvian ports.

A point which ought to be of interest to American shipmasters and engineers is that these vessels are all to be commanded by foreign masters, and to have their engine rooms put in charge of foreigners. Both masters and engineers shall have under their orders Peruvian first, second, and third officers. The pay of the msaters will be about sixty Peruvian pounds gold ($292.20 United States currency) per month, and they shall naturally be subjected to no living expenses while aboard ship. The remuneration of the engineers has not yet been decided upon. Subject to the desires of the Secretary of Commerce and Labor, the Consulate-General invites the correspondence of properly certificated American shipmasters and engineers, whose applications will at the proper time be presented to the person placed in charge of this coming line of Peruvian steamships.

Shetland Ponies.

In response to inquiries from the United States about Shetland ponies, Consul Higgins, of Dundee, furnishes information that will interest those contemplating investments in those animals. The facts presented by Consul Higgins were obtained from Consular Agent Murray, of Aberdeen, in whose district the Shetland Islands are included. It appears that the breeding of Shetland ponies is quite general in Great Britain. Through the persistency of Mr. R. W. R. Mackenzie, of Earlshall, in Fifeshire, what might be called headquarters for the breeding and sale of ponies has been established at that place, and for three years the most extensive pony sales of Scotland and northern England have been held there.

An analysis of the sales shows that mature ponies of good form bring high prices, ranging from $200 to $500. For inferior grades the prices are proportionately lower. For foals prices are almost nominal, even when the blood is of acknowledged merit. It would seem that the annual sales at Earlshall could be profitably used by Americans who wish to establish in this country a herd of Shetlands. Many of the ponies exhibited at the sales are models of beauty, and their performances in the ring show fine trotting action and good speed for their size.

Mr. Mackenzie, in a letter to Consular Agent Murray, states that the price of ponies ranges from £3 ($14.60) to £100 ($486.65) each. The latter price would be for a very superior stallion. Orkney and Shetland are adjacent islands lying northeast of Scotland. They are sterile, treeless and wind-swept, but the climate is comparatively mild owing to the influence of the Gulf Stream. To Consul Higgins, Mr. Mackenzie writes:

"It seems to me the lesson to be derived from the Earlshall sales is that there is still a good demand for ponies of the highest merit and best blood, whilst for the general utility pony or commoner the market is diminishing. This is partly due to the fact that many of the thin coal seams in the Durham district, where these ponies were very largely used in recent times, have now ceased to be worked, and larger ponies are employed where the works are high enough to admit them. While this is so, my increasing average encourages me to go on breeding the best. Experiments I have made in crossing the pure Shetlander with some of our larger breeds convinces me that there is a future for the breed in that direction. Horsemen generally are more and more realizing the value of pony blood for crossing purposes, and where can we get a purer, sounder, or more robust in constitution than the Shetland? The intelligence of the Shetland pony is proverbial. Absolutely the best animal I ever sat behind in harness was a thickset, 14-hand cob whose dam was a Clydesdale marc and sire a pure Shetland pony."

Day laborers in Venezuela are paid from 50 to 80 cents per day; domestic servants $3 to $10 per month with board; cooks $5 to $10 per month with board; farm laborers $40 to $60 per month with board; hotel waiters $8 to $12 per month with board; dry-goods clerks, $20 to $60 per month.

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Altvater Printing Co., 2593-2595 Mission.
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Barnhart & Swasey, 107 New Montg'y.
Barry, James H., 429 Montgomery.
Belcher & Phillips, 508 Clay.
Ben Franklin Press, 123 Seventh.
Benson & Liss, 776 Bryant.
Berry Bros., 320 Sansome.
Bickell, L. A., 19 First.
Black Cat Press, 402 McAllister.
Boulin-Leichner Co., 519 Filbert.
Brown, Andrew, Printing Co., First and Mission.
Browne, A. H., 505 Bryant.
Brunt, W. N., Co., 102-104 Second.
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Caldwell, J. E., 526 Montgomery.
Clayburgh, Leilich Co., Inc., City Hall Square.
Church Press, 23 Davis.
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Crocker, H. S. Co., 217 Bush.
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Gilmartin Publishing Co., The, 19 First.
Guedet Printing Co., 935 Market.
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Hill, J. Harley Co., 657 Gough.
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Janssen Printing Co., 23 Stevenson.
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Phillips & Van Orden, 508 Clay.
Police Bulletin of San Francisco, Hall of Justice.
Recorder Publishing Co., 516 Commercial.
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Winterburn, Jos., 417 Clay.
Woodward, W. A. & Co., 12 Sutter.

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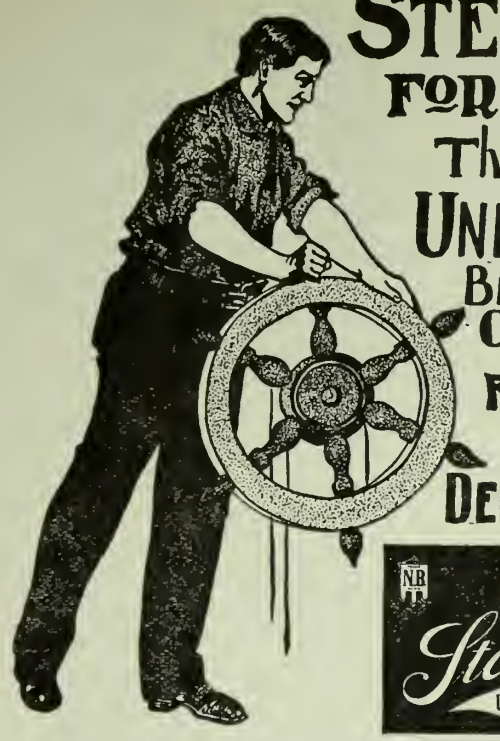
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General News.

Four persons were killed and eleven seriously injured in a lodging-house fire at Portland, Or., on February 12.

General Kaulbars, Governor-General of Odessa, has issued a proclamation declaring that every one attempting to kill or killing an official by means of explosives, arms or otherwise, or who is found in possession of deadly implements, will henceforth be condemned to capital punishment without inquiry or trial.

The famous Sow and Pigs Reef, at the entrance of Vineyard Sound, Mass., claimed another victim on February 11, when the New York three-masted schooner Joseph Hay, Captain C. B. McLean, struck on one of the western ledges, and sank fifteen minutes later in twelve fathoms of water. The six men on board who jumped into their yawl without saving any of their belongings, were landed by a tug.

President Roosevelt has pardoned Midshipman John Paul Miller, of Kentucky, recently convicted of hazing. The reasons assigned are that Miller is one of the best students of his class; that his academic record is excellent; that dismissal would be a harsh punishment for a single instance of misconduct. Secretary of the Navy Bonaparte had advocated that Miller be pardoned.

The House Committee on Insular Affairs has decided to make a favorable report on the Hull bill appropriating $50,000 to purchase coal lands in the Island of Batan, Philippine Islands. It will be determined later whether the United States shall develop the coal itself or sublet the land for development, with a provision that coal shall be supplied to the Government at a fixed price.

The steamers Westernland and Rriesland, of the American line, which have been tied up at Liverpool during the winter months, will next month be added to the fleet plying between Philadelphia and Liverpool. At present only the Merion, Haverford and Noordland are being operated. With the addition of the other two vessels there will be weekly sailings between the two ports.

William J. Bryan, writing from Hongkong, has sent his resignation as trustee of Illinois College, and at length declared that he would not serve a school where the board of trustees was in favor of accepting funds from Carnegie or other trust magnates, who are attempting to subsidize the colleges of America to prevent teaching of economic truth. The resignation was accepted on February 12.

The London Times on February 17 published a curious article by its military correspondent dealing with the reasons that led up to Prussia's stupendous military disaster in 1806, and giving a parallel between the military conditions and spirit of the age in Prussia in 1806 and those of Great Britain in 1906. The correspondent contends that the analogy is remarkably close and painfully true, and asks whether it is the will of the British people to carry on the analogy to its final and inevitable termination.

The large American steamers Minnetonka and Winnewaska, which have been lying idle at New York for a long time, are reported sold to parties closely connected with the Union Oil Company, of San Francisco. They will shortly be taken to Newport News, where they will be converted into tank oil carriers. The Minnetonka and Minnewaska were built at Cleveland, O., by the American Shipbuilding Company in 1901 and 1902, respectively, and cost in the neighborhood of $425,000 each. The selling price is said to be a little more than half of the original cost, or about $250,000 each. In order to bring the vessels around from the Great Lakes they had to be cut in two and joined together again after passing through the Welland Canal.

World's Workers.

The Government of German New Gninea is imposing a poll tax, payable in cash, on every male native, "in order to make them more industrious."

The unemployed in Liverpool, Eng., are planning to gather a million workingmen together and to surround the Houses of Parliament on the opening day of the session, for the purpose of demanding relief.

Melbourne (Australia) dispatches state that there is a feeling of unrest in shipping circles owing to the indications of dissatisfaction given by deck officers and stewards concerning their rates of pay and other matters.

An impending strike among bookbinders of Saxony has been postponed. The efforts of the workmen, however, to obtain higher wages have not been entirely without success, an increase of from 25 to 50 cents per week having been granted.

A South African squatter reports that most of the sheep owners in that country pay $1.62 per 100 for hand shearing, but where only first-class shearers are employed the rates are increased to $2.08 per 100. The employers provide board at a cost of about 37 cents per day.

A scheme has been perfected under which Lord Rothschild, at his own expense, will send 200 British families to Canada. Fifty of these families will leave England on February 18th. The scheme forms a basis for the solution of the problem regarding the unemployed of Great Britain.

While declining to make rash promises, British Premier Campbell-Bannerman and Chancellor of the Exchequer Asquith have declared themselves in entire sympathy with a deputation which recently called on them to advocate the establishment of a national system of Old-Age Pensions.

A telegram from Antofagasta, Chile, says that the railroad laborers at Oruro, Bolivia, are on strike and that fifty men are said to have been killed during rioting there. The authorities are attempting to pacify the strikers. Cruisers have been ordered to Antofagasta with troops.

The cotton millowners of the northern counties of England have granted the cotton operatives an increase of wages amounting to 2½ per cent, commencing May 1. The increase will affect 150,000 operatives. This is the first time in thirty years that they have been placed on the full wage standard adopted fifty years ago.

Journeymen carpenters and joiners in the Canterbury district of New Zealand have been awarded a minimum wage rate of $2.66 per day of eight hours; also other benefits and advantages that their fellow-workers in Queensland are deprived of owing to the Government's failure to redeem its promise to pass an Arbitration bill last session.

Lady Stratheona and Mountroyal, wife of the Canadian High Commissioner, has donated $52,500 to Queen Alexandra's fund for the assistance of the British unemployed. In accordance with a stipulation of the donor, $47,500 of the amount will be expended in providing for the emigration to Canada of deserving workmen and their families.

The net effect of all the changes in British wages reported in December was an increase of £659 per week, as compared with an increase of £1,253 per week in November, and a decrease of £2,145 per week in December, 1904. The number of work-people affected was 26,356, of whom 20,006 received advances amounting to £1,231 per week, and 6,350 sustained decreases amounting to £572 per week. The total number affected in November, 1905, was 25,712, and in December, 1904, 39,553.

San Francisco Letter List.

Letters are advertised for six months and kept at the Sailors' Union Office for twelve months, all told. If not called for at the expiration of one year letters will be returned to the Postoffice.

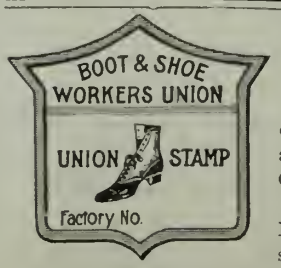
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Abrahamsen, A.
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Adamson, John
Ahlof, W.
Alexis, Hakon
Alquist, O. L.
Andersen, A. C.
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Martin, Albert
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Mathson, Olaf
Mattsson, J. A.
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Olsen, L. K.
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Olson, Olaf A.
Olsen, Ole
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Olsen, Osvald
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Paddie, W.
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Ralph, J. N.
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Rask, H.
Reap, Martin
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Rice, Joseph
Richards, Jas.
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Salberg, Oskar
Salk, C.
Salvesen, Sam
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Sawfaroff, N.
Schade, Wenzel
Schultz, Carl
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Schmidt, Emil
Schroder, F.
Schubert-887
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Schumacher, Wm.
Scherlau, R.
Schwarz, G. A.
Schweneke, C.
Scott, H. C.
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Selzer, Max
Semberg, Claus
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Westrom, John
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Sundberg, K. K.
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Lindholm, Abl.
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Rosenvald, Isak
Thoresen, Petter

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Andersen, Alex-853
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Christensen, Sam
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Nolan, P.
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Olsen, P. O.
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Ree, H. van
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Schroeder, Aug.
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Stenberg, Y.	Weiss, C.
Selin, G.	Wilson, W.
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Thorn, A.	

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Andersson, Charles	Hansen, Th.
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Andersen, L.-1245	Johnson, L.-951
Anderson, Gus-1243	Klinker, J.
Anderson, Johan-12	Klingstrand, G.
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Begovich, J.	Kjellgren, John
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Hakanson, Clars.	Ramsey, Morris
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Johanson, Hjalmar-1664	Thorns, R.
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Anderson, Emil	Henningson, Peter
Andersen, Aleck	Helms, W.
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Anderson, George	Hudson, M.
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INFORMATION WANTED.

George Bayliss, a native of Woodstock, England, aged about 38, last heard of ten years ago on the Pacific Coast, is inquired for by his brother. Any one knowing his past or present whereabouts will please notify the JOURNAL office.

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INFORMATION WANTED.

Wilhelm and Gustaf Jacobsen, sailing on the Pacific Coast, are inquired for by their half-brother, John Jacobsen at Port Ludlow, Wash.

News from Abroad.

A massacre of Jews is reported to have taken place at Kalarashi, Bessarabia.

The French steamer Zenith was fired on by the Moroccan gunboat Turkey in the bay of Mililla on February 14.

Sir Francis C. Burand, for 25 years editor of Punch, the famous English comic paper, has resigned from that position.

A second grand reception was accorded to the victorious armies of Japan at Tokio on February 16. The celebrations were very brilliant.

Rumors of a threatened anti-foreign outbreak in China continue to be active, and steps are being taken by the various governments to protect their subjects.

It is reported that a crisis has arisen in the Russian Cabinet and that either Minister of the Interior Durnovo or Premier Witte will be forced to resign.

Reynolds' Weekly Newspaper says that the small British garrison left in Thibet has been surrounded by hostile tribes and that an expedition for its relief is necessary.

Wong Fong, former secretary of the Chinese Six Companies, at San Francisco, has issued a warning of a Boxer uprising, scheduled for February 24. Fong says that all foreigners must leave China to escape massacre.

A son has been born to Prince Chun, the Chinese Emperor's brother. It is believed that the child is most likely to be designated as successor to the throne. An Imperial decree bestows upon him the name of Pu.

The Duke of Abruzzi has definitely arranged to leave in April on an expedition in Africa. He will land at Mombaza, capital of British East Africa, and afterward will cross Lake Victoria Nyanza and climb the Elgon mountains in Uganda.

News comes from Teheran that the Persian Minister of Commerce has been arrested and sent a prisoner to Yezd, in which place he is to remain in perpetual banishment. It is understood he has been one of the leaders of the revolutionary movement.

The British battleship Dreadnought was launched by King Edward at Portsmouth, Eng., on February 10. The Dreadnought is the largest battleship afloat and will throw twice the weight of metal fired by any other warship. It is just four months since her keel was laid, and she will be completed in another year.

Passengers from the province of Esmeraldas, in the extreme northwestern part of Ecuador, who arrived at Guayaquil on February 14, report that earthquake shocks were felt there January 31 and that several towns in the provinces of Esmeraldas and Manaba were seriously damaged.

At a meeting of the Irish members of Parliament held at Dublin on February 10, John E. Redmond was re-elected chairman of the Irish Parliamentary party. A resolution was unanimously adopted reiterating the demand of the Nationalists for self-government, and declaring that the party could not support any English party in a Government which did not favor the extension of Home Rule to Ireland.

The latest dispatches from Australia contain news of disastrous bush fires in New South Wales, causing immense loss to farmers and others, practically desolating hundreds of miles of territory. Thousands of small animals were left dead in the path of the fire, and considerable stock was burned. About 300 square miles were burned over in the Forbes district. Many deaths resulted from heat prostration incident to the hot wave which caused the fires. The thermometer registered 121 degrees for days.

Labor News.

Archbishop Keane, Metropolitan of the Dubuque Archdiocese, in a sermon in St. Raphael's Cathedral, at Dubuque, Ia., on February 11, denounced the trade-union as a "school for thievery."

President F. L. Robbins, of the Pittsburg Coal Company, has expressed the opinion that here will be no strike of the bituminous miners, and declares that there may be another conference before April 1, when differences will be settled.

The Granite Manufacturers' Association, by a majority vote, has decided to suspend work in the 120 shops at Quincy, Mass., represented in the Association. The lockout will directly affect 1500 granite cutters.

Glass factories in the Steubenville, O., district are threatened with a temporary shutdown because of a lack of employes, said to be the result of prosecutions for violation of the Child-Labor law. A delegation may be sent to the Legislature to urge the passage of a law providing a higher age limit.

In connection with the published statement that the thirty-four collieries of the Philadelphia and Reading Coal and Iron Company are being worked to their utmost capacity, it is learned from an inside source that by April 1 the company expects to have coal enough stocked to last until next September.

Longshoremen in Boston, Mass., threaten to strike unless their demands are conceded by the steamship companies. The longshoremen demand an increase of 10 cents an hour to 40 cents on all bulk cargo, and 5 cents an hour for additional overtime. The longshoremen in Boston number 4000.

Representative Kahn has introduced a bill in Congress to protect free labor from competition with convict labor by confining the sale of convict-made articles to the State or Territory in which they are made. Violation of the Act is penalized by a fine of from $500 to $5,000, and imprisonment for one year.

Over one hundred union men, representing all trades, went on strike on the new Hotel Dennis contract, at Atlantic City, N. J. Work is totally suspended as a result of the refusal of the contractors to comply with a demand for the discharge of non-union metal-workers employed by Lupton & Sons, Philadelphia.

The convention of District No. 5, United Mine Workers of America, at Pittsburg, Pa., on February 16, passed a resolution declaring vacant the offices of President Dolan and Vice-President Bellingham, on account of their action in voting with the operators and against the miners on the question of increasing wages.

The United States Senate, on February 9, sustained the action of the House in abolishing the National Eight-Hour law on the Panama Canal. Senator Patterson, of Colorado, in supporting his amendment to reinsert the Eight-Hour clause, said: "What it all means in plain, brutal English, is that there is being prepared on the isthmus a slaughter-house for aliens, and that the canal is to be built at a fearful cost, not only of money, but of life."

At a meeting of Methodist editors and publishing managers of the United States, at Cincinnati, O., on February 14, it was decided that every printing establishment controlled by the Methodist Book Concern shall hereafter be run on the "Open-Shop" plan, making no distinction between union and non-union workers. It was declared that, since the "Open-Shop" plan has been introduced there has been better service in every way, and that it would be absurd to think of ever restoring the alliance with the unions.

EUREKA, CAL.

SAWTELLE CLOTHING STORE
H. A. SCHWARTZ, Prop.
Headquarters for Seamen's Wearing Apparel.
A complete line of Union Made goods in
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CIGAR MANUFACTURER
Cigars at Wholesale and Retail
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The "Popular Favorites," the "Little Beauty," the "Princess" and other high grade union-made cigars
Manufactured by
C. O'CONNOR
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J. A. ANDERSON, Proprietor.
BOARD AND LODGING
$5.00 PER WEEK.
Neatest and Cleanest Place in Town.
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First-class Board and Lodging
Reasonable Rates.
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SQUARE MEAL
TRY
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Miss Helen C. Smith.....Assistant
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WE ARE GOING OUT OF BUSINESS
EVERYTHING REDUCED
Lion Clothing House
First Avenue, South, Corner Main,
SEATTLE, WASH.

LETTER LIST.

(Continued from Page 13.)

TACOMA, WASH.

Anderson, Alf. J.	Makl, Ivar
Brander, Wm.-1389	Murray, Willie
	Nord, G. E.
Davey, C.-524	Olsson, Leonard
Froh	Olsen, C.
Hansen, Emil	Olson, A.-586
Hanson, Charley	Olsson, Otto
Jensen, Alb.-1650	Pedersen, Dick
Johansson, K.	Revfern, Fred
Karvell, J. H.	Rosenvold, Isak
Klvstrom, J.	Schubert, Chas.
Larsen, C. L.	Sorensen, Loren
Lind, Allick	Struer, John
Loveland, Chas. H.	Svendsen, C.-1050
Martinsen, Holger	Van der Molen,
McFerran, Jas.	Winchler, Mose

Letters in the Office of the Fishermen's Union of the Pacific Coast and Alaska, San Francisco.

Bjorstrom, Carl	Johanson, John E.
Bahr, Frank	W.
Cossalato, Mike	Knuttson, Hans O-2
Ekstrand, Frank-7	Kornls, John
Johnsen, Henry	Nelson, John
Jacobsson, C. E.	Stevens, Vint
Wilson, Harry	Vogt, Wilhelm

Letters in the Office of the Marine Cooks and Stewards' Association, Seattle, Wash.

Andrews, Lewis	Mor, P.
Boster, Chas.	McCoy, E. E.
Barbeau, L. J.	Nelson, Walter
Boedecher, Gus	O'Brien, J. P.
Branford, Chas.	Olsen, James
Bates, G. W.	O'Donnell, H.
Colbert, M. G.	Ohren, Chas.
Colton, B. M.	Pul, Henry
Chappell, W. J.	Pury, John
Donaghoe, A.	Prieto, M. J.
Dolan, J.	Peterson, E.
Eriksen, A.	Palmer, A.
Fuller, E. E.	Payne, Fred
Foster, Jack	Reid, W. J.
Gomex, Frank	Ruderman, J.
Gwenewegen, J.	Ritchley, F.
Gade, Peter	Robinson, Orville
Hohback, Henry	Sabeen, G. M.
Hafford, H. M.	Sortirt, Ole
Hayter, Richard	Stanford, J. W.
Herbert, Chas.	Scott, E. B.
Holst, W. A.	Schmidt, Arthur
Johnston, Chris.	Tracy, E.
Kelly, W. M.	Taylor, Albert
Keller, N. F.	Troup, Percy
Le Counte, H. G.	Williams, Chas.
Kelly, W. C.	Wright, Edwin
Lewis, Miles	West, Augustus
Lawlor, John	Wilson, Tom
Magunson, G.	Wooding, A.
McCarthy, J. T.	Yager, R. E.
McLaughlin, Hugh	York, G. T.
McAillster, Geo.	Yager, Sam

INFORMATION WANTED.

John F. Joseph, a member of the Sailors' Union, is inquired for by his sisters. Address, COAST SEAMEN'S JOURNAL.

Robert Jaeques, a native of England, aged 24, discharged from the steamer Aztec about August 1, 1904, is inquired for. Address, COAST SEAMEN'S JOURNAL.

Wo Larsen or Wo Curtis Larsen, age 24, last heard from at San Francisco, March, 1905. News of importance waits him at the U. S. Shipping Commissioner's Office.

Joseph Clark, native of County Rush, Dublin, Ireland, is inquired for by his mother. Any one knowing his whereabouts will please communicate with the JOURNAL office.

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Steam and Lager Beer
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THE ORIGINAL UNION-MADE OVERALL
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BEST IN EVERY RESPECT
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Opposite Sailors' Union Hall
We sell the kind of Goods you require.
Extra Strong Hickory Shirts
Best Overalls
Good Lumber Shoes
Stockton Flannel Underwear
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Also a full line of Gentlemen's Furnishing Goods and Hats. Look at our goods. You will be pleased. No trouble to show them.

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CHRIS. JORTALL
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Southwest Corner East and Mission Sts.

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SEE THAT THIS LABEL IS ON THE KEG OR BOTTLE

INFORMATION WANTED.

Peter Nasman, a sailor, is inquired for by his brother. Address, COAST SEAMEN'S JOURNAL.

Harry B. Douville is inquired for by his mother. Kindly communicate with the JOURNAL office.

John Anderson, a seaman, who was on the St. Paul, when wrecked, is inquired for by A. W. Beadle & Co., 22 Market street, San Francisco.

Any one knowing the whereabouts of John D. Gray, native of Scotland, last heard of at Freemantle, W. Australia, at present supposed to be sailing on the American Coasts, is inquired for by his sister, Mrs. Angus. Kindly communicate with the JOURNAL office.

Domestic and Naval.

Midshipmen Richard Laurens de Saussure, of South Carolina, and George H. Melvin, of Geneseo, Ill., were formally dismissed from the Naval Academy on February 7.

The French Ministry of War has ordered another Lebaudy dirigible balloon for the eastern frontier defenses. Seven weeks is the limit given for its construction and delivery.

The Clyde liner Cherokee, which stranded off Atlantic City, N. J., in a storm on January 12, has arrived at Cramps' shipbuilding yard at Philadelphia, Pa., for repairs.

The Chilean Legation at Washington, D. C., has been informed that the Chilean Congress has just appropriated $250,000 annually for a steamship line to establish more direct communication between Valparaiso, Chile, and Panama.

Captain Mark Castro, who, with his crew of six men, rescued fifty-two persons from the stranded steamer Cherokee, has received a check for $500 from the Clyde Line Steamship Company, the owners of the steamer.

The British bark Mobile Bay, which arrived at Anping, Formosa, on January 16 from New York, July 9, was totally destroyed by fire on February 6. Her crew were landed. The bark had 7000 cases of kerosene on board.

The schooner Canadian, Captain Miesner, which sailed from Cadiz, Spain, on December 30 for Philadelphia, Pa., arrived at St. Johns, N. F., on February 4, bringing reports of severe weather experienced on the North Atlantic. The Canadian lost a man overboard during the voyage.

Jiu-jitsu, the Japanese style of wrestling, will be abolished at the Naval Academy if Rear-Admiral Sands, the Commandant of the Academy, is permitted to have his way. Admiral Sands declares that the Japanese method of wrestling is tricky and apt to injure the contestants.

The Weston Transit Company, of Tonawanda, N. Y., has placed contracts with the American Shipbuilding Company for three boats to be the biggest freight carriers on the Lakes. The vessels will cost $500,000 each. They will be 605 feet over all, 60 feet beam, 32 feet deep and have a capacity of 13,000 gross tons.

The Bureau of Navigation reports that sixty-one sail and steam vessels, of 11,729 gross tons, were built in the United States during January. The largest steel steam vessel included in the figures is the Frank C. Ball, of 6,909 gross tons, built at Ecorse, Mich., for the Great Lakes Engineering Works.

At the conclusion of a hearing on February 2, before the Committee on Merchant Marine and Fisheries of the House, in which many inhumanities connected with the oyster industry on Chesapeake Bay were rehearsed, Representative Morrell, of Pennsylvania, withdrew the Anti-Shanghai bill which was under discussion to redraft it on even more drastic lines.

Charles Matheson and Charles Hemeon, fishermen of the schooner Juannapowitt, after having been adrift in a dory for four days without food or drink, were picked up by the fishing schooner Flora S. Nickerson and brought to Boston, Mass., recently. Both men were unconscious in the bottom of the dory when rescued.

While the Red Star line has just inaugurated a passenger service between Philadelphia, Pa., and Antwerp, the Menominee, which sailed direct for Antwerp recently, did not take any passengers. With the arrival of the two other steamers in the service, second cabin passengers will be booked for the outward run to Antwerp, but no steerage passengers will be carried. About 130 passengers can be accommodated by each vessel.

With the Wits.

Justified His Language.—"You say there was a great hush as the Senator began to talk. I thought everybody tried to call him down."

"That's exactly what they did. They all said 'Hush!'"

A Compliment.—Miss Planer—"Mr. Jolley is such a flatterer. As we passed him just now I heard him remark very audibly that I had 'such shell-like ears.'"

Miss Speitz—"Oh! was that what he said? I understood him to say 'shelf-like.'"

On the Women.—Mrs. Krotchet—"I think it was hateful of you to go to the theatre without me."

Mr. Krotchet—"I wish I had sent you in my place. It would have interested you more."

Mrs. Krotchet—"What did you see?"

Mr. Krotchet—"Hats and bonnets."

Touched.—"Hands up!"

The words startled the belated pedestrian, but he smiled grimly.

"Your allusion to 'hands' is painful," he said. "I'm on my way home from a poker party, myself."

Hastily thrusting a dollar upon him, the footpad disappeared.

A Real Veteran.—It was 1910, and the ex-Congressman was revisiting Washington.

He explained to friends that he was after a pension.

"But," they said, "you never were in a war."

"Never in a war! Wasn't I one of the insurgents of '06?"

Then they remembered, and, no pension being available, took up a collection for him.

Presence of Mind.—The audience was at the bated breath period.

Suddenly was heard an ominous crackling.

Incipient panic reared its horrid head.

At this instant the heroine advanced to the edge of the stage and glanced toward the gallery.

"If youse fellows can't eat peanuts quietly," she said, "you'd better buy 'em already shucked."

Only a few words, but the press agent is authority for the statement that they did the business.

LUNDSTROM'S
UNION MADE **$2.50 Hats**
Made by
PACIFIC COAST HAT WORKS
1458 Market St., opposite Central Theater, and 605 Kearny Street.
Country Orders Solicited.
Send for Illustrated Catalogue.

Bagley's Gold Shore Tobacco

For the pipe, don't bite the tongue, 2½ ounce pouches and 16 ounce cans.

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Union made Clothing

ISSUED BY AUTHORITY OF UNITED GARMENT WORKERS OF AMERICA — 7071142 — REGISTERED. — GENERAL EXECUTIVE BOARD — UNION MADE

We are one of the pioneers to adopt the union label of the Garment Workers. We manufacture all our clothing in our own workshops, and all of it is made by union men. Ours are the only thoroughly union clothing stores in San Francisco.

Other stores have only a few union-made lines to show union men when they call. But everything is union-made in our store.

In purchasing here you buy direct from the makers at a saving of middlemen's profits.

Ready-to-wear suits and overcoats $10.00 to $35.00.

Made-to-order suits and overcoats $10.00 to $45.00.

Garments can be purchased in either one of our two stores.

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RELIABLE
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TELEPHONE JESSIE 2821 — SAN FRANCISCO
All Watch Repairing Warranted for Two Years
Eyes tested free by our Registered German Expert Optician J. P. BECKER
ALARM CLOCKS REDUCED TO 45 CENTS
10 PER CENT DISCOUNT
DURING FEBRUARY STOCK TAKING

SMOKERS See that this label (in light blue) appears on the box from which you are served.

Issued by Authority of the Cigar Makers' International Union of America — SEPT. 1880
Union-made Cigars.
This Certifies, That the Cigars contained in this box have been made by a First Class Workman, a MEMBER OF THE CIGAR MAKERS' INTERNATIONAL UNION of America, an organization devoted to the advancement of the MORAL MATERIAL and INTELLECTUAL WELFARE OF THE CRAFT. Therefore we recommend these Cigars to all smokers throughout the world. All infringements upon this Label will be punished according to law.
Gompers, President, C M I U of America
LOCAL STAMP

PATRONIZE UNION INDUSTRY
SMOKE UNION-MADE CIGARS THAT BEAR THE ABOVE LABEL

H. SAMUEL
(Otherwise known as SAM.)
808 THIRD STREET
Between King and Berry Sts., San Francisco.
GENTS', YOUTHS' AND BOYS' CLOTHING
Gents' Furnishing Goods, Hats, Caps, Trunks, Valises, Bags, etc., Boots, Shoes, Rubber Boots and Oil Clothing of all kinds. Everything strictly UNION MADE. Seamen's outfits a specialty.
If you want first-class goods at the lowest market price give me a call. Do not make a mistake—LOOK FOR THE NAME AND NUMBER.

TAYLOR'S NAUTICAL SCHOOL



REMOVED TO
158-160 SECOND STREET
Corner of Natoma St., Fifth Floor
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Taylor's Modern Navigation, a book for both young and old navigators, is now in the Library of every Pacific Mail Steamship, in many Universities, and is highly recommended by many noted navigators. Send for circulars and testimonials.

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We intend the values this month to be powerful magnets to draw you in closest touch with the advantages Hale merchandising brings you, with the greatly increased strength of the New Store.

Nearly every department is concerned in such a meaningful way that to do justice to each we cannot bring all sales forward at once, but will announce them as rapidly as occasion permits.

Unusual values now in **White Waists, Linens, Sheets, Spreads, Undermuslins, Laces, Embroideries, Crockery, Men's Goods, Ribbons, Art, Silks, Handkerchiefs,** and **Stockings.**

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Two Entrances — Market nr. Sixth — Sixth nr. Market

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A COMPLETE STOCK OF
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The largest first class tailoring establishment on the Pacific Coast using this CUSTOM TAILORS UNION LABEL label
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GOOD WORK FAIR PRICES

COAST SEAMEN'S JOURNAL

FOR THE SEAFARING PEOPLE OF THE WORLD.

OFFICIAL PAPER OF THE INTERNATIONAL SEAMEN'S UNION OF AMERICA.

A Journal of Seamen, by Seamen, for Seamen. *Our Aim: The Brotherhood of the Sea.* *Our Motto: Justice by Organization.*

VOL. XIX. No. 23. SAN FRANCISCO, WEDNESDAY, FEBRUARY 28, 1906. WHOLE No. 959.

SENATE IGNORES SEAMEN'S NEEDS.

Subsidy for Ships, Nothing for Sailors.

Senator Spooner On The "Furuseth Incident."

HEREWITH the JOURNAL reproduces from the Congressional Record the principal features of the debate on the Ship Subsidy bill, in the United States Senate on February 13 and 14.

On the first-named date Senator Spooner discussed the Naval Reserve feature of the bill, taking the ground that the provisions in that connection would compel the seaman to practically enlist under Naval regulations, at the same time subjecting him to the liability of forfeiting his retainer through the whim or spite of his immediate employer in the merchant service. Upon this point the following debate occurred:

Mr. GALLINGER. If the Senator will permit me, I think he is altogether too technical.

Mr. SPOONER. That is not technical.

Mr. GALLINGR. If the certificate is not satisfactory, the man will not get his pay.

Mr. SPOONER. No.

Mr. GALLINGER. So no harm is done.

Mr. SPONNER. Yes; harm may be done to the sailor, but what a control, if I am right, it gives the master of a ship over this member of the Naval Reserve. The master of the ship or the shipowner may reduce the wages which would otherwise be paid to the sailor by the amount of this bounty proposed to be taken out of the Treasury, to pay him as a member of the Naval Reserve.

Mr. GALLINGER. My answer to that is that it is improbable.

Mr. SPOONER. Mr. President, my answer to that is that it is entirely probable. So far as I have been able to discover, in all of these bills there has been given tremendous attention to the building of ships, to the multiplication of ships (and our legislation generally bears evidence of that), and but very little attention to the comfort of or justice to the men who navigate ships.

Mr. FRYE. Mr. President——

The VICE-PRESIDENT. Does the Senator from Wisconsin yield to the Senator from Maine?

Mr. SPOONER. Certainly.

Mr. FRYE. The Senator from Wisconsin is entirely inaccurate in his statement.

Mr. SPOONER. In what respect?

Mr. FRYE. Legislation has been passed ever since I have been in Congress favoring the sailors. There have been increased dimensions for them on shipboard and increased comforts on shipboard. There is a regular menu established for their provisions, and all that sort of thing, and the sailors have up to this time made no complaint. Most of the legislation reported from the Committee on Commerce has been in the interest of the sailors rather than of the shipowners.

Mr. SPOONER. A year ago, or at the last session, a bill passed the Senate and was amended in the Senate having reference to the manning of ships and the efficiency of the deck crew on ships. That bill died on the table in the House of Representatives. I believe it died on the table of the House of Representatives because the Senate had incorporated in it an amendment which was intended to throw around the deck crew of the ship safeguards absolutely obvious to those who have solicitude either for passengers or for crew. I will read it:

"Provided, That except in the case of steamers navigating rivers exclusively, at least 75 per cent of the navigating crew, exclusive of licensed officers, shall be individually effective hands."

That does not define itself. But the Senate amendment explained it:

"That is, of a rating not less than able-seaman, and no one shall be signed as an able-seaman unless he shall be 19 or more years of age and shall have served at least three years on deck at sea or on the Great Lakes."

The provision in this bill, and it contains a definition, is:

"That upon each departure of said vessel from the United States at least one-sixth of the crew shall be citizens of the United States, or men who have declared their intention to become citizens, and of the deck force"—the deck or navigating force, the men who in time of stress or danger are the safeguards of the ship and its human freight—"excluding licensed officers, at least one-half shall be able-seamen, who are hereby defined to be men who have had two years or more experience at sea on deck."

This matter of undermanning a ship, of not having the requisite number of able-seamen—and when I say able-seamen I mean men who reach up to a standard, which in the world is deemed requisite, in the way of experience, proved courage, knowledge of navigation, the dangers which confront a crew on an ocean-going vessel—is not simply of importance to the owner of the ship, nor simply of importance to the passengers on the ship, to the great mass of waiters on the ship, to the men who are of no avail in time of accident, except to make a rush for the boat; but it is important to the crew, it is important to the men who are fit to be in the deck crew. They are all interested in that. If they are surrounded by an unjust proportion of men very much less efficient than themselves, it involves overwork upon their part, and not simply overwork, but it involves danger to them as it does to the ship.

It does not rest simply on the statement of the seamen's unions; it does not rest simply on the statement of those who go down to the sea in ships, and who have banded together, as all other men who work have banded together to promote in fair ways the interest and the safety of their craft. The importance of this matter of manning and of absolute efficiency in the crew on deck has received the attention of Parliament in Great Britain. It was thoroughly investigated. The reports show that very little testimony could be secured from the masters of ships or the owners of ships. The testimony came mainly from men who manned the ships.

Senator Spooner proceeded to point out the absence in the bill under discussion of any provisions for the better manning of vessels, but was interrupted by Senator Gallinger with the statement that that question "has nothing to do with the Naval Reserve." To this Senator Spooner replied as follows:

Mr. SPOONER: I am not talking about the Naval Reserve. I am not through with that, but I passed from it to this other proposition. I will go back to the Naval Reserve. If there had been a decent number of efficient men on the General Sloeum, there would have been infinitely less loss of life, if any, and it is not good legislation nor is it good administration that renders it possible for shipowners to gather in dollars from men, women, and children without taking the precautions reasonably to be prescribed by law to have their ships manned by men who know the sea and who know what to do in an emergency, and have the courage to do it. I came across the ocean once on a great steamship with my family when the crew of able-bodied seamen had been taken off at night on a strike and their places filled by men picked from the slums of Liverpool, and there were not ten able-sea men on the ship. Happily it was a smooth voyage; but no ship with hundreds of people ever ought to be permitted, Mr. President, to leave port to start upon an ocean voyage unless there are upon that ship the requisite number of seamen of experience.

Returning to the danger incurred by the Naval Reserve man under the certification plan proposed by the bill, Senator Spooner said:

Mr. SPOONER. The certificate has got to be that such a person has served satisfactorily—that can only be determined by some one on board the ship—for at least six months of the preceding twelve months on vessels of the United States in the merchant marine or in the deep-sea fisheries, and if the captain of the ship does not certify that the person served satisfactorily for that period it is incompetent for the officers of the Government to pay to that man the retainer. Now, what greater power could be given over a sailor's ability—I do not phrase that happily—to secure this retainer than is provided here as to the evidence upon which it is to be paid?

Suppose the captain of the ship or the owner insists upon paying less wages because of this payment by the Government, is it not entirely within his power under such a procedure as that to enforce it? If a mean captain, a tyrannical captain, a captain who has been prejudiced by mates against a sailor or in anywise does not see fit to make this certificate, is there any manner in which justice can be brought about?

Upon the general proposition that a seaman, in order to secure employment on a vessel under the Subsidy system, must enlist in the Naval Reserve, Senator Spooner spoke as follows:

A man, Mr. President, who is willing to be put in that duress, who, in order to secure employment in his calling on a ship at sea, will bind himself in time of peace to serve four years whenever called upon in time of war, to get this money out of the Treasury, is not the kind of a man to be relied upon for national defense in time of war. Good sailors, self-respecting sailors abhor it. They say that it is an insult. They say it is a governmental tip, and is predicated upon the false assumption that they do not love the flag which floats over the ship upon which they sail out on the sea; that their patriotism is to be bought by this bounty from the Treasury, and that the people of the United States and its Government are not looking to the past and the prompt enlistment of sailors in the past in time of trouble, willing to trust to their patriotism.

The idea—and some would have to do that in order to get employment in the merchant marine—that a man must enlist, must take this pay which he does not earn, perchance simply paid for the right to call upon him any time during four years if the exigency demands it, and that he must enter upon that obligation in order to obtain service on one of these bounty-paid ships, is repulsive. It is a new way of building up or making a recruiting establishment for the Navy. The sailors say it is a governmental press-gang after a fashion, and they do not like it.

I will not take the time to read them, for I want to yield to the Senator from Iowa (Mr. Allison), but I

will ask permission to put in the Record one or two resolutious of sailors' organizations protesting against this provision.

The VICE-PRESIDENT. Without objection, it is so ordered.

The resolutions referred to are as follows:

"Lake Seamen's Union Resolution.

"Whereas the United States Senate is about to vote upon the Subsidy bill; therefore, be it

"Resolved, By the Lake Seamen's Union, in meeting assembled, that we respectfully but earnestly protest against the bill in its present form, aud appeal to the Senate to strike out subsections 3 and 6 of section 3, for the following reasons:

"First, Subsection 3 appears to give some advantage to the seaman, but in reality lowers the standard of efficiency by authorizing the vessel to go to sea with but half of the crew able-seamen. They have done so in the past, but in violation of the spirit, if not the letter, of the law.

"Second. Subsection 6 provides that the owner must have a certain number of naval reserves to get the subsidy. This means that the seaman must be in the Reserves in order to get employment. This is conscription pure and simple, and we protest against being selected for this while other men may, under ordinary conditions, choose whether they will enlist or not until the nation needs all its men.

"Third. It would compel us to be in the military service from 21 to 47 or quit the sea.

"Fourth. Under such conditions we would rather quit the sea, since it would be a notice to us that we must, as seamen, give up any hope of improvement in our life. We have asked for laws in accord with American ideas, and we are getting more servitude and more discriminations against us.

"Fifth. The discrimination is coupled with a bonus, which places us in the position of receiving, while in health, money which we have not earned, and which is therefore in the eyes of honest men dishonorable.

"Sixth. The striking out of these two sections leaves it to each seaman to choose for himself whether he will accept the bonus or not, and this, we respectfully suggest, is a privilege granted to all other servants. As workingmen we ask to be permitted to retain so much of the respect of our fellows and ourselves as our present status has made it possible for us to keep.

"On behalf of the Lake Seamen's Union.

"V. A. OLANDER, Assistant Secretary.

"T. A. HANSON, Chairman.

"Chicago, Ill., February 9, 1906.

"Washington, D. C., February 10, 1906.

"Dear Senator: On behalf of the seamen I hereby respectfully and earnestly protest against the adoption of the Subsidy bill as now before the Senate. The protest is based upon the following reasons:

"1. Section 1 offers to us a bonus, for which we never asked and against which we most emphatically protest. When this country needed men we always volunteered, and Congress has no right to assume that we will do otherwise in the future.

"2. The same section puts us under the absolute authority of the Secretary of the Navy to 'receive such instructions and be subject to such regulations as the Secretary of the Navy may prescribe.' To refuse would mean punishment for desertion under the Naval regulations.

"3. The bonus shall only be paid on condition that we have served in some private vessel to the satisfaction of the owner thereof for six months or more during the previous twelve months. The bonus shall be paid 'on certificate by the Commissioner of Navigation that such member has served satisfactorily for at least six months * * * ou some merchant vessel of the United States.' None but the owner of the vessel can give such certificate.

"4. Subsection 6 of section 3 and section 7 provide that the owners are not to receive the subsidy unless they employ in their vessels an increasingly large number of members of the Naval Reserve. This makes industrial employmeut contingent upon enlistment in the Navy, and is a more drastic form of conscription than is now practiced by any country.

"5. This bill makes the seamen's bread dependent upon service in the Navy not only during war, but during peace as well.

"6. The seaman may not, under this bill, choose for himself whether he shall volunteer; he must, or else he must leave the sea.

"7. He can not, like an honest man, refuse to accept money which he has not earned. He must either so behave himself as to fail in getting a certificate of good conduct, he must leave the calling, or he must accept, no matter if what self-respect he may possess is thereby wounded or destroyed.

"8. He must at all times be ready to go to war upon the call of the President against anybody in any cause for anybody. He may not, like a citizen, refuse to serve until the President shall by the need of the country deem it proper to call upon all men in the country's defense.

"9. The industrial employer could, and, as we know him, we know that he would reduce the present all too low wages by so much as the Government would be paying. To dispute his right to determine the rate of wages would be to fail in getting that certificate of good conduct necessary to get this bonus. Real seamen will without doubt fail.

"10. Seamen are too ill paid and poor to live like other men, but we have yet, in spite of our status under the law and the pity with which we are considered, sufficient self-respect to appreciate the true value of the gift which it is contemplated to force upon us.

"On behalf of the organized seamen of the United States, Very truly yours,

"ANDREW FURUSETH,

"Chairman Legislative Committee, International Seamen's Union of America.

On February 14, the debate was resumed. Senator Spooner took up the matter of the efficiency of the crews provided for by the bill, contending for the adoption of the proposal offered by the Seamen, namely, "That, except in the case of steamers navigating rivers exclusively, at least seventy-five per cent of the navigating crew, exclusive of licensed officers, shall be individually effective hands—that is, of a rating not less than able-seaman—and no one shall be signed as an able-seaman unless he shall be 19 or more years of age and shall have served at least three years on deck at sea or on the Great Lakes."

Senator Gallinger, while defending the manning provisions of the Subsidy bill, was interrupted by Senator Frye, who sarcastically alluded to Andrew Furuseth, the Seamen's representative at Washington, as the source of Senator Spooner's information. The following colloquy ensued:

Mr. GALLINGER. I rose simply to say that, as I recollect, the phraseology in that clause was copied after a similar phraseology used in other shipping bills, except that this bill gives a definition requiring two years' service. The definition may me imperfect, but I think it greatly strengthens the bill in respect to the quality of the men.

Mr. FRYE. The Senator did not ask Furuseth?

Mr. GALLINGER. No.

Mr. SPOONER. The Senator from Maine says he did not ask Furuseth? I know Mr. Furuseth. So does the Senator. I have found Mr. Furuseth to be a man of very large intelligence, a man who understands the sea, a man who has spent his whole life nearly upon it.

Mr. FRYE. He has been twenty years in Washington, I guess.

Mr. SPOONER. He has spent practically a large part of his life upon the sea. He became early, before he had reached the years of manhood, a sailor. He is a Seandinavian, who has served in almost every position, except perhaps that of an officer on the ship, and who has sailed upon every known sea except the Mediterranean. He has been in Washington. What for? To represent the interest of the sailors, his class, in the industry of the world. Is that a reproach to him? There is not an industry or a craft in this country or any other which is not organized for the protection and for advancing the interests of its members.

It is not enough, or it ought not to be enough, to condemn a proposition in the Senate of the United States to say that it emanates from one who is here as the delegate of a class of men to be affected by it.

Every great interest in the United States has at times its agents here in Washington, more or less listened to, permitted to present properly in one way and another the interests which they are here to represent.

Whether this proposition or any proposition should be embodied in law, Mr. President, depends not upon the source whence it comes, but upon the merit of the proposition itself. In building up a merchant marine by bounties out of the Treasury raised through taxation throughout the whole country, to encourage the construction of ships, the investment of money in shipyards, why not give some attention to the interest of the men who are to man the ships?

Mr. FRYE. Mr. President——

The VICE-PRESIDENT. Does the Senator from Wisconsin yield to the Senator from Maine?

Mr. SPOONER. Certainly.

Mr. FRYE. I, without intending to do it, provoked this oratory of the Senator from Wisconsin.

Mr. SPOONER. Not oratory.

Mr. FRYE. I desire to say to the Senator from Wisconsin that Mr. Furuseth has been known to me a good many more years than he has to the Senator, and that he has always had a hearing before the Committee on Commerce, and a full and fair hearing, on every proposition that he has made. Many of his propositions have been accepted and made into law. I have nothing against Mr. Furuseth at all, except that now certainly he is no sailor and has not been for quite a number of years. He represents the Sailors' Union on the Pacific Coast. That union now controls very largely the sailors on the Pacific Coast.

Mr. SPOONER. I presented yesterday a series of resolutions from the sailors of the Great Lakes, from Chicago, in which they took the same view precisely of this compulsory provision as to the employment of Naval-Reserve men on ships that Mr. Furuseth takes, representing the Sailors' Union on the Pacific Coast. If it was proper to hear Mr. Furuseth as the representative of the sailors before the Committee on Commerce, if any of his propositions be found to be reasonable, of course I am not subject to criticism or censure that I have permitted him to talk with me. I reserve the right to obtain information upon matters concerning which I am to legislate from any source, and whatever I urge upon the Senate I urge upon the Senate not because some man has told me this or that, but because upon reflection I think the proposition is a reasonable one.

Why should not the Senate of the United States and the Congress of the United States take peculiar care that there shall be on every steamship which sails under our flag out of a port of the United States a complement of sailors competent by experience on the sea to meet the exigencies which so often confront a ship and which so often destroy the ship and its cargo, human and freight?

Mr. GALLINGER. Mr. President—

The VICE-PRESIDENT. Does the Senator from Wisconsin yield to the Senator from New Hampshire?

Mr. SPOONER. I will yield, but I have not presented what I wanted to say.

Mr. GALLINGER. I do not wish to interrupt the Senator.

Mr. SPOONER. No; if the Senator wants to ask me a question, I yield.

Mr. GALLINGER. I do not want to ask a question. I simply wanted to repeat what I think the Senator did not catch when he became interested in the Furuseth incident, that those of us who constructed this bill had an impression that the requirement of two years at sea, making that service the definition of an able-seaman, improved the bill, and would give the ships a better quality of men.

Mr. SPOONER. Of course, Mr. President, but it is not a careful definition.

Mr. GALLINGER. No.

Mr. SPOONER. It is not such a definition as the British commission which dealt with this great subject of manning ships saw fit to prescribe. They thought there ought to be some limit as to age; they thought that a boy of 18 or under who had served at sea on deck—under this proposed statute a service on deck at sea makes a seaman; he might have served in the cabin of a steamship—should not be regarded as an able-seaman.

Mr. GALLINGER. Well, Mr. President, on that point, if the Senator can present a better definition I think we would be glad to have it.

Mr. SPOONER. That is just what I am trying to do.

Mr. GALLINGER. I am glad the Senator is making that effort.

Mr. SPOONER. I am giving the reason why I think this is inadequate.

Mr. GALLINGER. If the Senator will permit me, I want to say a single word concerning Mr. Furuseth.

Mr. SPOONER. Certainly.

Mr. GALLINGER. The Commission listened to Mr. Furuseth in San Francisco very attentively. In the hearings he occupies from page 1212 to page 1277, 65 pages, and scattered through the testimony there are a great many places where Mr. Furuseth appears.

Not only that, but the Commission treated Mr. Furuseth with so much consideration that a portion of the Commission visited a ship in his company and inspected it. But the Senator will agree with me, I feel sure, that this is not the bill to correct all the evils which may exist in reference to seamen on ships.

After debate on the bill had been resumed, Senator Perkins spoke as follows:

Mr. PERKINS. Mr. President—

The VICE-PRESIDENT. Does the Senator from Wisconsin yield to the Senator from California?

Mr. SPOONER. Certainly.

Mr. PERKINS. If my friend will permit me, I wish to call his attention to a point which he has not considered, or at least he has not mentioned it.

Mr. SPOONER. Undoubtedly there are many.

Mr. PERKINS. The Senator is a distinguished lawyer, and has, perhaps, certainly as much influence as anyone in the Senate and outside of it in framing public opinion. I believe he, as a lawyer in admiralty cases, in representing the owners of vessels, will agree that if the owner is not actuated by a higher motive he desires to protect his own property, his crew, and those who may take passage on his ship.

In referring to the statute of able-seamen, the Senator from Wisconsin forgets that in the engineering department of every ship there is the great motor power for propelling the ship, while heretofore, when we were boys following the sea, it was the sails of our ships, the winds of heaven, and all the men on the deck were sailor men who might trim those sails to the breezes that propelled them through the ocean.

Now, the greatest danger on every steamship, as the Senator well knows, is that of fire and accident to the machinery of the ship. The engineer's crew are all trained and should have fire drill at least every week. That is the regulation of every well-organized steamship company. In the engineer's department the chief engineer takes charge of one of the boats, one on the starboard quarter or the port quarter. The first assistant engineer takes charge of another boat, and it is manned by the engineer's crew, who are well disciplined in the engineer's department. While perhaps the coal-stokers and the firemen are not classified as able men, they are sailor men. Only a few weeks since there was a fire on one of the steamships on the Pacific Coast, and, in a great measure, for the safety of that ship and the lives of the passengers they were indebted to the coal-stokers down beneath the decks in the hold of the ship, who came to the deck and there manned the whole fire hose and extinguished the fire.

So in the steward's department, while they are not sailor men, seamen is the word of the statute, the chief-steward is assigned to one of the boats, and when the gong rings the alarm for fire each one is at his station and mans the halyards and swings the davits, if he does not become rattled and disabled to do his duty.

Therefore, I want to say to the Senator from Wisconsin, we all have the same object in view, to see that the ships are properly equipped and manned, but the necessity does not exist that there shall be so many able-seamen on a steamship as on a sailing ship, because each department of the ship, as I have said before, the engineers, the steward's department, the coal-passers, the firemen, are all disciplined, and when the fire alarm is struck, if they know their duty and have been properly disciplined, they are at their stations to save life and property.

I am in full accord with the Senator's views; and if the bill is defective, we ought all of us to unite together and perfect it. If two years' experience is not sufficient, let us give them three or four years' experience. But there are many who learn more in six months or a year at sea than others who have followed it all their lives. I have been shipmate on ship with sailors where there were thirty-six able-seamen and only four boys or four ordinary-seamen, and it was only one of us four boys who was permitted to steer that ship, to remain at the helm. It was because those boys had an interest in what they were doing. They were looking forward, and hoped to rise by

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On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions.)

Chinese Exclusion.

The recent visit to this country by the Chinese Imperial High Commission in the interests of unrestricted Chinese immigration, served to rouse the press and the people of the East to an unwonted pitch of cerebral activity on the, to that section, usually uninteresting subject of Chinese Exclusion. As might have been expected, the press was almost a unit in salaaming editorially to the "distinguished visitors," and in pouring broadsides of trust-made wrath at those who ventured to say that they thought the Chinese Exclusion a good thing for this country. We were told by these moulders of public opinion that as a nation we have disgraced ourselves in the eyes of the civilized world by our treatment of the Chinese. We were furthermore told that inasmuch as we had failed to give the Chinese a "square deal," they were morally justified in boycotting our wares; and we would be lucky indeed if they stopped at that, as there were unmistakable signs scattered all over the political horizon that the "Chinese Giant" was just beginning to wake up after his age-long sleep, and will be as likely as not, when he is fully awakened, to wreak summary vengeance upon us for our cavalier treatment of him, etc.

It goes without saying that these amiable "tribunes of the people" were not over anxious to throw their columns open for discussion of Chinese Exclusion to those on the other side of that question. And, when one comes to think of it, one can hardly blame them either for their attitude in that respect, for had they encouraged such discussion they would no doubt have been swamped with communications from anti-Chinese minded people who are too poor to own or subsidize a newspaper. Once in a while, however—probably through an oversight on the part of the management—a pro-Exclusion communication finds its way into the columns of some newspaper. The following, for instance, appeared in the New York World of February 14:

> Some persons are complaining about the ill-treatment of the Chinese. Will they explain in what it consists, and what line of action should be followed? Must the common people move up closer, or move out entirely and make the Chinaman a present of the country? Or shall we gather them in and regulate our living to a daily ration of a pound of rice and a sip of tea, and wear only a pair of beautiful gingham trouserettes, a shirt and a pair of straw slippers?
>
> There is plenty of room for them in warmer countries, and all the advantages. No one but capitalists will be benefited by crowding the country with them. There are too many now hanging on the straps. There are thousands of Chinamen here at present, getting the best possible treatment, and making money rubbing holes in shirts.
>
> This country has proved its friendly interest in China often. In the Boxer troubles our troops did not do any plundering, and our Government did not exact any indemnity beyond its expenses.
>
> If the millionaires of America, China and England are to have their way, the country will be turned into a treadmill for all races, grinding out fabulous riches to be spent in England and on the Continent.

The questions asked by the writer of the foregoing communication touch the core of the Chinese Exclusion question. Must the common people move up closer, or move out entirely and make the Chinese a present of the country? Or, must we gather them in, as we are now doing with European immigrants and risk the Celestializing of our civilization? These are questions which our pro-Chinese friends will find rather bothersome to answer without rupturing their monopoly of patriotism. And yet, it must be evident to any man capable of reasoning from cause to effect, that unless we adhere strictly to our present Chinese Exclusion policy, the conditions suggested by the aforesaid questions will be the only alternatives. But, it may be confidently predicted that, should our pro-Chinese patriots succeed in their little scheme, the common people will not move up closer. Instead, there is likely to be a war of extermination that will "stagger humanity," as the late "Oom Paul" might have said.

According to statistics gathered by life insurance companies there were killed or maimed in Allegheny County, Pa., in 1905, 17,700 persons; as follows: In the iron and steel mills and blast furnaces, 9,000; in other mills, shops, and factories, 4,000; in coal mines, 400; on railroads, 4,300. This does not include thousands of casualties which for one reason or other were never reported. And now comes the strangest part of this terrible record, which in numbers of killed and wounded beats the records of many great battles of history. Of all these casualties met with in peaceable pursuits only ninety-two cases came to the notice of the State Factory Inspectors! What knaves these mortals be—when they are not fools!

A couple of members of the wealthy Astor family and some friends went "slumming" on a recent evening through "Chinatown" in New York City, and the local Police Department considerately sent two detectives to escort the distinguished citizens and see that no harm came to them. Now, the question is, Suppose a party of plebeian Smiths or Browns wanted to go a-slumming somewhere, how much police protection would they be likely to to get? Any peaceable "American sovereign" who has ever been told by a gruff policeman to "g'wan now, or Oi'll fan ye" can supply the correct answer to that question.

Secretary Taft is said to have gone into training for the purpose of reducing his rather too generous allowance of embonpoint. He has no doubt realized that it is pretty hard to get elected to the Presidency unless one is nimble enough to get around after grizzlies and wildcats. Some one who can get his ear should point out to him that "making the dirt fly" in a tropical climate has a decided tendency to reduce superfluous flesh.

A movement has been set on foot by the Central Federated Union, of New York City, under the anspices of the American Federation of Labor, to collect a fund for the purchase of a burial plot for the body of the late John Swinton, and the erection thereon of a monument in his honor. Since his death, four years ago, the body of Mr. Swinton has been lying in a vault in Greenwood Cemetery.

Joseph Fitzpatrick, a member of the Atlantic Coast Marine Firemen's Union, was drowned at Philadelphia, Pa., on December 9. The body was recovered and conveyed to relatives in Boston, and there interred at the expense of the Union.

Fag Ends.

Work for Direct Legislation and the Recall!

Optimists are usually good fair-weather sailors.

The more politicians, the more "honest graft!"

Opportunity seldom waits twice on the same man.

No people is free that is not master of its own government.

Fools are guided more by custom than by sober sense and reason.

Judged by modern standards, Christ and the Apostles were all failures.

No mind can do its best that is not free from dreams of wealth or fear of poverty.

When all is said, the business of mankind relates far more to matter than to mind.

Pope paraphrased up-to-date: Wealth makes the man, and want of it the fellow.

The man who waits for others to do more for him than he is willing to do for himself is booked for a long wait.

Truth is often ambushed and its life crushed out by those who worship at the shrine of Doubt, while Falsehood may pass freely by their doors upon its baneful and destructive course.

Those grafting statesmen who speak so reverently and approvingly of Washington, Jefferson and Lincoln, somehow make one feel like saying things which are only kept back because of respect for the maxim, "Comparisons are odious."

When we see an old, wornout, overworked horse drop dead in the street, or behold the remains of some poor unfortunate sweatshop consumptive being carted away to their last resting place, do not let us forget to mumble something pious about "God's will," or that this is the twentieth century of "Christian civilization."

Senator Frye is reported by the Congressional Record as saying that sailors are to-day earning from $100 to $125 a month—"more than the captains of foreign tramp ships." He forgot to add, however, that the captains of American ships earn a good deal more than the admirals of many foreign navies. It is misrepresentation and artful shuffle of this kind from "eminent citizens" like Senator Frye that do so much to perpetuate the spirit of our antediluvian Navigation laws. If the public were given the plain facts about our merchant marine, and especially about the ridiculous legal status of merchant seamen, reform along lines suggested by the seamen themselves would be achieved through sheer weight of public opinion.

Home News.

Representative Grosvenor, of Ohio, has been defeated for renomination. Grosvenor has represented his district in Congress for twenty years.

Johann Hoch, the so-called "Bluebeard," was hanged at Chicago, Ill., on February 23. Hoch was suspected of having murdered many wives.

The Board of Public Safety, of Louisville, Ky., has issued an order closing all theaters and skating rinks on Sunday. The board is of the opinion that Sunday theater-going is demoralizing.

The validity of a Dakota divorce in England was recently affirmed by Sir John Correll Barnes, Judge of the Divorce Court Division of the British High Court of Justice.

It has been arranged that Hawaii shall send a representative to the United States to study tobacco-growing, and Secretary of the Interior Wilson has promised to assist him in every possible way.

The committee appointed at the last session of the New York Legislature to investigate life insurance made its report on February 22. The report makes a number of recommendations for remedial legislation.

President Roosevelt, on February 14, received and accepted the resignation of John G. Brady as Governor of Alaska. The resignation was handed to the President, on behalf of Governor Brady, by Judge Peele of New York.

Since the first of the year and up to February 20 there have been reported to the Chicago police the following: Murder of 5 women, murder of 10 men, brutal assault and "hold-up" of 38 women, assault and robbery of 40 men, 27 burglaries, 8 riots, 17 fights resulting in casualties.

In an address before the 500 delegates attending a convention of negroes at Macon, Ga., on February 15, to discuss racial problems, Bishop H M. Turner declared the American flag to be a dirty and contemptible rag. He further said that hell was an improvement on the United States, as far as the negro was concerned.

President Hadley, of Yale University, announces that that institution has decided to offer scholarships carrying free tuition to two Chinese; also that in the immediate future free tuition will be offered to as many as ten Chinese who may be recommended by the educational authorities of China. This offer, it is understood, may be made permanent.

The Grand Jury of the special term of the United States District Court at Asheville, N. C., on February 21 returned two true bills against Representative Spencer Blackburn. The bills of indictment charge Blackburn with practicing before the Treasury Department and receiving fees for such service in violation of the law. He is accused of receiving $500 from A. C. E. Dinkins and $100 from A. P. Davis.

Frank P. Sargent, Commissioner-General of Immigration, recently presented his views in favor of added restrictions to immigration before the House Committee on Immigration and Naturalization. Sargent favored forbidding entrance to the country of feeble-minded and imbecile immigrants, and believed the possession of some fixed amount of money should also be a requirement. No action was taken by the committee.

The famous case of the State of Missouri vs. the State of Illinois, involving the right of the City of Chicago to divert its sewage into the Mississippi River through the Chicago sanitary canal and the Illinois River, was decided on February 20 by the Supreme Court of the United States in favor of Illinois. Justice Holmes delivered the opinion of the Court, which was that Missouri did not prove its case. The opinion was unanimous.

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Robert Jacques, a native of England, aged 24, discharged from the steamer Aztec about August 1, 1904, is inquired for. Address, COAST SEAMEN'S JOURNAL.

INFORMATION WANTED.

Theodore Blackwell, colored, last heard from two years ago when running an engine for the U. S. Government, is inquired for by his mother, Mrs. Elvira Conley, 814 N. Campbell street, El Paso, Texas.

Joseph Clark, native of County Rush, Dublin, Ireland, is inquired for by his mother. Any one knowing his whereabouts will please communicate with the JOURNAL office.

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Pacific Coast Marine.

A libel for $812, alleged amount of damage to cargo, has been filed by the Continental Paper Company against the steamer Watson, at San Francisco.

The Merchants' Exchange, of San Francisco, has established a wireless telegraph apparatus by which communication will be maintained between various points on the Coast and vessels at sea.

The steamer Dimono, against which several libels have been filed in the United States District Court, was sold at auction at San Francisco on February 21, for $6000, the purchaser being the California Salt Company.

C. L. Tutt, of Colorado Springs, has entered the Anemone for the Hawaii Yacht Club's proposed yacht race from San Francisco to Honolulu. The Anemone will soon sail from New York for San Francisco around Cape Horn.

Following is the reinsurance list, as posted at San Francisco on February 25: British bark Drumcraig, 157 days from Astoria for Manila, 90 per cent; British bark Daylight, 185 days from New York for Yokkaichi, 8 per cent.

Reinspection of all vessels in Seattle harbor began on February 23, in accordance with instructions from the Secretary of the Navy acting on the suggestion of the Secretary of Commerce and Labor, made through resolutions adopted in that city after the Valencia disaster.

After having been delayed in port for a day, on account of rough weather outside, the British ship Celtic Monarch sailed from San Francisco on February 25 in tow for Royal Roads, British Columbia, to load under charter to the Barneson-Hibberd Company for a foreign port.

The Alaskan steamer Dora, of the Northwestern Steamship Company's line, which had been missing for fifty-four days, being given up for lost, arrived at Port Angeles, Wash., on February 23. The Dora had been driven 2000 miles out of her course, and reinsurance had been quoted at 90 per cent.

The Valencia inquiry was concluded at Victoria, B. C., on February 20, when Superintendent Hussey of the Provincial Police testified to the work of recovering the bodies and submitted a statement showing that of 164 persons on board thirty-eight were saved and thirty-two identified and seventeen unidentified bodies were recovered.

The Barneson-Hibbard Company, owner of the four-masted ship Drumcraig, which is now out 159 days on the passage from Astoria, Or., for Mauila, P. I., expresses some hope for this vessel, which has been given up for lost by the shipping men generally. It is thought that the Drumcraig may be delayed by the prevailing monsoons.

Wireless communication between Seattle and Cape Flattery and a Life-Saving station on Waadah Island, near the entrance to the Pacific ocean, will be included in the recommendations to be made to Congress by Commissioners Murray, Smith and Burwell, who recently returned to Seattle after a two days' voyage down the Strait of Juan de Fuca.

Two of the overdue vessels were crossed from the list on February 23, having arrived at their destinations. The American bark Adolph Obrig, 171 days out from Norfolk, Va., for Manila, reached Cavite, in Manila harbor, in safety, and the German ship Albert Rickmers, 172 days out from New York for Hongkong, is reported to have ended her passage in safety.

Senator Perkins has reported from the Fisheries Committee a bill aiding the private salmon hatcheries in Alaska. Something must be done, the report says, to prevent the extermination of the salmon. In return for establishing private hatcheries the bill would give those responsible the right to catch fish within three miles from the mouths of the streams on which the hatcheries are located.

Immediate construction is to be commenced on a lightship to be established by Canada on Swiftsure Bank, between Carmanah and Cape Beale, about seven miles from the coast, and a number of leading lighthouses of the first order will be built on the Vancouver Island coast, between Race Rocks and Cape Cook. A new light will be established near Sheringham Point, between Carmanah and Victoria.

Collector of the Port F. S. Stratton, at San Francisco, has been notified that hereafter Port Harford and Monterey, Cal., will be sub-ports of entry. Heretofore, before boats could be loaded or unloaded at these ports or could receive clearance papers from them, Customs deputies had to be sent down for that purpose. As soon as arrangements can be made, two deputies will be permanently stationed at each port.

At the request of Senators Perkins and Flint, the Senate Committee on Territories has postponed until March 7 the hearing upon the Cushman bill for the protection of Alaskan fisheries. California salmon-packers declare the bill contains provisions which if enacted into law would be ruinous to their industry. They asked for time in which to prepare a protest, and at the request of the Senators this was granted.

As showing the growing traffic in fuel oil, it was noted at San Francisco on February 22 that five capacious ocean carriers were among the vessels going to sea on that day. They were the steamers Atlas and Whittier and the barges No. 3 and Santa Paula for Port Harford and the schooner Santiago for Monterey. Another oil carrier, the Dakotah, arrived on the same date from the China coast with her tanks filled with 4000 tons of merchandise. She will sail in a few days for the Orient with a full cargo of oil.

The Norwegian steamer Otta, laden with a cargo of 5112 tons of coal, arrived at San Francisco on February 25 from Comox, B. C. Captain Linchausen reported on arrival that, at a point sixty miles north of the Golden Gate, he sighted a passenger steamer with her sidelights not showing. The Queen or Umatilla might have been in that vicinity at that time, but both vessels have since reported, and it is believed that some other vessel was hove to when the Otta passed.

Representative Knowland, of Oakland, Cal., has introduced a resolution in Congress, for the relief of the surviving members of the United States steamer Rodgers of the Jeannette relief expedition. By the terms of the resolution the President is directed and authorized to cause these men to be reinstated and reappointed in the Navy with the same rank or rating held by them at the time of their discharge, and to be retired with the pay provided in the act of March 3, 1899. Among the survivors of the Rodgers are: Herbert P. De Tracey, George Gardner, Joseph Hodgson, Patrick Cahill, Frank Berk, Otter Peterson, William F. Morgan, Frederick Bruch, Frank McShane, Frederick Smith, William H. Deming and William Rhode.

Captain A. C. Peterson, master of the American bark Challenger, returned to San Francisco on February 9. The story of the loss of the Challenger has been briefly told. She was carrying a cargo of fertilizer from Killisnoo, Alaska, when in midocean fire was discovered in the lower hold. Nothing could be done to extinguish the fire, except battening the hatches, and extra sail was spread and every effort made to reach the coast of Japan before the fire broke out. Fortunately, the Challenger reached the Inland Sea, a few miles from Osaka, her destination, when Captain Peterson had the vessel scuttled and took to the boats with his wife and three children and the crew. Later a great gale sprang up and utterly destroyed the vessel.

Collector of the Port Frederick S. Stratton, of San Francisco, has been advised by the Secretary of the Treasury that the laws regarding the size and ventilation of passenger apartments on ocean-going steamers will be enforced with the utmost rigidity. He has been instructed that, if he discovers the slightest violation of these laws, he is to report it to the United States District Attorney and to the authorities at Washington. The law provides that in steamers there must be 100 cubic feet of air space for each passenger, and that the ventilation must be adequate. There must not be more than three tiers of berths in each stateroom. It is said that in the quarters occupied by Chinese on some of the boats there are six tiers of berths.

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Wages and Contraband.

The Gogovale (s.).—King's Bench Division, 18th December.—This was an appeal from the decision of the Stipendiary Magistrate at Cardiff. Patrick Connelly, a fireman, sued Captain Harry Sibery, master of the Gogovale (s.), for £15 8s. 1d., for balance of wages. On the 8th of April, 1904, plaintiff signed articles for three years on the Gogovale, commencing at Glasgow, and proceeding via Cardiff to Hongkong, and thence, as may be required, at £4 a month. The vessel loaded a cargo of coal at Cardiff for Sasebo, in Japan, but the destination was not disclosed to plaintiff, and the vessel cleared for Hongkong. The vessel arrived at Hongkong on July 20th, when plaintiff and the rest of the crew discovered that the destination of the cargo was Sasebo, and refused to proceed in the vessel, as she was carrying contraband of war to the port of a belligerent. By mutual consent the crew were left at Hongkong till the ship returned from Japan, their wages in the meantime to run on until they rejoined the ship, the dispute to be settled at the final port of discharge, and the vessel proceeding to Sasebo with a Chinese crew. Plaintiff and the rest of the crew remained at Hongkong till the return of the vessel on August 17th, when they rejoined her. The voyage terminated at Cardiff on the 4th of March, 1905. Defendant admitted liability for £9 4s. 1d., but disputed plaintiff's right to £4 for one month's wages, and £2 4s. expenses incurred whilst waiting at Hongkong. He maintained that the voyage was not illegal, and that as Sasebo was within the limits prescribed in the articles plaintiff was bound to proceed there; that there was no evidence that the cargo was intended for the use of a belligerent power, or that Sasebo was a blockaded port; that plaintiff was not justified in his refusal to proceed with the vessel from Hongkong; and that, having refused, he was not entitled to recover the amount claimed. The Stipendiary Magistrate at Cardiff had held that the risk which defendant knew and did not disclose to plaintiff placed the voyage outside the terms of the contract into which the parties had entered, and defendant's omission to disclose such material information constituted a breach of contract which justified plaintiff's refusal to proceed from Hongkong to Sasebo. He was also of the opinion that such breach entitled plaintiff to treat it as an end of the engagement within section 134 of the Merchant Shipping Act, 1894, but as it had been mutually agreed that the engagement should not be terminated, and this agreement contained no waiver by plaintiff of his right to wages and maintenance, the engagement was not terminated till plaintiff was discharged at Cardiff, on the 4th of March, 1905. Judgment was given for plaintiff, with costs. Defendant now appealed. Their lordships dismissed the appeal, with costs. The Lord Chief Justice, in giving judgment, said that when it became known to the crew at Hongkong that they would be subjected to the risk of capture, they could not be compelled to go on at the same wages or under the same articles, and in these circumstances he held that the crew were justified in doing what they had done. Leave to appeal was granted.

The shipping companies at Fiume, Hungary, have yielded to the demands of the strikers and work was resumed on February 11 in all trades.

COAST SEAMEN'S JOURNAL

Published Weekly by
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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, - - - - FEBRUARY 28, 1906.

VOTE ON SUBSIDY BILL.

The vote on the Ship Subsidy bill, in the United States Senate on February 14, indicated an almost total disregard of the question of efficieney as a factor in the manning system provided by the bill. As originally presented, the bill provided that on subsidized vessels "at least one-sixth of the crew shall be citizens of the United States, or men who have declared their intention to become citizens, and of the deck force, excluding licensed officers, at least one-half shall be able-seamen, who are hereby defined to be men who have had two years' or more experience at sea on deck." This feature was amended at the instance of Senator Gallinger, the chief sponsor of the bill, so as to read as follows:

That upon each departure of said vessel from the United States at least one-sixth of the crew shall be citizens of the United States, or men who have declared their intention to become citizens, and of the navigating force on deck, excluding licensed officers, at least one-half shall be able-seamen, who are hereby defined to be men who have had two years' or more experience on deck at sea or on the Great Lakes.

The defeetiveness of this provision consists in the small proportion of able-seamen (one-half) in the deck crew, in the short experience (two years) required as a qualification of the able-seaman, and in the absence of an age limit. Senator Spooner offered as an amendment the Seamen's proposal, as follows:

Provided, That except in the case of steamers navigating rivers exclusively at least 75 per cent of the navigating crew, exclusive of licensed officers, shall be individually effective hands—that is, of a rating not less than able-seaman, and no one shall be signed as an able-seaman unless he shall be 19 or more years of age and shall have served at least three years on deck at sea or on the Great Lakes.

This amendment was defeated by an aye and nay vote. Thus the manning provision of the Subsidy bill stands as proposed by Senator Gallinger. Senator Spooner also moved to amend the bill by striking out those sections which make it obligatory upon subsidized vessels to carry a certain proportion of Naval Reserve men in their crews, also providing for the compulsory service of Naval Reseve men in the merchant marine. Both of these proposed amendments were defeated by an aye and nay vote.

As will be noted by the report of the debate, as reprinted in this issue, Senator Spooner made a particularly vigorous fight against the provision that men who might not be able to show any service at sea during a given year, but who were otherwise eligible for the Naval Reserve, would be entitled to receive one-half of the annual retainer. The Senator characterized this provision as an "indefiniteness of generosity," comparing unfavorably with the "tenderness and considerateness" (!) of the treatment accorded the merchant seaman in the past, and moved to strike it out. This amendment was agreed to by a vote of 34 to 30—25 not voting. With this exception, all the proposals offered by Senator Spooner on behalf of the seamen were rejected.

Of the numerous amendments offered just prior to the final vote, the most important was that proposed by Senator Patterson, who moved the addition of a new section, as follows:

Sec. —. No subvention, compensation, or subsidy provided for in this Act shall be paid for any steamship or other ship that carries any Chinese as part of its deck force or crew.

As originally proposed, this amendment was designed to bar all Mongolians from the subsidized vessels. Upon the showing that that term would operate to exclude the Japanese, Senator Patterson agreed to confine his proposal to the Chinese. After considerable debate the amendment was put to a vote, and defeated by 47 to 17—25 not voting. Following is the detailed vote on the proposal to exclude Chinese from the deck crews of subsidized vessels:

YEAS—17. Ankeny, Carter, Daniel, Dubois, Foster, Fulton, Gearin, La Follette, McLaurin, Newlands, Nixon, Patterson, Perkins, Piles, Rayner, Teller, Warner.

NAYS—47. Aldrich, Allee, Allison, Bacon, Blackburn, Brandegee, Burkett, Burnham, Burrows, Clark (Wyo.), Clarke (Ark.), Clay, Crane, Dick, Dolliver, Dryden, Foraker, Frazier, Frye, Gallinger, Gamble, Hale, Hansbrough, Hemenway, Heyburn, Hopkins, Kean, Latimer, Lodge, Long, McCreary, McCumber, Millard, Morgan, Nelson, Overman, Penrose, Pettus, Platt, Scott, Simmons, Smoot, Spooner, Stone, Sutherland, Taliaferro, Wetmore.

NOT VOTING—25. Alger, Bailey, Berry, Beveridge, Bulkeley, Burton, Carmack, Clapp, Clark (Mont.), Culberson, Cullom, Depew, Dillingham, Elkins, Flint, Gorman, Kittredge, Knox, McEnery, Mallory, Martin, Money, Proctor, Tillman, Warren.

Senator Patterson made a very intelligent argument in favor of his amendment. The large vote cast against the proposal to exclude the Chinese was due in part to a repetition of the old contention that American seamen "can not stand the climate" on the routes traversed by Chinese-manned vessels. For instance, Senator Frye, objecting to Senator Patterson's amendment, said: "He (Patterson) knows perfectly well that no American can be hired on a steamship as a stoker"! Senator Patterson pointed out the mistake of the Senator from Maine; but, of course, the facts produced by the Senator from Colorado could not be expected to outweigh the prestige of the Senate's recognized "maritime authority." So the Senate voted that ships subsidized to "promote the National defense" and to "create a Naval Reserve" may continue to carry Chinese crews.

Following is the vote cast on the passage of the bill in the Senate:

YEAS—38. Aldrich, Allee, Allison, Ankeny, Brandegee, Burnham, Burrows, Carter, Clark (Wyo.), Crane, Dick, Dryden, Foraker, Frye, Fulton, Gallinger, Gamble, Hale, Hansbrough, Hemenway, Heyburn, Hopkins, Kean, Lodge, Long, McCumber, Millard, Nelson, Nixon, Penrose, Perkins, Piles, Platt, Scott, Smoot, Sutherland, Warren, Wetmore.

NAYS—27. Bacon, Blackburn, Burkett, Clarke (Ark.), Clay, Daniel, Dolliver, Dubois, Foster, Frazier, Gearin, La Follette, Latimer, McCreary, McLaurin, Morgan, Newlands, Overman, Patterson, Pettus, Rayner, Simmons, Spooner, Stone, Taliaferro, Teller, Warner.

NOT VOTING—24. Alger, Bailey, Berry, Beveridge, Bulkeley, Burton, Carmack, Clapp, Clarke (Mont.), Culberson, Cullom, Depew, Dillingham, Elkins, Flint, Gorman, Kittredge, Knox, McEnery, Mallory, Martin, Money, Proctor, Tillman.

A characteristic feature of the debate on the Subsidy bill was the attitude assumed toward the seamen by Senators Gallinger and Frye. These gentlemen, when forced by Senator Spooner to defend the fallacies of their pet measure, betrayed a state of mind entirely out of sympathy with the present generation of seamen. In the judgment of the distinguished Senators the American seamen of to-day are so many "foreigners," "as wild as hawks," and so forth. These expressions of contempt indicate the difficulty of the seamen's case in the United States Senate. The "Furuseth incident" is but another straw in the wind. It is gratifying to know that Senator Spooner was at all times master of the situation. The Senator from Wisconsin, by his analysis of the bill and defense of the proposals to amend it in the interest of greater efficieney in the manning system, produced an impression which is certain to bear fruit in the near future. Both the seamen and the public may congratulate themselves upon the advent of Senator Spooner in the field of maritime legislation. Assured of the support of those members of the Senate who by ability and singleness of purpose have won their way to intellectual leadership in that body, the seamen and their friends may well regard the recent action on the Ship Subsidy bill as a step in the direction of legislation upon intelligent lines. The Ship Subsidy bill itself is the purest empiricism, but the debate and vote on that measure indicate the dawn of a moral sentiment that must ultimately triumph.

The Labor Clarion, of San Francisco, with the beginning of its fifth year, appears in improved dress and enlarged by the addition of a tastefully-designed cover. The Clarion, under the able management of Editor O'Neill, has advanced to the front ranks of the labor press. Editorially and mechanically the Clarion is a worthy representative of the great labor movement of San Francisco and California. We congratulate our esteemed contemporary upon having justified the confidence and realized the expectations of its founders.

The virtual kidnaping of Brothers Moyer and Haywood, of the Western Federation of Miners, is but another indication of the design of the mine-owning interests to destroy organization among their employes, even at the cost of human life. The JOURNAL joins the public demand that Moyer, Haywood and all other persons accused of complicity in the assassination of ex-Governor Steunenberg shall be accorded a fair trial.

Our readers should not miss the lecture by Capain W. V. Carmichael, in Lyric Hall, San Francisco, to-night (Wednesday). Captain Carmichael, a long-time resident in China, has much to say that will interest and instruct all who desire to increase their information on the subject of Chinese character and the relation of that subject to American policy. Admission 25 cents.

By order of the meeting held at Headquarters on February 26, the members of the Sailors' Union in all ports will vote on March 12 on the question as to whether or not the present agreement with the Steamship Association shall be renewed for another year. This question is of great importance, and all members, especially those sailing in steam-schooners, should make a point of registering their will in the matter.

6TH OF MARCH PROGRAMME.

The Committee on Arrangements of the 6th of March celebration has completed the programme for the observance of the twenty-first anniversary of the Sailors' Union of the Pacific. As usual, the leading feature of the day will be a torchlight parade in uniform, starting from Headquarters at 8 p. m. Treasurer Ed. Andersen will act as Grand Marshal, with H. Lundberg as aide. The parade will be formed into an Advance Guard of twenty-four men and two companies, each composed of 250 men. The Advance Guard will be captained by E. A. Erickson. Company A will be captained by D. M. Paul, and Company B by R. Tunnell. A band of twelve pieces will head each company.

The line of march will be from Headquarters, along East street to Folsom Street Dock, where a halt will be made in honor of the famous "lumber pile" on which the Union was formed; Steuart to Market, to O'Farrell, to Powell, to Eddy, to Lyric Hall. The hall will be handsomely decorated for the occasion.

Grand Marshal Andersen will introduce the chairman of the evening, W. Macarthur. The speakers are: Wm. P. McCabe, Secretary of the San Francisco Labor Council; H. W. Hutton, the Union's legal counsel; Alfred Fuhrman, a former member of the Union and now a leading attorney of San Francisco; James H. Barry, editor of The Star, and one of the Union's oldest and warmest friends; Hon. James G. Maguire, former Member of Congess, and author of the Maguire Act; Hon. Edward J. Livernash, also a former Member of Congress, and well known for his work in that body on behalf of the seamen. Miss Louisa Grossett, of Berkeley, Cal., will render several vocal numbers during the evening. A band will be in attendance during the evening, and act as escort back to Headquarters.

Drill will be held in the Sailors' Union Hall at 2 o'clock every afternoon during the present week. All members in port are urged to attend drill, in order that the best possible appearance may be made on the streets. The arrangements assure a very successful celebration of the Union's birthday. Each member should do his individual best to "make assurance doubly sure."

Senate Ignores Seamen's Needs.

(Continued from page 2.)

faithfulness and by an intelligent understanding of their duties as sailor men on that ship.

I have been connected for many years with the transportation business on the Pacific Coast. We had 3,000 sailors at one time in our employ, and there was not an engineer on a ship who did not come up there from a water-tender or a fireman. There was not a captain or a mate or a boatswain on that ship who did not come through the forecastle and work himself up to the position he held as an officer. That is the right kind of spirit to have in the sailor men, and I join the Senator from Wisconsin and the Senator from Maine and other Senators in giving a dignity, if I might use the expression, to the profession of a seaman, for it requires great personal courage, skill, and application if he would rise and excel in his profession.

Mr. FRYE. Mr. President—

The VICE-PRESIDENT. Does the Senator from Wisconsin yield to the Senator from Maine?

Mr. SPOONER. Certainly.

Mr. FRYE. I simply wanted to inform the Senator from Wisconsin that there is a bill now under consideration by the Committee on Commerce and that letters have been received from all over the country asking to be heard on that very bill, and the bill deals with the very subject the Senator is now talking about. There will be hearings in the committee for at least two or three weeks on the very question which the Senator is arguing, and I hope the Senator will attend the hearings and hear the other side, if there is any other side.

Mr. SPOONER. Mr. President, I am very glad to have yielded to the distinguished Senator from California [Mr. PERKINS]. He referred to me and my knowledge as a distinguished admiralty lawyer. I never tried an admiralty case in my life.

Mr. PERKINS. The Senator has the ability to try one, at any rate.

Mr. SPOONER. I have lived in a region where the only vessel was a prairie schooner or a Milwaukee schooner [laughter], and I do not, in what I present to the Senate on this subject, speak from experience or technical knowledge. But there is one Senator here who out of large experience could give the Senate much information, and that is the distinguished Senator from California, who is not only a distinguished Senator, but, I was about to say, an Ancient Mariner. I will not say that, however, because that would be a charge of age which the Senator's appearance successfully refutes. But I did not learn from the Senator's observations whether he is in favor of or opposed to the amendment which I read in the presence of the Senate.

Mr. PERKINS. I am in favor of the amendment.

Mr. SPOONER. I am profoundly grateful, Mr. President, that I have been able to bring the distinguished Senator from California, and the only member of the Senate, so far as I know, who has ever served as a sailor, to the support of this proposition. I shall offer it now with sublime faith that it will be adopted. I move to strike out all of subdivision 3, on page 8, after the word "citizen," in the twenty-first line, and to insert the following:

Provided, That except in the case of steamers navigating rivers exclusively at least 75 per cent. of the navigatiug erew, exclusive of licensed officers, shall be individually effective hands—that is, of a rating not less than able-seaman; and no one shall be sigued as an able-seaman unless he shall be 19 years or more of age and shall have served at least three years on deck at sea or on the Great Lakes.

The Senator from New Hampshire will observe that I have, by this amendment, attempted to open the door, which his bill closes and locks, to the sailors of the Great Lakes, to make it possible for them to enter that part of the merchant marine of the United States which is to draw this bounty during the years which the Government shall pay it. There is no stormier sea, no more dangerous navigatiou, to be found anywhere than on the Great Lakes. There are men—and they made their skill and their presence known in the late war with Spain—in great numbers on the Great Lakes—men from Wisconsin, from Minnesota, from Michigan, from Ohio, and from other States—as competent to handle ships on the great seas as they are on the Great Lakes.

There is no reason why any bill should be drawn upon this subject which with studious care excludes them, and it surprised me a little that they should be excluded when we remember not only their fitness and the splendid character of the school of seamanship in which they are educated, but the fact that only last session Congress passed this proposition with that element of eligibility service on the Great Lakes in it and this bill leaves it out. I can not suppose it was intended to narrow the operation of this bill to the Atlantic or the Pacific Coast, but certainly a broad spirit of the legislation ought to seek to bring to the service of the Government in time of peace and in time of war sailors from everywhere in the United States. So I hope that proposition will be adopted.

I wish to offer two more amendments to the bill, each of which involves the same proposition, and I shall have finished. I move to strike out subdivision 6, on page 9, and at the top of page 10; I also move to strike out section 7, beginning in line 19, on page 15, and extending to line 7, on page 16.

Those are sections which require as a condition precedent to the payment of the bounty or subvention, that the master of the ship shall employ and have on the ship one-eighth, one-sixth, and ultimately one-fourth of the Naval Reserve. It says "one-fourth of the crew." I believe that would be a very large number under the statutory definition of "crew" and under the definition of "crew," as given by Judge Story in 3 Sumner, as comprising "every one employed in any capacity on a ship."

The master ought to be left free to employ members of the Naval Reserve if he can get them and they satisfy him. He ought to be left free to employ good American sailors wherever they come from, whether they have entered into this Naval enlistment or not.

The provision of the bill which proposes to pay these men a bounty simply for having served six months at sea, or, not having served a day at sea during the year, in consideration of their contract to serve in war if called upon, and to make their employment compulsory, is to put the Government in the attitude of giving to a class not simply the open door to an employment, but a governmental pressure for employment to the exclusion of men just as capable and just as patriotic.

There is a principle in it that is un-American; there is a principle in it that may well force men to abandon a career at sea in some measure, unless they shall have enlisted in the Naval Reserve; and the more successful this proposition for a Naval Reserve becomes, the more men who enter into it, the more pronounced and intensified will be the injustice worked by it or through it to Americans capable of splendid service at sea in time of peace and in time of war, but who nevertheless do not care to enter the Naval Reserve and to collect from the Government this retainer, as it is called, which they will not earn, and which they have not asked for, and which they do not want. It ought to be omitted.

(For the result of the vote see the JOURNAL'S editorial comment on page 6 of this issue.)

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC.

HEADQUARTERS, NEW YORK, N. Y., Feb. 14, 1906.
Shipping fair.
H. P. GRIFFIN, Secretary.
166 Christopher st.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

HEADQUARTERS, SAN FRANCISCO, Feb. 26, 1906.
Regular weekly meeting was called to order at 7:30 p. m., E. A. Erickson presiding. Secretary reported shipping dull. The Shipwreck Benefit was ordered paid to two members of the crew of the bark Fresno, who lost their clothing through fire in the forecastle.

Members are earnestly requested to attend the regular meetings held at Headquarters and Branches two weeks from date, on or about March 12, as matters of importance will be acted upon.

NOTICE: All members in port on March 6 are requested to assemble at Headquarters at 7 p. m., to take part in the parade. Uniforms will be given out on the two days preceding Tuesday, March 6.

E. ELLISON, Secretary pro tem.
S. W. cor. East and Mission sts. Tel. Main 5397.

TACOMA AGENCY, Feb. 19, 1906.
Shipping dull; prospects uncertain.
H. L. PETTERSON, Agent.
3004 McCarver st. Tel. Main 808.

SEATTLE AGENCY, Feb. 19, 1906.
Shipping fair.
P. B. GILL, Agent.
1312 Western ave. P. O. Box 65. Tel. James 3031.

PORT TOWNSEND AGENCY, Feb. 19, 1906.
No meeting; no quorum. Situation quiet.
WM. THORBECK, Agent.
114 Quincy st. P. O. Box 48. Tel. 443.

ABERDEEN AGENCY, Feb. 19, 1906.
Shipping and prospects fair. Men scarce.
WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

PORTLAND (OR.) AGENCY, Feb. 19, 1906.
Shipping dull; prospects poor.
CHAS. BOCK, Agent.
40 Union ave. Tel. East 4912.

EUREKA AGENCY, Feb. 19, 1906.
No meeting; no quorum. Shipping good; prospects uncertain.
C. SORENSEN, Agent.
222 C street. P. O. Box 327. Tel. Main 566.

SAN PEDRO AGENCY, Feb. 19, 1906.
Shipping good; prospects fair.
HARRY OHLSEN, Agent.
P. O. Box 2380. Tel. Main 774.

HONOLULU (H. T.) AGENCY, Feb. 12, 1906.
Shipping dull; prospects uncertain.
C. COLDIN, Agent.
Cor. Queen and Nuuanu sts. P. O. Box 96.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

HEADQUARTERS, SAN FRANCISCO, Feb. 21, 1906.
Regular weekly meeting was called to order at 7:30 p. m., Eugene Burke in the chair. Secretary reported shipping quiet. Shipwreck Benefit was ordered paid to H. Thomas, shipwrecked on the steamer Portland.
EUGENE STEIDLE, Secretary.
54 Mission st.

SEATTLE (WASH.) AGENCY, Feb. 15, 1906.
Shipping medium.
W. SORENSON, Agent.

SAN PEDRO (CAL.) AGENCY, Feb. 15, 1906.
No meeting; shipping very good; no men ashore.
CHAS. M. DAWSON, Agent.

LAKE SEAMEN'S UNION.

HEADQUARTERS, CHICAGO, ILL., Feb. 19, 1906.
Situation unchanged.
WM. PENJE, Secretary.
123 North Desplaines st.

MARINE COOKS AND STEWARDS OF THE GREAT LAKES.

HEADQUARTERS, BUFFALO, N. Y., Feb. 13, 1906.
Situation quiet.
E. E. TURNER, Secretary pro tem.
55 Main st.

ATLANTIC COAST SEAMEN'S UNION.

HEADQUARTERS, BOSTON, MASS., Feb. 20, 1906.
Shipping dull.
WM. H. FRAZIER, Secretary.
1½A Lewis st.

ATLANTIC COAST MARINE FIREMEN'S UNION.

HEADQUARTERS, BROOKLYN, N. Y., Feb. 14, 1906.
Shipping slow; many men ashore.
DANIEL SULLIVAN, Secretary.
15 Union st.

On the Great Lakes.

(Contributed by the Lake Seamen's Unions.)

Three Freighters for 1907.

Contracts for three steel freighters to cost $1,500,000, to be larger than any of the vessels that have been ordered for the Lake trade up to date, were booked by the American Shipbuilding Company recently for 1907 delivery, or more than a year ahead of time.

The order for the monster carriers was placed by the Western Transit Company, of Tonawanda, of which Charles A. Weston is President; L. S. DeGraf, Vice-President, and W. N. Mills, Treasurer and General Manager. The officials of the company are stockholders in the Tonawanda Iron and Steel Company and have other interests in the iron trade.

The steamers will be the largest on the Lakes and, with two exceptions, they will be the only boats to have 60 feet beam. They will be 605 feet over all, 585 feet keel, 60 feet beam and 32 feet deep. They will have 36 hatches spaced 12 feet centers. The new boats will have the same power as the big steamers building for the Pittsburg Steamship Co. They will have vertical triple expansion engines with cylinders 24.39 and 65 inches, with 42-inch stroke.

Each of the steamers will have two Scotch boilers 15 feet 4 1-2 inches in diameter and 11 1-2 feet long. The boilers, which will be allowed 200 pounds pressure, will have Morrison suspension furnaces and will be fitted with the Ellis & Eaves induced draft.

The big freighters which will be up to date in every way are expected to carry 13,000 gross tons on nineteen feet. They will be of arch construction and will have straight sides in the hold. Their hatch covers, which will be of steel, will be operated by steam.

The steamers will have steel cabins forward and aft on the spar deck. They will be fitted with a main steam steering gear and an auxiliary steam steering gear. Their capstans and windlasses will be operated by steam and they will have mooring engines. Each of the boats will have a double electric plant.

According to the contract, which was signed at Buffalo, the steamers will be completed and ready for business on April 1, 1907. The officers of the Shipbuilding Company have not decided where the boats will be built. The new boats will be owned by practically the same people that own the steamer William A. Rogers which came out last season and the 11,000-ton steamer Charles A. Weston which is building at the Bay City yard.

Some more figuring for new ships is being done and more orders may be placed for the opening of navigation.

Steamers—Fleetwood, John R. Hesson, captain; Harvey Depuy, engineer; John E. Eddy, J. L. McIntosh, captain; E. H. Parry, engineer; Oceanica, James A. Fleet, captain; Rudolph Shinskey, engineer; Clyde, Bert Ward, captain; H. D. Fifield, engineer; Veronica, Charles Christie, captain; Abraham Woods, engineer; C. F. Curtis, Frank Conlin, captain, James Walsh, engineer; Fred Mercur, J. T. Kenney, captain; J. A. Westrick, engineer; Harry E. Packer, George H. Lane, captain; Fred Hebard engineer. Schooners—B. L. Pennington, Charles Hanley, captain; Moravia, Peter Keischgens, captain; N. C. Holland, J. H. Christie, captain; T. S. Fassett, A. Mills, captain.

Steamers Sold.

The American Shipbuilding Company has sold the steel steamers Minnetonka and Minnewaska to Jerome & Hill, of San Francisco. The deal was closed in New York recently, but the purchase price was not given out. The boats will be taken to Newport News, where they will be converted into oil tankers before they sail for the Pacific Coast.

The steamers Minnetonka and Minnewaska, which cost about $450,000 each, were built at Cleveland, O., by the American Shipbuilding Company. The boats were ordered by Eastern parties and the American Navigation Company was organized to operate them. The boats were built for transatlantic service and their cargo capacity is about 7,000 tons with about 1,000 tons fuel capacity on 25 feet draft. They are 450 feet over all, 430 feet keel, 43 feet beam and 35 feet deep. They have four Scotch boilers each and triple expansion engines capable of developing about 3,000-horse power. After the steamers were built they were cut in two and towed to Quebec in sections, where they were put together and made ready for service on the Atlantic. Mr. Robert Wallace had charge of the work of taking the vessels to the coast and he made the trip on both of the steamers.

The Minnetonka was the first of the steamers to come out and she was taken to the coast in the fall of 1901. The Minnewaska did not come out until the following year, and she went to the coast on the opening of navigation in 1902.

The steamers made a number of trips but they were not successful, and about three years ago they were offered for sale and were bought by the officials of the American Shipbuilding Company. The boats were sold in Cleveland.

The Minnetonka and Minnewaska have been laid up at South Brooklyn for the past two years. A number of Lake vesselmen were stockholders in the American Navigation Company.

Anti-Strike-Breakers Bill.

Representative Reynolds, of Cuyahoga County, O., has introduced a bill at Columbus to compel employers, when advertising for men to take strikers' places, to state the fact that the men are wanted as strike-breakers, and to prohibit the importing of armed strike-breakers into Ohio. As may be readily understood, the Employers' Association of Cleveland is fighting the bill. According to the Cleveland Press, P. H. Frankel, Secretary of the Employers' Association, said: "The bill is the handiwork of a unionist representing union people only. There is absolutely nothing decent about it." Representative Reynolds asks: "Why should an honest employer object to letting the men know the actual condition before shipping them away from their homes?" Mr. Frankel has not answered, and probably will not. The curious part of this affair is not the reply of Mr. Frankel, but that the Employers' Association, or any one else, should have nerve enough to oppose the bill. W. H. J.

Demand the union label on all products.

Big Plans Blocked.

Annoying delay to further extensive improvements of lockage facilities at the Soo will result if speedy end is not had to the litigation now in progress between the United States Government and rival power companies operating in or about the St. Mary's Rapids.

This has been forcefully impressed on the Lake Carrier's Association by Colonel C. E. L. B. Davis, United States Engineer, and it is not improbable that the Association will urge advancement of the case before the Court of Appeals at Washington.

There is now available for additional work the sum of $1,200,000, but this will not be used until the matter of title to the two islands out in the Rapids is settled and the status of power companies along the bank of the river is determined. It is planned to double the width of the canal above the locks, but this has waited a year and may be delayed another season if prompt decision is not had. The project for a new canal north of the present Poe lock is also held up. In fact, present litigation is blocking all improvements at the Soo.

It was desired to determine title to islands Nos. 1 and 2 in the St. Marys Rapids, where the Edison Sault Electric Company holds permits to carry on certain operations and desires to obtain more permits. Judge Wanty failed to pass on this point, but decided that the connecting stream, commonly known as "St. Marys River," is a river, and not merely a connecting link in the chain of Lakes. This, if upheld, would give owners of land along the bank rights out to the center of the stream. This was obviously not satisfactory to the Government, and certainly not to the Lake Carriers' Association, which is taking the stand that all land from the Poe lock north to the international boundary be acquired by the Government. It was not altogether pleasing to the rival power companies, inasmuch as title to the islands is still clouded.

Boats for Canadian Line.

Three new passenger steamers costing about $1,000,000, are to be added to the fleet of the Richelieu & Ontario Navigation Company, of Montreal. Tenders for the new steamers will be let shortly. One of the new steamers will be a sister-ship to the Montreal, to run between Montreal and Quebec. There will also be a boat to ply between Brockville and Montreal, running all the St. Lawrence rapids, and a boat for the Hamilton-Montreal line. Some of the leading English shipbuilders will be invited to make bids. The steamer for the Montreal-Quebec line will be a trifle larger than the steamer Montreal. Her dimensions are expected to be 400 feet long and 80 feet over the guards. She will have about 350 staterooms and is expected to be ready for the season of 1907. The new boat for the rapids will be full canal size, 245 feet long, 44 feet beam and 6 feet draft. It is expected her speed will be seventeen or eighteen miles per hour. The management hopes to have her in commission by next July. The new boat of the Hamilton-Montreal freight and passenger route will also be full canal size. She will have about 100 staterooms and carry about 1,000 tons of freight.

Marine Notes.

The Kelly Island Lime and Transport Company has bought the steamers E. P. Recor and the sandsucker Clinton.

The steamer Indianapolis, which left Chicago on October 25, arrived at San Francisco on February 5. She will trade between Puget Sound and Alaskan ports.

William M. Mills, manager of the Tonawanda Iron & Steel Co.'s fleet of iron ore carriers, has announced the appointment of the masters and engineers of that fleet for the next season, as follows:

Manager Mills has also appointed the following masters and engineers on vessels of the Niagara Transit Company and Tonawanda Transit Company: Steamers—William A. Rogers, G. W. Honner, captain; W. J. Cunningham, engineer; Charles Weston, Thomas Derringer, captain; Frank Trinkwalder, engineer.

The following members of the Lake Seamen's Union have been elected a committee to meet the Vesselowners: V. A. Olander, Wm. Roberts, Alfred Pearee, John Buckley, Geo. Hansen, L. S. Fitzpatrick, Wm. Curry, W. H. Jenkins, Thos. Lester and J. R. Seanlan. The meeting will probably be held in Detroit during the latter part of March.

The capital stock of the D. & C. Navigation Company, has been increased to $2,500,000. A new side wheel steamer, costing $1,250,000 is to be built. A list of the names of twenty-seven of the new steamers to come out this year follows. The Theodore Roosevelt is a passenger steamer, and will be operated on Lake Michigan.

Steamers	Owners
Theodore Roosevelt	Indiana Steamship Co.
Pendennis White	John Mitchell
Joseph Sellwood	John Mitchell
Loftus Cuddy	John Mitchell
W. G. Polloek	W. H. Becker
Joshua Rhodes	W. H. Becker
B. F. Jones	Jones & Laughlin
James Laughlin	Jones & Laughlin
Charles S. Hebard	Wilson Transit Co.
Frank C. Ball	G. A. Tomlinson
W. K. Bixby	W. C. McMillan
James B. Wood	Gilchrist Transp'on Co.
John Sherwin	Gilchrist Transp'on Co.
Charles A. Weston	Tonowanda Transit Co.
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INFORMATION WANTED.

Clarence Elmer Pederson, who was in the United States Navy two years ago, will please communicate with the Lake Seamen's Union, 121 N. Desplaines street, Chicago, Ill.

Carl Knudsen, No. 6212, will please communicate with his brother, Bernt Knudsen, 92 South Halstead street, Chicago, Ill.

Robert Reesor, No. 5174, Lake Seamen's Union, will please write his brother, George Reesor, 103 Fuller street, Toronto, Ont., Canada.

Geo. T. Hurley, No. 13,845, Lake Seamen's Union, will please write his mother, Mrs. Maria Hurley, 198 Georgia street. Buffalo, N. Y.

Comrade Oscar Lavett, No. 7347, Lake Seamen's Union, last heard of in Buffalo, N. Y., in October, 1903. Please send information or address to Thos. A. Hanson, Treasurer Lake Seamen's Union, 121 N. Desplaines street, Chicago, Ill.

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Accidents at Sea.

That accidents at sea are due in some degree to a vicious system, or lack of system, in the appointment and promotion of officers on merchant vessels, is charged by Dr. I. Dupuy, who writes on the subject in the Revue Scientifique (Paris, December 23). What he says applies, of course, wholly to the French merchant marine, but it is not without interest to other countries where favoritism and incompetence on shipboard are not unknown. The remedies Dr. Dupuy finds in a marine civil service, in which each officer shall have entrusted to him the particular command or duty that he has been proved most competent to perform. This involves a certain increase in State supervision, which the writer justifies. He says:

"One of the most important guaranties of safety at sea is the knowledge and skill of the commander. All sailors, even the greatest authorities, have not the same conception of these two qualities; this may easily be explained by considering the recent rapid development of steam navigation, while conditions have been practically stationary for sailing vessels."

For these diverse duties, the author notes, the candidates for a captain's license must pass precisely the same examination; experience counts for more than anything else, yet one license is supposed to cover all. Once in command of a vessel, he finds himself hampered by companies, directors and all sorts of landsman officials—fruitful sources of accident, the writer asserts. Favoritism alone, though it may be rare, may alone bring about disastrous consequences. He says:

"We could cite the career of such a captain, commanding a passenger steamer on one of the most crowded lines, who has in his record the loss of many vessels. Is that a guaranty of safety for the passengers who are entrusted in his care? We may be permitted to doubt whether those familiar with these antecedents would embark without disquietude on a vessel so commanded.

"This example, amid many others not less to the point, leads to the principal conclusion that I desire to announce, namely, that companies should not be allowed to give the command of their ships to any captain of their choice, without other guaranty and other control than that of his license, as is now permitted by law. The companies should not plead the right of individual liberty and of the free disposition of their own goods; they are doing a public service in a public domain, and it is always understood that when such duties are in danger of falling into incapable or inappreciative hands, the State must step in and exercise control. Now in the present state of things the guaranty given to a commander by his rank of captain alone is shown to be insufficient; the public authorities recognize this, since they are talking of reforms; now here, we think, is how these should be brought about.

"First of all, by suppression, pure and simple, of captain's and officer's licenses. . . . By creation of a graded corps beginning at the foot of the scale with a rank corresponding to that of the present merchant marine apprentice, and continuing through those of third, second and first lieutenants, to those of second captain and commander. Each step of this grade should be made only after a stated period of navigation and after a test of skill by examination. . . .

"The corps should be divided according to specialties, as, for example, into officers of steam navigation and officers of sail navigation. The same person should have access to both arms of the service. . . .

"There would not be so much innovation and revolution in such a reform as might at first be thought. It would in fact be only the official regulation of a state of things that already exists, and the substitution of State for corporation control, without the actual suppression of the latter. The companies would still remain free to choose any officer that had risen by merit to the proper grade, but they could not entrust the duties of that grade to an officer who could not justify his appointment by ability to pass a corresponding examination; there would thus be a sort of modification of the possibility of advancement by favor or by seniority alone.

"Of course the division of commanders according to specialties would be only official consecration of the present custom of those companies that employ captains by preference in duties that they know the best and where they have the greatest skill."

Under such a regime as this, the writer thinks, commanders would acquire a degree of independence, which, without prejudice to the interests of any one, would enable them to care more systematically for their own safety and that of their vessels and passengers. Some of the results he specifies as follows:

"We should no longer see passenger vessels take on dynamite with their cargoes and pulverize human bodies and goods with a formidable explosion only a few miles out, as happened recently on the Bambara almost in sight of Marseilles. We should no longer see ships leave port overloaded, their load-line being submerged below water, absolutely paralyzed against the assaults of the sea and engulfed soon after doubling the first cape, as was the case with the Lybia, which crossed the Black Sea overloaded, took on a deck-load of old iron at Constantinople, and was never heard of after passing the Dardanelles. We should no longer see the Mediterranean vessels leave Marseilles with only two officers, who, overwhelmed with a multiplicity of duties, are forced to abandon their work to inexperienced subordinates, and are therefore wrecked on the nearest islands, like the Libau, whose loss we are still mourning. We should never find firemen complaining to the public authorities that their chief engineers force them to keep up a pressure above the capacity of the boilers. We should see no more rotten hulls, no more life-belts in tatters, taken hastily from some corner and thrown on the deck whenever some accident has aroused the attention of the Inspection officers. With more liberty we should see less low complaisance, less cowardice and less lying; we should see more justice and at the same time more security and more confidence."—Literary Digest.

The New South Wales Arbitration Court recently awarded the operative plasterers a minimum wage of 1s. 3d. per hour, with 1½d. an hour extra for tunnel, sewer or shaft work, and 1s. per day for country work. Provision was also made for the payment of less than the minimum wage to workers who from any cause are unable to earn that amount, thus refuting the allegations that Arbitration and other industrial legislation prevents old, infirm or incompetent workers from getting employment.

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Sutter Press, The, 240 Stockton.
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Town Talk Printing Co., 146 Second.
Turner, H. S., 3232 Mission.
Valleau & Peterson, 410 Sansome.
Waldo Press, 777 Folsom.
Wale Printing Co., 621 Clay.
Wenderoth & Brown, 319 California.
Werner, Geo. A., 1067 Howard.
Western Fine Arts Co., 529 Clay.
Williams, Joseph, 142 Seventh.
Winkler, Chas. W., 146 Second.
Winterburn, Jos., 417 Clay.
Woodward, W. A. & Co., 12 Sutter.

Bookbinders.

Althof & Bahls, 524 Sacramento.
Brown & Power Co., 508 Clay.
Buswell & Co., 536 Clay.
Cal. Bookbinding & Printing Co., 28 First
Commercial Publishing Company, First and Mission.
Crocker, H. S. Co., 217 Bush.
McGeeney, Wm. H., 23 Stevenson.
Hicks-Judd Co., 21-23 First.
Kitchen, Jr., Co., 510-514 Commercial.
Levison Printing Co., 514 Sacramento.
McIntyre, J. B., 424 Sacramento.
Malloye, F., 422 Sacramento.
Mysell-Rollins Co., 22 Clay.
Phillips Bros., 505 Clay.
Webster, Fred. L., 19 First.
Whelan, Richard I. & Co., 408 9th.
San Francisco Mailing Co., 609 Mission, 5th Floor.

Photo-Engravers and Etchers.

Barnhart & Swasey, 107 New Montg'y.
Bolton & Strong, 621 Clay.
California Engraving Co., 506 Market.
San Francisco Etching Co., 109 New Montgomery.
McCabe & Sons, 611 Merchant.
Sierra Engraving Co., 324 Grant av.
Sunset Engraving Co., 108 Union Square av.
Union Engraving Co., 144 Union Sq. av.
Yosemite Engraving Co., 24 Montgom'y.

Electrotypers and Stereotypers.

American Press Association, 19 First.
Hoffschneider Bros., 412 Commercial.
Martin & Co., 508 Clay.



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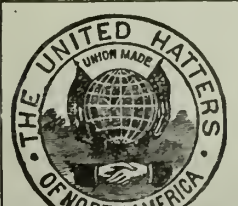
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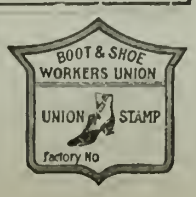
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General News.

David B. Henderson, formerly Speaker of the House of Representatives, died at Dubuque, Ia., on February 25, aged 66 years.

The Interstate Commerce Commission has ordered an investigation of a number of Western railroads under charges filed by the Kansas Oil Producers' Association.

The Senate on February 22 ratified the treaty with South American countries relating to quarantine regulations. The treaty is similar to that with European countries.

At a recent White House conference it was decided to modify the tariff regulations with regard to German goods in order to continue the present trade relations under the new law of Germany.

Pat Crowe, charged with kidnaping Eddie Cudahy, son of the Omaha (Neb.) packer and receiving a ransom of $25,000 for the return of the boy, was acquitted at Omaha on February 16.

Representative Heflin, of Alabama, has introduced a bill in Congress, requiring sleeping-car companies to provide separate compartments for white and negro passengers.

Sixteen seamen deserted from the second squadron of the Atlantic fleet, while lying in the Bay of Naples, and seven of them were arrested and returned on board the American vessels.

The Iowa House of Representatives has passed a bill which makes it a misdemeanor, punishable by fine and imprisonment, to discharge firecrackers, toy pistols and other explosives on July 4.

Bills making gambling unlawful in the Territories; requiring statistics to be taken on insurance, fisheries, electrical industries, savings banks and crimes, and appropriating $50,000 for the purchase of 300 acres of coal lands on the Island of Batan in the Philippines were recently passed by the House of Representatives.

The three-masted schooner John Lockwood, of Thomaston, Me., from Boston for Brunswick, Ga., was driven ashore at Pea Island Life-Saving Station, about twenty-five miles north of Cape Hatteras, on February 13. The master and crew of six were rescued by life savers in the breeches buoy, after great difficulty.

Eleven insurgents of Hazenpoth, Russia, who were tried by drumhead court-martial, were saved from execution by the arrival of a reprieve, and were ordered to be handed over to a military court for formal trial. The condemned men had been placed in a position before the firing squad, which had already executed six of their companions.

Officials of the Ericeson line have announced that plans and specifications have been sent to shipyards along the Atlantic Coast for the building of two new steamers for outside service between Philadelphia, Pa., and Baltimore. The trips of these boats will be by sea a distance of 420 miles, which will be covered in twenty-four hours. The vessels will have an average speed of 18 miles an hour. They will be 300 feet over all, 40 feet beam, and will have a carrying capacity of 2,000 tons.

Sir Thomas Lipton has offered and the Boston Yacht Club has accepted in trust a $500 cup, to be raced for in the twenty-two-rating class of the Yacht Racing Association of Massachusetts. There are twenty-six clubs in the association, representing the ports from Provincetown to Annisquam. The cup will become absolutely the property of the owner first winning two championships. He need not necessarily win them with the same boat or two years in succession. Sir Thomas had previously given cups for yachts racing on the Pacific Coast and on the Great Lakes.

World's Workers.

The French Chamber of Deputies on February 23 almost unanimously passed the long-debated bill providing for work ingmen's pensions.

At Brisbane, Australia, recently the master of the steamer Hudson was fined £5 and £2 5s. costs, for allowing a prohibited immigrant (a Chinese sailor) to enter the commonwealth.

The Commercial Court at Widzewo, Poland, has ordered the Coates thread factory to pay the wages of 800 employes during the recent ten weeks' suspension of work. The company gave "shortage of coal" as the excuse for the lay-off, but the court found that it was the high price of coal which induced the closing of the works, and that this was not a good reason.

The industrial conference (Parliament of Labor) convened by the New Zealand Government for February, will be attended by 37 employers' representatives and 37 delegates from the workers' organizations. The Cabinet has decided that the voting power at the conference shall be equal. Tariff reform, compulsory insurance, and the operation of the labor laws will be among the subjects to be discussed.

The Merchant Service Guild of Australasia (union of steamer officers, from masters down to fourth mates) has put in a claim for higher wages, per medium of the Federal Arbitration Court. The Shipowners' Association is resisting the demands upon the ground that they "are altogether excessive," being an advance in pay ranging from 20 to 30 per cent. This probably will be the first industrial dispute decided under the Federal Arbitration Act.

A telegram from Antofagasta, Chile, says that the railroad laborers at Oruro, Bolivia, are on strike and that fifty men are said to have been killed during rioting there. The authorities are attempting to pacify the strikers. Cruisers have been ordered to Antofagasta with troops.

The strike of ship stokers which began at Fiume, Hungary, some time ago for an increase of wages has now become general in the local shipyards. Over 7000 men are out. The strikers are compelling the shops to close, and the troops are guarding the property. The Hungarian and Croatian Company has agreed to make the required advance of wages, but the men refused to return to work unless an unpopular foreman was discharged. Work at Fiume is practically at a standstill.

A circular letter signed by J. C. Watson and Frank Tudor, leader and secretary of the Australian Federal Labor party respectively, has been sent to the Commonwealth Labor Councils, advocating the adoption of a uniform trade-union label by the workers of the Commonwealth. The Federal members give reasons in support of the proposal and point out that early action is necessary to consider whether the trade councils will adopt one union label, and agree upon the necessary constitution to permit registration of same.

The trade-unionists of Christiania, Norway, after many years of planning and deliberating to acquire a Labor Temple, have at last agreed upon a definite project. A large, modern building, centrally located, has been purchased for the sum of 200,000 crowns. The alterations and additions to the building will cost approximately 170,000 crowns. When remodeled the building will contain a large number of offices and halls specially equipped for union business. The largest hall will have a seating capacity of 1400. It is expected that the new trade-union home will be ready for occupancy before August 1, 1907, when the next Scandinavian labor convention will be held in Christiania.

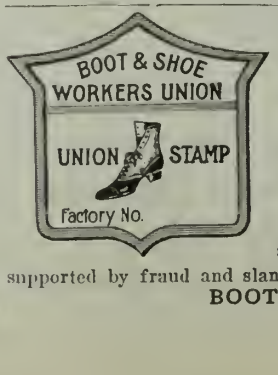
San Francisco Letter List.

Letters are advertised for six months and kept at the Sailors' Union Office for twelve months, all told. If not called for at the expiration of one year letters will be returned to the Postoffice.

Aagard, Chr.
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Bowden, F.
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Hansen, A. S.
Hansen, H. A.-1211
Hansen, O. R.
Hansen, H. P.
Hanson, O. W.
Hanson, Wm.
Hansson, Oscar
Hardy, W.
Haskell, H. H.
Hauge, M. N.
Helin, L. K.
Helm, W.
Helman, C.
Hermansen, A.
Hesterberg, Max
Hewitt, S.
Hill, Robert
Hirschman, J.
Holm, J.
Holmberg, A.
Holland, J. B.
Hoode, P.
Horan, P.
Iversen, Robert
Jacobsen, John
Jensen, J. P.
Jensen, J. G.
Jensen, Laurltz
Jensen, J.
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Johansen, K.-1552
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Johansen, Axel
Johansen, John
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Karlsen, A. M.
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Klemensiella, G.
Knox, Wm.
Knudsen, Albert
Koch, Peter
Koester, T.
Kristiansen, G.
Kristoffersen, Carl
Kulning, J.
Kund, Oscar
Laath, L.
Lambert, Ed.
Lamson, Thos.
Langvart, H. C.
Lankow, E.
Larsen, Axel
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Lawson, A
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Lelsen, W.
Lewis, Geo. H
Lie, K. O.
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Lie, J. L.
Lie, J. C.
Lie, S.
Lieherman, Geo.
Lind, Oscar
Lind, Frank
Lindman, Rundolph
Lindstrom, Alex
Lof, Oskar
Luhsie, F.
Maack, H.
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Magnusen, K. E.
Marthinsen, K.
Martin, J. V.
Matiasen, M.
McAdam, J.
McArthur, C.
McCallowe, D.
McCarthy, John
McCarthy, D.
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McDonald, Norman
McLael, Walter
Melgail, M.
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Michalsen, A.
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Mogstad, Ed.
Moore, W. J.
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Mortensen, A. F.
Munge, Anton
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Paar, E.
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Paulsen, P.
Pearson, Geo.
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Pedersen, Hans
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Person, Bernard
Persson, Johan
Pestoff, S.
Peterson, Oscar-710
Petersen, C.
Peterson, John
Pettersen, Loren
Petterson, Fred-954
Petterson, Chas.
Pettersen, Ole P.
Petterson, Richard
Petterson, P. A.
Pledvache, Emil
Pilen, A.
Pirade, W.
Plantikon, W.
Polson, Carl
Pregler, F.
Radke, Frank
Rasmusen, C. D.
Rasmussen, J. F.
Rasmussen, E.
Rasmussen, O.
Rasmussen, J. T. C.



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Reinink, H.	Svensen, Ivan
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Robertson, M.	Svensson, John
Runke, Ben	Swansen, C. 1.
Salberg, O.	Swanson, H.
Salmann, B.	Swanson, G.
Salonen, E.	Swanson, Jack
Sandvih, Johan	Thila, Peder
Sarin, K.	Thom, E.
Scherlau, Robert	Thomson, John G.
Schu, Martin	Timmey, K. H.
Schubert, Chas.	Tornstrom, C. A.
Schultz, E.	Troitzheim, R.
Schutus, E.	Turner, Fred
Seppell, P.	Vyhvinkel, L.
Serin, D.	Wahifred, J.
Shane, J.	Walsh, J. A.
Simonsen, Fred	Weidemann, Cornelius
Sjoberg, Gustaf	Weber, C. A. W.
Smevik, J. J.	Weger, P.
Smith, Andrew	Westerholm, K.
Smith, W.	Wichman, Cornelius.
Smith, Samuel G.	Viedeman, C.
Smith, Emil	Wight, U.
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Steckman, G. W.	Winzens, G.
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Stomes, A. O.	Wolf, F.
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Storr, W. J.	Zunker, Paul
Strand, E.	
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Sullivan, Ed.	

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Berthelsen, A.	Oetting, John
Bernhardsen, C.	Olsen, Otto
Bridgeman, Ben	Olsen, John
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Dishler, Peter	Pettersen, Corel
Dahlquist, Fr.	Rasmussen, N. C.
Drew, Wm.	Roni, Erik
Dittmayer, Ch.	Rion, Nic
Dybsland, P. Th.	Richards, L. V.
Eriksen, Axel	Richardsen, H.
Egeness, M.	Schwartz, G.
Fallin, Chas.	Schwenke, Carl
Ferraris, G.	Scudahl, Jens
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Christensen, Albert	McGregor, John
Cully, Gol.	Miller, Henery
Elving, Gust.	Moe, John
Edson, Frank	Olsson, Enock
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Edlund, J. A.	Janssen, Oscar
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Moore, Jas. C.	Port Townsend

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P. O. Box 138.
The Reading Room is open at all times to Members of the Sailors' Union.

INFORMATION WANTED.

George Bayliss, a native of Woodstock, England, aged about 38, last heard of ten years ago on the Pacific Coast, is inquired for by his brother. Any one knowing his past or present whereabouts will please notify the JOURNAL office.

INFORMATION WANTED.

Wilhelm and Gustaf Jacobsen, sailing on the Pacific Coast, are inquired for by their half-brother, John Jacobsen at Port Ludlow, Wash.

News from Abroad.

The steam-trawler Veronica, belonging to Stavanger, Norway, has been lost off Lossiemouth, Engleshire, Scotland, with a crew of ten.

Prince Arthur of Connaught on February 21 invested Admiral Togo and Field Marshals Yamagata and Oyama with the British Order of Merit.

President Palma, of Cuba, has announced that he intends to recommend to Congress an increase of the present force of 3000 rural guards to 6000.

Velasquez's painting, "Venus and Cupid," known as the Rokeby Velasquez, has been definitely acquired by the British nation, at a cost of $225,000.

The Hungarian Parliament was dissolved on February 19, with the use of force. The floor and corridors of the building were cleared by the police.

The rebel Hottentots ambushed a German patrol near Gendoorn, German Southwest Africa, on February 7, and killed Lieutenant Bender and six troopers.

Captain Kurmi, who commanded the Japanese naval guns at the siege of Port Arthur, has been appointed naval attache at the Japanese Legation at St. Petersburg.

The Russian Imperial Commission, presided over by General Ivanovsky, which was appointed to report on the proposed waterway between the Baltic and Black Seas, has decided in favor of the project.

The court-martial at Sebastopol, Russia, on February 19, sentenced forty-two of the mutineers of the Russian battleship Kniaz Potemkine to imprisonment, one of them to fifteen years. Twenty-five men were acquitted.

Subscriptions have been officially invited to the new Japanese internal 5 per cent loan of $100,000,000 at the issue price of 95, which will not be redeemable until five years have elapsed, after which redemption will be extended five years.

The delegate of the Government, addressing the Budget Committee, announced that Japan now is able to construct battleships of any size in her own dockyards without importing anything except brass tubes and certain auxiliary machinery.

The Japanese financial programme of the Cabinet has passed the lower house, and will undoubtedly be indorsed by the upper house. Acording to the programme the war debts, which will aggregate $911,000,000 in 1907, will be completely paid off in 1939.

An unconfirmed dispatch has reached the British Government reporting that five British officers and a company of native troops have been killed by fanatics near Sokoto, in Northern Nigeria. A dispatch from Lagos, Africa, reports that a punitive expedition has been sent out.

The British Parliament was opened on February 13. James William Lowther was elected Speaker of the House of Commons. Nearly 300 members are entirely new to Parliamentary life. Among the proposed measures a leading place will be given to the education bill and the trades dispute bill.

The court-martial of three officers and seventy sailors, who took part in the mutiny on board the Russian battleship Kniaz Potemkin (renamed the Pateleimon) in the Black Sea in June last, began at Sebastopol, Russia, on February 7. In the indictment it is charged that the mutiny was a violent attempt to overthrow the existing regime.

The Onlooker says that John Burns, M. P., the labor leader and chairman of the Board of Public Works in the new Liberal Ministry, recently obtained a personal audience with the King and asked for the royal permission to dispense with the gold-laced uniform which the Ministers wear when in the King's presence. The King refused to make any exception to the custom.

Labor News.

The Markle-Wiley Broom Company, of Paris, Ill., has been placed on the A. F. of L. "We Don't Patronize" list, on account of its antagonistic attitude toward its employes.

The Illinois District Convention of the United Mine Workers of America has appropriated $5000 in aid of the defense of President Moyer and Secretary Haywood of the Western Federation of Miners.

President Roosevelt has issued an Executive Order prohibiting officers and employes of the Government from soliciting an increase of pay or influencing or attempting to influence legislation in their own interest.

The annual report of the New Jersey Bureau of Statistics shows that modern methods have revolutionized the glass-blowing industry in that State, making it possible for the same number of men to double their output. Wages are much higher.

Chicago printers have inaugurated a movement for organization against "Government by Injunction." It is proposed to support only such candidates for political office as shall pledge themselves to vote for Anti-Injunction measures.

President Gompers of the American Federation of Labor, has announced that while the Federation will use every effort to avoid a strike of coal miners, that body will give the United Mine Workers its full support in event that a strike is declared.

G. S. Brower, President of the California State Federation of Labor, resigned from the office on February 25 under pressure of charges that he had exceeded his authority in signing a settlement of a certain dispute upon the "Open Shop" basis.

The Crowell Publishing Company, of Springfield, O., publishers of the Woman's Home Companion, is declared by the local Typographical Union to be one of the most determined opponents of the movement for the establishment of a national eight-hour day in the printing trades.

The lockout of the 700 starchers of the Shirt, Waist and Laundry Workers' Union, formerly employed at Troy, N. Y., is now in the tenth month. Funds are solicited from organized labor. Contributions should be forwarded to John J. Manning, General Secretary, Box 11, Station 1, Troy, N. Y.

An appeal has been issued by the American Federation of Labor for financial assistance to the Pocket-Knife Blade Grinders' Union and the Chain Makers' Union. Contributions to these organizations should be sent to F. A. Didsbury, of the Pocket-Knife Blade Grinders, 508 Brook street, Bridgeport, Conn., and to Curtin C. Miller, of the Chain Makers, 162 Wisconsin Avenue, Columbus, O.

Governor John Sparks, of Nevada, who is associated with the Sparks-Humphrey Meat Company, has completed the largest cattle purchase that has ever taken place in Nevada. Over 10,000 acres of fine ranch land in Elko county, 5000 head of cattle, besides sheep and hogs, which will be used to supply the army or workmen who will go through the State from East to west laying the rails of the Western Pacific road and digging its tunnel, are involved in the deal.

In the annual report of Winton C. Garrison, Chief of the New Jersey Bureau of Statistics, it is shown that there were seventy-four strikes last year in that State. Of this number, twenty-two are reported as having been wholly successful, seventeen partly successful, these having been in most cases settled by a compromise agreement between the parties. The remaining thirty-five strikes failed completely in effecting any change in the conditions against which they were directed.

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Headquarters for Seamen's Wearing Apparel.
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AGENTS FOR W. L. DOUGLAS SHOES
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White Labor Only

SMOKE
The "Popular Favorites," the "Little Beauty," the "Princess" and other high grade union-made cigars
Manufactured by
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J. A. ANDERSON, Proprietor.
BOARD AND LODGING
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Reasonable Rates.
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Bahr, Frank	W.
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Ekstrand, Frank-7	Kornis, John
Johnsen, Henry	Nelson, John
Jacobsson, C. E.	Stevens, Vint
Wilson, Harry	Vogt, Wilhelm

Letters in the Office of the Marine Cooks and Stewards' Association, Seattle, Wash.

Boster, Chas.	McAllister, Geo.
Barbeau, L. J.	Mor, P.
Boedecker, Gus	McCoy, E. E.
Branford, Chas.	Nelson, Walter
Beck, H.	O'Donnell, H.
Beardall, Robt.	O'Hren, Chas.
Baxter, Sam	O'Brien, John P.
Colbert, M. J.	Perry, John
Colton, B. M.	Prieto, M. J.
Chappell, W. J.	Peterson, E.
Chatman, E. J.	Payne, Fred
Donaghoe, A.	Peters, Richard
Dolan, J.	Reid, W. J.
Fuller, E. E.	Ruderman, J.
Foster, Jack	Servjanivich, F.
Gomex, Frank	Sabun, G. M.
Gwenewegan, J.	Sortvit, Ole
Gade, Peter	Stanford, J. W.
Garland, John	Scott, E. B.
Hohbach, Henry	Smith, Jim
Hafford, H. M.	Schmidt, Arthur
Hayter, Richard	Tracy, E.
Herbert, Chas.	Troup, Percy
Hoist, W. A.	Tinney, A.
Joms, W. A.	Williams, Chas.
Keller, N. F.	Wright, Edwin
Le Counte, H. G.	West, Augustus
Lewis, Miles	Wilson, Tom
Lawlor, John	Wooding, A.
Markle, C.	Yager, R. E.
Magnuson, Gus	York, G. T.
McCarthy, T. S.	Yager, Sam

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Peter Nasman, a sailor, is inquired for by his brother. Address, COAST SEAMEN'S JOURNAL.

Harry B. Douville is inquired for by his mother. Kindly communicate with the JOURNAL office.

John Anderson, a seaman, who was on the St. Paul, when wrecked, is inquired for by A. W. Beadle & Co., 22 Market street, San Francisco.

Any one knowing the whereabouts of John D. Gray, native of Scotland, last heard of at Freemantle, W. Australia, at present supposed to be sailing on the American Coasts, is inquired for by his sister, Mrs. Angus. Kindly communicate with the JOURNAL office.

Domestic and Naval.

The Red Star Line is considering Zeebrugge, near Blankenberghe, instead of Antwerp, as a landing place for passengers from New York.

The Ship Subsidy bill passed the United States Senate on February 14 by a vote of 38 to 27. Five Republicans voted with the Democrats in opposition to the bill.

Midshipman Minor Meriwether, Jr., of Louisiana, a member of the third class, convicted and sentenced to dismissal for hazing, has been pardoned by President Roosevelt.

Senator Hale has introdnced a bill, prepared at the Navy Department, which has incorporated into one measure a large number of provisions to reorganize and increase the efficiency of the personnel of the Navy and marine corps.

The British schooner Bessie Dodd, Captain Snow, fifty-three days from Cadiz, salt-laden, struck near Cape Race in a thick snowstorm on February 4 and became a total wreck. The crew escaped by climbing a precipice.

Naval men are deeply concerned over the non-arrival at Gibraltar of the drydock Dewey. The drydock has not been reported by passing craft or by wireless telegraphy since January 22. It was due to arrive at Gibraltar on February 10, giving it a little leeway for bad weather.

The Cosmopolitan Line, which operates a direct service between Philadelphia, Pa., Rotterdam and Leith, will this month inaugurate a service between Philadelphia and Denmark. The Danish steamer Granaria will be the pioneer vessel of the line, leaving Philadelphia for Copenhagen on February 24.

Representative McCreary, of Pennsylvania, has introdnced a bill in Congress, authorizing the establishment of additional aids to navigation in Delaware Bay and Delaware River. It appropriates $390,000 to pay for lighthouses and fog signal stations at Brown Shoal, Miah Maul Shoal, Joe Flogger Shoal, Arnold's Point Shoals and Horseshoe Shoal.

The White Star liner Adriatic, now under construction at Belfast, Ireland, will have a tonnage of 25,000, length of 710½ feet and depth of 50 feet, and will be the largest vessel in the world. The record is now held by the Baltic, also built for the White Star line byHarland & Wolff, with a tonnage of 23,876, 1240 tons less than the new vessel, which she exceeds in length, however, by fifteen feet.

W. H. Flagler's corps of engineers, having completed their labors with the Miami extension of the Florida East Coast Railroad, it is planned to send fully equipped trains across the Gulf of Mexico. The trains are to take the steamer at Key West and proceed to the nearest point on the east coast of Cuba, probably Point Demaysi, which is within twenty-four hours of Key West.

The new United States armored cruiser Tennessee made an unofficial speed of 22.16 knots on her speed trial on the New England coast on February 12, according to the report of one of the trial board. There was a slight acident in the course of the trial, which was repaired, but which resulted in a delay of several hours. The speed shown is .16 of a knot in excess of the contract requirements.

The State Department has received a letter from the United States Legation at Tokio, Japan, praising the crew of the United States battleship Wisconsin for their exemplary behavior during their visit to Yokohama. The iWsconsin took part in the celebration of the return of Admiral Togo in Yokohama harbor, and although the men were given full shore leave, not a single case of drunkenness or disorderly conduct was reported.

With the Wits.

Uncertain.—"Pop, who said, 'Oh, what a fall was there'?"

"Don't know. Sounds, though, like the comment of a visitor to Niagara about 1950."

Means and Means.—"Cheer up," said the lawyer, "we may still win this case. I haven't exhausted all the means—"

"But you've exhausted all mine," interrupted the client gloomily.

Apparent to All.—Miss Mugley—"I always try to retire before midnight. I don't like to miss my beauty sleep."

Miss Pepprey—"You really should try harder. You certainly don't get enough of it."

Her Way.—Agent—"I'm sure you'd be charmed with the house if you took it. Why don't you and your wife discuss the question?"

Henpeck—"My dear sir, my wife never discusses things with me. She always disputes."

One Method.—"Gentlemen," said the Congressman in his speech, "we must have peace, but how?"

"All of you over 60 take chloroform," suggested a spectator in the gallery.

Of course, he was promptly hustled out.

Easy Enough.—'Rastus—"Mah land! Dis ol' mule sho'ly is de most cantankerous beast. Cawn't meck him move any but backwahd."

Dennis—"Shure, that's aisy to fix. Jist turn your saddle 'round the other way an' ye'll hov him."

To the Point.—"It is so long since you last called upon me I was beginning to think you were forgetting me," said Miss Pechis, as she came down to the young man in the parlor.

"I'm for getting you," replied the ardent youth, "and its for getting you that I've called to-night. Can I have you?"

The Sheep and the Shepherd.—"The rector of that fashionable church of yours," said Mrs. Knox, "certainly has an easy thing of it."

"But," began Mrs. Swellman, "he is a good shepherd—"

"Oh, its easy to be a good shepherd when the sheep are all fat and prosperous."

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LOCAL STAMP
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COAST SEAMEN'S JOURNAL



FOR THE SEAFARING PEOPLE OF THE WORLD.

OFFICIAL PAPER OF THE INTERNATIONAL SEAMEN'S UNION OF AMERICA.

A Journal of Seamen, by Seamen, for Seamen. *Our Aim: The Brotherhood of the Sea.* *Our Motto: Justice by Organization.*

VOL. XIX. No. 24. SAN FRANCISCO, WEDNESDAY, MARCH 7, 1906. WHOLE No. 960.

THE SAILORS' ANNIVERSARY.

Twenty-One Years of Stirring History.

Dreams That Were Dreamed; Deeds That Are Done.

TWENTY-ONE YEARS! A long time to come, a short time passed! To the survivors of the men who gathered on Folsom Street Dock, in San Francisco, on March 6, 1885, the birth of the Sailors' Union of the Pacific seems like an event of yesterday.

Yet, when we turn back the pages of memory—each with its annotations in blood or tears—and note the history there recorded, we realize that, lightly as we may salute the Past, we must pay the tribute of stern and patient labor to every moment of the Present.

Time deals kindly only with its creditors. The Sailors' Union rejoices in the record of these twenty-one years, because it has paid the debt and done the duty of every day and hour during that period.

The men who gathered around the lumber-pile on Folsom Street Dock were dreamers in their day. The vision of liberty was revealed to minds enslaved by tradition—and it was the brighter on that account. These men dreamed of a union of seamen, a union which should embrace the men of their craft in all capacities, in all waters, and under all flags. A dream! A vagary! A figment of the imagination!

Be it so. Thank God it is so! These men dreamed, and went to work in their dream. If we may judge by results, the seamen have not yet awakened. May we hope they never will. Again we say, thank God for the dream that inspires and enables men to DO the thing that is impossible of performance, and even of conception, to the waking mind.

The task of organizing the seamen of the Pacific Coast was of itself sufficient to discourage any but the most pronounced enthusiast. Conditions among the seamen on the Coast were bad, very bad. But the very badness of the situation was its redeeming feature. Degraded manhood, like the smoldering embers of a fire, will flare up before it dies. Thus it was that the seamen on the Pacific Coast, as they listened to the gospel of trade-unionism and reflected upon their lot, felt glow within them the last spark of self-respect, which, with assiduous fanning, burst into the strong, clear flame of regeneration.

The Coast Seamen's Union, as the organization was first named, had its birth amid the serious misgivings of its friends and founders. Attempts had previously been made to organize the seamen, and had failed. It was feared, and in some quarters predicted, that the new union would go the way of its predecessors, that the itching palm would prove too much for the longing heart, or that the "natural" conditions of the seamen would prevent them from "sticking together."

Of course, these predictions were not without justification in experience. But of what account is experience to the man who is fired by the "sweet dream of peace!" Of what account is the experience of failure in any human endeavor, except to inspire the hope of success! The Coast Seamen's Union disappointed the fears of its friends and the hopes of its enemies. From the day of its birth it took root and flourished like the proverbial green bay.

The seamen, once possessed of their new-found power, went to work on a large scale. The basic evil of that time—as of to-day wherever the seamen still remain unorganized—was the crimping system. The crimp was attacked with vigor and enthusiasm. Within a month after the birth of the Union a shipping-office was opened, with the object of providing a means whereby seamen and shipmasters might come together without the interference of the crimp or any other third party. Of course, the Union shipping-office was opposed by the crimp. Of course, too, the new plan was not entirely favored by shipmaster and shipowner. The combined opposition of these factors threatened to wreck the Union's first venture. To provide a means of sustenance for the seamen who were thrown on the streets by the crimps, as part of the plan to destroy the shipping-office, the Union started a boarding-house. Thus it was thought that the Union could control the situation. But the shipping-office that does no shipping and the boarding-house that does nothing but board must come to an end. In the three-to-one fight—shipowners, shipmasters and crimps against the Union—the latter was forced to acknowledge the defeat of its first attempt at reform.

Various attempts of the same kind were made at later periods, but with practically the same results. In the negative sense, however, much good was achieved by these failures. The seamen learned "how not to do it." They learned after a good many hard knocks that it is futile to hammer at effect while ignoring cause. They learned that the crimping system had its cause in the maritime law of the country, and, consequently, that a victory gained at one point of that system simply strengthened the institution in general.

Here it was that the seamen indulged another dream. They dreamed of changing the law so as to assure themselves the personal freedom necessary to self-protection. The very idea! Here was an institution—the institution of maritime law—as old as the hills and as immutable as the laws of the Medes and Persians. True, the maritime law had been altered; not in the interest of the seamen, however, but in the interest of the shipowner, as against that of the seamen. So far as the latter were concerned the maritime law was a thing to touch which were treason and to criticise which were sheer sacrilege.

Yet, the seamen dreamed of making a change in an institution thus sanctified by time, supported by the "interests of commerce," and necessitated by the "peculiar nature of their (the seamen's) calling!" To many of the seamen's friends the job looked like another labor of Hercules, like an attempt to amend the Decalogue or a proposition to revise the Tariff.

But the seamen failed to realize the difficulties in the way, as was natural in men who were merely dreaming. The seamen continud to dream, and work. In 1892 the task was begun. Just three years later the Magnire Act was signed by President Cleveland.

The dream had come true! That Act abolished imprisonment for desertion in the coastwise trade; it also abolished allotment in the coastwise trade, and made illegal that old device of the crimp, the holding of a seaman's clothing for debt. Thus at one blow the legal shackles were struck from the seaman's hands and feet.

Henceforth the seaman has been free in his person, free in his earnings and free in his tools, i. e., his kit. Henceforth the crimp has never been as free as formerly to control the seaman's destiny. Whatever power the crimp still enjoys is vested in him, very largely at least, by the seaman himself, not by the law.

Of course, this victory was not achieved without hard work. The seamen and their representatives at Washington were confronted with powerful opposition at every step of the way. More than once that opposition nearly awakened the seamen to the impossibility (?) of their task. May blessings be upon the head of Morpheus or whoever it was that kept these men dreaming until their task was done!

At this point we may appropriately allude to the establishment of the COAST SEAMEN'S JOURNAL. That was another dream—in fact, a sort of delirium. The seamen saw themselves as others saw them, in the popular "sea story," and in that hardly less exaggerated form of fiction, the daily press. The things that the seamen said on the subject are not fit for print, so we will pass them over, with the hope and belief that they will be overlooked, or at least extenuated, upon the ground of extreme provocation or justifiable homicide.

Anyway, the seamen bethought them to "start a paper." Did ever vaulting ambition so overleap itself! And such a paper! It was to be a seamen's paper, from truck to keel and from stem to stern. The journalistic mouthpiece of the Union was designed to protest against the wrongs and to champion the rights of the seafaring craft in "thoughts that breathe and words that burn." More than this, these thoughts must be the seaman's thoughts and these words the seaman's words. In brief, the seamen's paper must smell of the sea, not of the sanctum.

In 1887 the COAST SEAMEN'S JOURNAL was launched upon the sea of journalism. The paper came to fill a long-felt want, and it has been coming every week ever since. The dream of a publication owned, controlled and edited entirely by seamen has become one of the standing delusions of the age! Every week for more than eighteen years a couple of "common sailors" in the JOURNAL office have indulged themselves in the fancy that they are getting out a paper. Every week during the same period a large and appreciative circle of readers imagines that it receives and peruses the JOURNAL, even being carried away to the extent of paying a subscription now and then. A number of exemplary apostles of the "art preservative" regularly go through the motions of "setting up" the sheet, occasionally letting fall a purely imaginary expletive. The printer regularly dreams that he gets his money, and thus the fiction is maintained from week to week and from year to year. Where dreams are deeds 'tis folly to awake!

The legislative work was kept up until, three years later, another victory was won by the passage of the White Act, which extended the main provisions of the Maguire Act to the deep-water trade, besides effecting many other improvements in the maritime law. So much for that institution. Now that they are passed, the obstacles that loomed up like Teneriffe are but so many points of departure in the wake of progress. The maritime law has been not only reformed but revolutionized!

During the years of the Union's legislative work many events occurred of equal importance in the history of the organization. The efforts to increase wages, to resist reductions, to improve working conditions on board ship and, in brief, to do the numerous things that a trade-union is formed to do, and which only a trade-union can do, involved the Union in a constant struggle from the day of its birth. Throughout the varied fortunes of that struggle, the Union has kept clearly in view the ideal which was conceived on the lumber-pile twenty-one years ago.

The Brotherhood of the Sea has been the watchword and inspiration at all times, in peace and in war, in victory and in defeat. Each 6th of March marks a lessening of the gulf between the ideal and its realization. First, we note the organizations of seamen

in other sections of the United States, on the Great Lakes and on the Atlantic Coast. With the establishment of the International Seamen's Union of America, in 1892, was created a medium of communication and connection which has ever since grown stronger and more expansive, as one by one the sister bodies—firemen, cooks and stewards, etc.—have been embraced in its mighty fold.

Looking abroad, we note the growth of organization among the seamen in all parts of the world. Great Britain, Germany, Scandinavia, France, the Mediterranean countries, Australia, South America—everywhere the seamen are rallying under the banner of trade-unionism. Everywhere these kindred organizations look to the Pacific Coast as to the pillar of their hopes.

The Sailors' Union of the Pacific, by its mere existence during these twenty-one years of stress and trial, but more by its really marvellous achievements in that comparatively short period of time, has more than justified the hopes, more than realized the dreams, of its founders. It has given the lie to that ancient libel—the taunt of our enemies, the apology of our friends—that the seamen "can't stick together." The Sailors' Union has proved that, once they get together, the seamen can "stick together" better than any other class of workers.

Much has been done; more remains to be done. Let us keep on hoping, believing, dreaming that it can be done, and it WILL be done! Among the survivors of that little band which twenty-one years ago charged upon the battlements of vested wrong—and, thanks to kind fate, a few of these are still above ground—not one will be found to say that he then hoped to stand beneath the Union flag where to-day it floats bravely from the topmost parapet of the captured citadel. Yet, there she flies, and here she stands, the Sailors' Union, "strong and great," a thing conceived in the almost hopeless longings of a lost race and now the splendid structure of their hands!

Twenty-one years! How the time has passed! How the tale teems with deeds done and deeds begun! Another like period will pass as quickly. Let the seamen of to-day determine that as the years pass they shall witness a constant devotion to and realization of the ideal of a craft united in world-girdling bonds of fellowship, a craft strong in the development of manhood, a craft enjoying peace founded upon justice, a craft commanding the respect due to an honorable profession. Thus shall the victories of the future outshine those of the past. Thus shall the world awake to the realization that all is not a dream that is conceived in hope and executed in courage and patience!

Australian Notes.

(For the COAST SEAMEN'S JOURNAL.)

The annual political Labor Conference has just finished its yearly harangue to the Gods of Labor. From my point of view, as an observer from the outer fringe, I scarcely believe that as much good work has been done by conference delegates this year as in the past. The main speeches flavor too much of the theorist, with the result that the practical things which the average worker requires are almost forgotten or ignored. The Conference in its wisdom has carried one of the requests of the Seamen's Union Delegates, namely, that the Seamen be included in the Workmen's Compensation Act.

Other subjects are, Franchise to Seamen, the Abolition of "Shipping Fees," and Sanitary Inspection of Ships. It is peculiar that no inspection takes place of the Coastal Shipping. The franchise to the Seamen would be a great boon to us here, as we could then get decent Legislation. At present we are denied a vote on account of not having the qualification of residence, and the seamen who have that vote are generally at sea on election day. It would also give Cooks, Stewards and passengers who are at sea an opportunity to vote. The idea originated and was first introduced to the Seamen's Union by Sam Smith and Allan Cameron.

The Coal Lumpers here decided as a union to prohibit their members from working any longer than 10 hours at a spell, so as to give every member an opportunity of earning something every week. The result is being watched very closely by the maritime workers, and all wish that the effect will be beneficial to the members of that union.

The wool season is drawing to a close, so that in a very short time there will be more unemployed. I am free to say there are too many workless workers here, even in the busy time of the year. The wheat season will probably last another two months, as there has been a little friction with the stevedores on the question of pay.

Shipping here is fairly brisk at present, both Coastal and Deep Sea Seamen have been fortunate in having Havelock Wilson, returned to power in England. It is understood here that some of the labor members of Great Britain are coming to Australia, so that we are in for something good in the near future.

Fraternally,

THE COMMODORE.

Sydney, N. S. W., Feb. 4, 1906.

Byron's First Speech.

(From the first speech delivered by Byron, in the House of Lords, Feb. 27, 1812, on a bill to make the destruction of machinery by workmen punishable by death. The introduction of machinery was then going on, and thousands of men and women were being thrown out of employment to starve.)

Are we aware of our obligations to the mob? It is the mob that labor in your fields and serve in your business, that man your Navy and recruit your Army, that have enabled you to defy all the world, and can also defy you when neglect and calamity have driven them to despair. I have traversed the seat of war in the Peninsula. I have been in some of the most oppressed provinces of Turkey, but never under the most despotic of infidel governments did I behold such squalid wretchedness as I have seen since my return in the very heart of a Christian country.

And what are your remedies? After months of inaction, and months of action worse than inactivity, at length comes forth the grand specific, the never-failing nostrum of all state physicians, from the days of Draco to the present time. After feeling the pulse and shaking the head over the patient, prescribing the usual course of warm water and bleeding—the warm water of your mawkish police, and the lancets of your military—these convulsions must terminate in death, the sure consummation of the prescription of all political Sangrados. Are these the remedies for a starving and desperate populace? Will the famished wretch who has braved your bayonets be appalled by your gibbets?

The framers of such a bill must be content to inherit the honors of that Athenian conqueror, whose edicts were said to be written, not in ink, but in blood. But suppose it passed, suppose one of these men as I have seen them, meagre with famine, sullen with despair, careless of a life which your lordships are about to value at something less than the price of a stocking frame,—suppose this man, surrounded by the children for whom he is unable to procure bread at the hazard of his existence, about to be torn forever from a family which he lately supported in peaceful industry, and which it is not his fault he can no longer so support, suppose this man—and there are ten thousand such from whom you may select victims—dragged into court to be tried for this new offense, by this new law; still there are two things wanting to convict him, and these are, in my opinion, twelve butchers for a jury, and a Jeffreys for a judge!

Demand the union label on all products.

The Spreading Jap.

An ex-resident of Honolulu, T. H., writing to the New York Times, says:

The United States will have a new form of the race problem to face if Japanese immigration to Hawaii goes on unhindered. For all practical purposes the Territory is a Japanese territory, and any visitor will soon become convinced of the truth of this assertion. The brown men number 70,000 souls, scattered throughout the entire Territory, with representatives in every hamlet and village of the group. Their appearance in any town, as a general rule, has been followed within a short period by the departure to other shores of the Americans, whose labor was undersold and standard of living undermined by the newcomers. Nearly all the skilled labor of the Islands is now being performed by Japanese, whereas a few years ago it was all being done by Hawaiians, Portuguese and Americans.

The second-generation Portuguese, children of those who were brought over twenty years ago for plantation-work, make fine citizens, educated, as they have been, in the public schools; but since they demand $30 a month for their services, and the Japs will work for $14 without board, the Portuguese are no longer employed on the plantations. Their work in the cities is also being undermined, and they are leaving in large numbers by every steamer for Mexico, Canada, and the States, where they hope to find a civilization still free from Asiatic views and still paying living wages to white men willing to do a white man's work. Most Americans who have attempted to make their way in Hawaii since the American ascendancy there have found it useless, and have left for other places. In 1897 there were 24,407 Japs in the Islands; by 1900 they had increased to 61,115, while the Chinese numbered 25,762, and the Hawaiians of all shades and colors 54,141.

To-day there are in round numbers 70,000 Japs, 28,000 Chinese and 30,000 Hawaiians. As against these 100,000 Asiatics there are 12,749 white people, including English, German, French and all other Europeans. In 1901, 1902, 1903 and 1904 the number of Jap children in the schools had increased 116 per cent., the Chinese children 28 per cent., the Portuguese 14 per cent., and the American, English, German and other European children only 12 per cent.

According to the 1900 census there were 9,000 native-born Asiatics, all of whom will have full rights of citizenship in a few years. The Merchants' Association demonstrated in addition that the Asiatic "invasion" had resulted in competition disastrous to all but the immediate sugar interests, and that as a consequence of the surplus labor (which numbers nearly 50,000) those engaged in professional mechanical, and mercantile pursuits were being ousted by the cheaper undesirables. The question involved are thus seen to embrace the important one as to who shall populate and control these islands in the future.

The situation in Hawaii is but one of the many indications that the time is approaching when the cheap labor of the Asiatics will make more acute the wage problem all over the world.

In consequence of the strike of the weavers, at Dundee, Scotland, because they did not share in the recent advance granted to the spinners, the employers have decided to close the mills and factories on March 8. The lockout will affect 35,000 workmen.

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions.)

"Euthanasia."

Some of our wise and unco' guid newspapers seem to think that they have clinched the argument against "euthanasia" by pointing out that that custom is practiced by many savage nations, and that for civilized nations to adopt the custom would therefore be in the nature of a reversion to savagery. The plain inference from this is, of course, that in moral ethics and principles of right living civilized men have nothing to learn from savages. It is nevertheless an easily demonstrable fact that in many of the fundamentals of life savages, and even animals, live far more rationally and in accordance with the laws of nature than do civilized men, and ethics and principles of living not founded upon the laws of nature are certainly not conducive to a high civilization. It is also an equally demonstrable fact that all radical social reforms imply in a measure a going back to first principles; that is, to principles of living and social intercourse regarded as right by some ancient people who, looked at from a modern point of view, were of course more or less savage. This is so because where as civilized men we have failed to advance in those conditions which may justly be qualified by the adjective "humane," it has usually been where we have departed the most from that which was considered good in ancient times. But, then, it is quite in keeping with the moral standards and point of view of a nation whose annual number of homicides, pro rata of population, far exceeds that of any other civilized nation, and which passively sanctions slow child-murder under the guise of child labor and the somewhat slower murder of its adults from a vicious and unnatural industrial system, to snuffle piously about its "Christian virtues" and roll up the whites of its eyes in holy horror at the thought of "euthanasia."

At a dinner given at the Metropolitan Club (New York), on February 6, in honor of the visiting Chinese Imperial Commission, General Frederick D. Grant spoke on the subject of Chinese Exclusion, and in part said:

> The United States has disgraced itself by excluding the Chinese. There is no reason why they should not have the same rights in this country as the natives of any other country. They would make more desirable citizens than a great many nationalities I could name. Too much stress has been laid on the subject of Chinese coolies. The coolies would not affect our workingmen in any way, except to develop a healthy competition with them.

These are strange sentiments to come from the son of a man who was twice honored with the highest public office in the gift of the people of the United States. They also lend additional weight to the "degenerate-sons-of-illustrious-fathers" theory. Fortunately for the country at large, men of General Grant's stripe are rather more amusing than dangerous; and their diatribes serve chiefly the purpose of adding to the gayety of the nations.

Judging from the many attempts being made in the various Legislatures throughout the country to secure increases in the salaries of all sorts of public officials, these gentlemen must be beginning to feel the pinch of our trust-made prosperity.

To be right where all others are wrong is to be right indeed.

Our Reverend "Friends."

The poor preachers are all at sea on the subject of trade-unionism. Just now most of these, like the scabs on the fence, seem to be waiting till "the unions get stronger" before making known to the world that they "have always been union men in their hearts," etc. In the meantime those among them who own enough corporation stock to make them careless whether or not school keeps, go on as unconcernedly as ever, telling the same old pulpit-worn whoppers about organized labor. The latest eruption of note happened in New York where, a few days ago, the Rev. Dr. Minot J. Savage preached a sermon, in the Church of the Messiah, on the problem of organized labor, and among other things said:

> There is another thing which trade-unions threaten. They threaten to put a premium on poor work—incompetence—by demanding that the poor workman shall be paid as much as the good, and by interfering with the freedom of the individual to develop himself to the highest and finest of which he is capable.

All this is, of course, the musty, nonsensical Eliot-Hopkins-Thurber trash which has no more foundation in fact than had the fanciful tales of Baron Munchausen. Moreover, it has been so often exploded by men who know from personal experience as workers what trade-unionism is and stands for, that any man who at this late day digs that old trash up again argues himself either a fool or an ignoramus—when is he not a knave in the employ of the men behind the "Open Shop". For that reason it will be sufficient for the present to remark that while ministers of the gospel are addicted to fibbing in the pulpit they can hardly blame workingmen for staying away from church.

The Evening Journal, of New York, thinks that "Furuseth, of the Seamen, ought to sit in Congress every term while his vigor lasts, fighting for the men at sea." The esteemed Evening Journal evidently does not realize, if it knows, that Mr. Furuseth has been "in Congress" a good many years now, or that he has done a great deal more than any regular member of that house of mirth "for the men at sea". All of which seems to be corroborative evidence of the general presumption that it always pays to let well enough alone—until something better turns up.

C. W. Post, cockalorum of the union-busters, is rendering a service to organized labor which it would be churlish indeed not to becomingly acknowledge. His cute little "Square Deal" and funny little advertisements in the dull trust papers are doing more in a month to discredit the cause of the "Open Shop" than the trade-unions with their limited resources could hope to accomplish in a year. All those in favor of presenting Brother Post with a loving cup will please write to the newspapers and state the reasons for the faith that is in them, and also suggest a suitable design for the loving cup.

The defense of Senate bill 27 by its authors seems to have been framed up on the locus-a-non-lucendo principle. As a specimen of logic that affirms much but proves little it is almost "sui generis," as "Bumboat Mike" used to say.

Fag Ends.

Optimism and hunger are soon parted.

Work for Direct Legislation and the Recall!

There is often but a step from anarchy to tyranny.

Humanity without pity is like a world without a sun.

No cynic ever yet lacked reverence for unsophisticated innocence.

Destroy the soul's most loved illusions and life would hold but little to admire.

All Nature's blessings were born of strife, for active change is the law of life.

In the final analysis life is but the never-ending continuity of cause and effect.

Few men are so good that they are not even experimentally acquainted with the lures of the devil.

The obscure citizen of this generation has at any rate one good reason to congratulate himself upon his obscurity. His family life is not accounted of sufficient interest to the general public to be made the subject of funny newspaper cartoons, or to be lampooned by the witty young space-writers of "a free and enlightened press."

About the only rule the repeal of which apparently was not recommended by the committee on Chinese Exclusion, appointed by the Department of Commerce and Labor, is the rule that all Chinamen coming to this country must pay their footing "allee samee Melican man." In all other respects the recommendations of the committee, as approved by Secretary Metcalf, will no doubt meet with an unqualified acceptance by the Chinese Government.

Socialism, stripped of its mantle of idealism and its Mumbo Jumbo economics, is simply compound bureaucracy dressed in the livery of popular government. In short, it is one of those political creeds which men who cherish the very human and commendable longing for a better civilization than we of to-day enjoy would do well to scan carefully before finally committing themselves irrevocably to its tenets. Some of these are no doubt good, while others are, perhaps, harmless; but, as a whole, Socialism is decidedly an undesirable substitute for Democracy undefiled.

A new steamship line, the Sloman-Brazil line, has opened headquarters in New York, and will shortly begin to operate a monthly passenger service between that port and various points in Brazil. The company's steamer Siegmund sailed on her maiden trip to Pernambuco, Rio Janeiro and Santos on February 19, to be followed by the Siegliende, the Gootrune and the Gunther, in the order named. All these vessels were built specially for the New York and Brazil passenger service.

Home News.

Governor Elrod, of South Dakota, has issued an appeal to the people of that State in behalf of the famine sufferers of Japan.

Senor Velos-Goitieoa, Charge d'Affaires of Venezuela, called on Secretary of State Root on March 2 and presented his letters of recall.

Captain William D. Matthews, the oldest colored resident of Kansas and national head of the Negro Masons, died at his home at Leavenworth, Kas., on March 2, after an illness of four weeks.

At a meeting of American residents of the Isle of Pines numbering 100 persons, held at Neuve Gerona on March 1, a committee was named to prepare a memorial to President Roosevelt and the Senate of the United States.

Representative Keifer, of Ohio, has introduced a bill in Congress to reduce the number of members in the House of Representatives from the Southern States because of the disfranchisement of negro voters.

The jury in the case of Eugene R. George, former President of the German Bank of Buffalo, N. Y., returned a verdict of not guilty at Albany on March 2. George was charged with grand larceny in the first degree.

The Payne bill, providing for a reduction of duty on sugar, tobacco and rice imported from the Philippines to 32 per cent of the Dingley schedules and for absolute free trade after three years, was defeated in the Senate Committee on March 2.

Information reached Mobile, Ala., by telephone on March 3, that a destructive tornado visited Meridian, Miss., on the previous evening, killing twenty-one white persons and over 100 colored people and damaging property to the extent of $1,500,000.

President Roosevelt has appointed Brigadier-General George B. Davis, Judge Advocate-General of the Army, and Captain Charles S. Sperry, United States Navy, President of the Naval War College, as the military and naval delegates, respectively, from the United States Government to The Hague Conference.

For the first time since May 1, 1904, when the Government made its payment of $50,000,000 for the Panama Canal property and $4,600,000 was loaned to the Louisiana Purchase Exposition Company, the daily financial statement issued on February 28 shows for the fiscal year a surplus of receipts over expenditures. The surplus amounted to $1,102,000.

At the end of the year the Equitable Life Assurance Society had $30,419,000 less outstanding insurance than it had twelve months previous, as a result of the recent scandals. There was a falling off in new business amounting to $31,224,000, most of which is directly traceable to the general public suspicion against insurance which the investigation aroused.

Senator Gallinger has introduced a bill in Congress to readjust the salaries of the general officers of the Government, to take effect on March 4, 1909. The bill proposes the following salaries: President, $75,000; Vice-President, $15,000; Speaker of the House of Representatives, $12,000; Members of the Cabinet, $15,000; Senators and Representatives, $7,500.

Judge Munger, in the United States District Court, at Omaha, Neb., on February 27, sentenced Rev. George G. Ware of Lead, S. D., President of the U. B. I. Cattle Company, recently convicted of conspiracy to defraud the United States Government by means of illegal homestead entries, to one year in jail, and imposed a fine of $1000. Ware was for many years pastor of Episcopal churches at Lead and Deadwood, S. D.

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Robert Jaeques, a native of England, aged 24, discharged from the steamer Aztec about August 1, 1904, is inquired for. Address, COAST SEAMEN'S JOURNAL.

INFORMATION WANTED.

Theodore Blackwell, colored, last heard from two years ago when running an engine for the U. S. Government, is inquired for by his mother, Mrs. Elvira Conley, 814 N. Campbell street, El Paso, Texas.

Joseph Clark, native of County Rush, Dublin, Ireland, is inquired for by his mother. Any one knowing his whereabouts will please communicate with the JOURNAL office.

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Pacific Coast Marine.

The British steamer Cambrian King, on the way from Nanaimo for San Francisco, is to be given orders off the Heads to proceed to San Diego with her cargo of coal.

A dispatch from Umpqua, Or., on February 28 reported that the masts and rigging of the schooner Sadie had gone by the board. The weather was squally, and the schooner seemed to be doomed.

The French bark Anne de Bretagne, from Swansea for San Francisco, previously reported as having put into Montevideo, has discharged part of her cargo of coal in order to have repairs made to the rudder.

The Pacific Mail liner Siberia, under command of Captain Zeeder, gained three days on her last passage to Hongkong, arriving there only one day behind schedule time, though leaving here four days behind time.

Captain William T. Burwell, Commanding the Puget Sound Navy Yard at Bremerton, Wash., has received notification from Washington that plans for the proposed $60,000 wharf at the Yard had been approved. Work will begin at once.

A breakage of the steering gear caused the steam-schooner Redondo, on the way to Astoria and San Francisco, to run ashore in the Columbia River on February 28 opposite St. Helens. It was necessary to unload her cargo to float her.

The steamer Queen City, at Victoria, B. C., on March 2, brought advices from Nootka that a fur seal was killed on the beach there, this being the first instance on record where fur seals have landed elsewhere than on the Pribylov Islands.

The Hongkong Maru of the Japanese line is undergoing many alterations and improvements, although arriving only on March 1 from the Orient. The liner is to be placed in first-class condition during her stay in port. She is to sail again for the Orient on March 17.

The United States Army transport Buford, at San Francisco on February 28, reported having rescued the crew—thirty-seven all told—of the sinking Japanese barkentine Tonomotu Moru on February 7, five days' steam from the Japanese coast. The shipwrecked men were landed at Honolulu.

A telegram received at San Francisco on February 26 from Blythe, Eng., reported that the French bark Marthe Roux, from San Francisco, on September 23, for Leith, has been towed into Blythe, leaking and with ten feet of water in her hold. The vessel had been ashore near New Biggin, five miles north of Blythe.

Seven members of the crew of the American bark Alden Besse, formerly owned in San Francisco, arrived at Seattle, Wash., on February 28 on the Great Northern liner Dakota. The Alden Besse was abandoned to the underwriters in Japan, and the crew were sent home. The vessel is now under the Japanese flag.

The Navy Department has approved the survey of the Wyoming, which lies at the Mare Island (Cal.) Navy Yard under repairs. The amount of the approved survey is $66,000. This includes an estimate of $41,000 for repairs and alterations to the monitor's turrets. The remainder of the amount is to be expended on the general overhauling of the vessel prior to her going into commission again.

Registered mail valued at a large amount was lost when the steamer Clallam went down in the Strait of San Juan de Fuca, early in 1904, and the legal authorities of the Postoffice Department have just instructed United States District Attorney Frye, at Seattle, Wash., to institute a suit against the Puget Sound Navigation Company for approximately $1000, the amount of some of the established losses.

Owners of oil-burning steamers have long been trying to have a change made in the rule adopted by the San Francisco Harbor Commission providing that the loading of oil tanks of steamers should take place in hours of daylight, or before 5 P. M. each day. At the last meeting of the Board, Commissioner Crocker endeavored to have the rule changed, but President Spear insisted upon its enforcement, realizing the danger that might result from the loading of oil tanks at night.

That there are fears for the safety of the American schooner W. F. Garms, now overdue on the passage from Newcastle, Australia, to Honolulu, was evidenced on March 2, when the rate of reinsurance on that vessel was advanced from 10 per cent to 30 per cent. The schooner, one of the best of her class, is out 106 days on the trip, and should have arrived long ago. There is a possibility that fire broke out in her cargo of coal, or that she was overcome by storms in the South Pacific.

The steamer Lehua sailed from Honolulu on February 26 for San Francisco. The vessel has been purchased by S. B. Peterson & Co. from the Interisland Steamship Company for service between San Francisco and Bristol Bay canneries, and will make her first voyage early this season. The Lehua was built in 1879 by Dickie Bros., of San Francisco, and has long been a well-known steamer in Hawaiian waters. She has a length of 112 feet, breadth of 24.1 feet and depth of 8.1 feet.

Four yachts have been entered so far for the race next May, from San Francisco to Honolulu, for the $500 cup offered by the Hawaii Yacht Club. They are the Nixie, by Fulton G. Berry of the Corinthian Yacht Club, San Francisco; Anemone, by C. L. Tutt of the New York Yacht Club; Lurline, by H. H. Sinclair of the South Coast Yacht Club, San Pedro and La Paloma, by G. W. Macfarlane of the Hawaii Yacht Club. There is talk of an entry of a yacht from Britishers at Victoria.

Following is the reinsurance list, as posted at San Francisco on March 4: British bark Drumeraig, 164 days from Astoria for Manila, 90 per cent. British bark Daylight, 192 days from New York for Yokkaichi, 8 per cent. American schooner W. F. Garms, 104 days from Newcastle, Australia, for Eleele, 60 per cent. British bark Drummuir, 91 days from Newcastle, Australia, for San Francisco, 15 per cent. British bark Swansea Castle, 90 days from St. Lucia for Table Bay, 10 per cent.

The two new liners being built for the Toyo Kisen Kaisha, operating between the Orient and San Francisco, are to be fitted with turbine machinery, according to advices from England, where contracts for the machinery have been placed. This machinery, according to report, will be capable of driving the steamers at the rate of twenty-five miles an hour. The steamers themselves are being constructed at the Mitsui Bishi Kaisha yards, at Nagasaki, and will be ready for business in about two years.

"It is the feeling of the members of this commission that the Pacific Coast has not been treated with fairness in regard to aids to navigation," said Commissioner Smith at Seattle, Wash., on March 1, after the last witnesses of the Valencia inquiry had completed their work. Commissioner Smith says that members of the Commission will do all in their power for the Pacific Coast, and he hopes that the Senators and Representatives will work for an appropriation to give the shipping of the Pacific the same protection as is afforded by the Government on the Atlantic.

A brief telegram announced on February 27 that the steamer Indiana, bound from New York to Baltimore and San Francisco, had gone ashore off the quarantine station near Baltimore. But later advices indicated that the Indiana would easily float. Captain Harry Struve, formerly commander of the transport Hancock, is in charge of the Indiana, which was recently purchased by the Barneson-Hibberd Company of San Francisco, and is being brought to the Coast to run on the Alaskan route. The Indiana was on this Coast a few years ago, during the Nome excitement, but later returned to the Atlantic.

Three overdue vessels were added to the reinsurance list at San Francisco on March 1. These were the American schooner W. F. Garms, a fine vessel, which had already consumed 101 days on the passage from Newcastle, Australia, for Eleele, Hawaii, and has not been reported. She should have arrived more than a month ago. Ten per cent is quoted for reinsurance. The British bark Drummuir, also bound from Newcastle, Australia, but with San Francisco as her destination, has been placed on the board, at the same rate for reinsurance. The Drummuir is owned by the Barneson-Hibberd Company, of San Francisco, and is commanded by Captain Armstrong. The other new overdue, the Swansea Castle, is a small and rather ancient bark, 87 days out on the way from St. Lucia for Table Bay, S. A.

DIED.

James Boulby, No. 1201, a native of England, aged 23, died at Tacoma, Wash., February 23, 1906.

John O. Andersen, No. 900, a native of Norway, aged 27, died at San Francisco, Cal., February, 1906.

Men in need of medicine go to City Front Drug Store, No. 10 Mission St., S. F.

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FREE.—Bring this notice and get bottle of Bed Bugs Bone at City Front Drug Store, opposite Sailors' Union Hall, S. F.

The SECOND ANNUAL DAY and MOONLIGHT PICNIC by the UNITED FINN BROTHERHOOD OF THE WORLD will be held at Shellmound Park, Berkeley, Cal., on Sunday, March 25. Grounds open at 10 a. m. Valuable Game and Gate Prizes. Admission 50 cents; ladies free.

F. R. Wall, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. Merchants' Exchange building, California street, near Montgomery; rooms 208-209. Phone Bush 508.

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The World's Coal.

The British Board of Trade report known as "Coal Tables, 1904," has been published as a Parliamenary paper. It gives the following figures of the production of coal by the five principal coal producing countries of the world, in the years 1902, 1903, and 1904, in gross tons (2,240 pounds) for the United States and the United Kingdom, and in metric tons (2,204 pounds) for Germany, France and Belgium:

	1902.	1903.	1904.
United States	269,277,000	319,068,000	314,563,000
United Kingdom..	227,095,000	230,884,000	232,428,000
Germany	107,474,000	116,638,000	120,816,000
France	29,365,000	34,218,000	33,838,000
Belgium	23,877,000	23,797,000	23,507,000

The report claims that the production of coal in 1904 in the United Kingdom and Germany was greater than in any previous year, but that neither France, Belgium nor the United States reached the high figures of 1903. Anyway, the United States production exceeded that of the United Kingdom by 82,135,000 tons, and, what is better, was nearly all consumed at home, while the United Kingdom exported 65,822,000 tons of its product in 1904. The United States coal exports were only 8,574,000 tons. Further, the United States production was 8,000,000 tons in excess of double the combined production of Germany and France, while Germany exported 21,631,000 tons of its production, and imported 7,975,000 tons. Still further, the United States production was 59,000,000 tons greater than the combined production of the United Kingdom and Belgium, and was only 96,026,000 short of the combined production of the United Kingdom, Germany, France and Belgium. The report says that the total known coal production of the world (exclusive of brown coal or lignite) is now about 790,000,000 tons, of which the United Kingdom produces less and the United States more than one-third.

As compared with the populations of each of the five countries, the United Kingdom produces 5½ tons per head, the United States 4 tons per head, Belgium 3½ tons per head, Germany 2 tons per head, and France less than one ton per head. The coal production of India and the other British colonies is quite small. New South Wales supplies nearly all the output of the Australian commonwealth, and what that commonwealth does export goes chiefly to the Philippines and Japan, or at least Japan has been getting it since the commencement of the war with Russia. Japan will be heard from as a coal exporting country as soon as she gets the great Fusan (Manchuria) mines in going order.

As coal consumers, the order of importance given in the report is—United States, United Kingdom, Germany, France, Russia, Belgium, and Austria-Hungary. After giving the figures, the report admits that "the total consumption of coal in the United States is now nearly twice as great as that of any other country in the world," meaning the United Kingdom, the next largest coal consuming country. It is also admitted that about half Canada's consumption is American coal. Sweden and Spain get most of their coal from the United Kingdom.

At Port Adelaide, Australia, recently a number of non-union longshoremen went on strike, refusing to continue loading wheat until their demand for union rates was conceded. The three firms concerned had to give in.

COAST SEAMEN'S JOURNAL

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W. MACARTHUR....Editor | P. SCHARRENBERG, Manager

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

ALLIED PRINTING TRADES UNION LABEL COUNCIL SAN FRANCISCO

WEDNESDAY, - - - - - MARCH 7, 1906.

CHINA'S RIGHT TO BOYCOTT.

Whereas, It appears from the general sources of public information that the National Government is now preparing to take aggressive measures in China by the use of the military power against those persons and classes presumed to be responsible for the hostile sentiment reported as existing toward missionaries and merchants claiming allegiance to and protection of the United States; and

Whereas, It is alleged in certain quarters that the reported hostility of the Chinese toward Americans and American interests is attributable to displeasure with the Chinese Exclusion Act and the consequent attempt to force the United States Government to repeal or modify that law; therefore, be it

Resolved, By the Japanese and Korean Exclusion League, that while we commend the use by our Government of every proper and necessary means to uphold the dignity of the United States and to protect the persons and property of United States citizens in China or any other country, we deprecate the apparent assumption that force may be used to suppress dissatisfaction on the part of the Chinese on account of any grievance, real or imaginary, which the latter may entertain against the United States; further

Resolved, That, in the opinion of this League, the charge that the alleged hostile state of public feeling in China is due to displeasure with the Chinese Exclusion Act is largely an invention of certain interests desirous of exploiting the labor both of China and of the United States, which interests are therefore inimical to the welfare of both countries; further

Resolved, That in its attitude toward China the United States should be governed by proper respect for the rights of that nation, particularly the right to trade with, or refuse to trade with, the United States, for any reason sufficient to itself, and the right to receive or reject, to admit or expel, the teachers of any religion or creed; further

Resolved, That in commending the adoption and maintenance of a firm and strong policy on the part of the United States Government toward China, we are convinced that such policy must depend for its success, first, upon the determination of the former to adopt and execute such domestic measures, legislative or otherwise, as may by it be deemed necessary for its own welfare and that of the American people; and, secondly, upon a full and frank recognition of the right of China to prosecute the same course in its own behalf.

These resolutions were unanimously adopted by the Japanese and Korean Exclusion League, of San Francisco, at its regular monthly meeting on March 4. Briefly stated, the resolutions deny the claim that the Chinese Exclusion Act is accountable for whatever feeling may exist in China against Americans or other foreigners; recognize the right of China to boycott the products of the United States, and to receive or reject the teachings of the missionaries; declare for a strong policy on the part of the United States toward China, the prime element of which shall be the enactment and execution by the former of such laws as may be necessary for protection against the latter; and, finally, declare for the right of China to protect itself against the United States. In a word, the resolutions recognize the rights of China as equal with those of the United States.

The action of the Japanese and Korean Exclusion League is timely and necessary. If we may judge from press reports, the attitude of the United States Government suggests the denial of China's rights as a nation and an attempt to coerce that nation into doing that which she may rightly refuse to do. Of course, no one questions the right, and the duty, of the United States to protect the persons of American citizens in China and such American property interests as may have been legally acquired. But underlying the ostensible purpose of protecting life and property there exist strong evidences of a determination to compel the Chinese to recede from their stand against American products—to "raise the boycott," in common parlance. That purely domestic institution, "Government by Injunction," being unavailable in international affairs, it is proposed to restrain the Chinese boycotters by the issuance of a writ in gunnery! From this proposal every American who values the honor of his country must unequivocally dissent. Certainly, every American citizen who values his individual right to give or withhold his patronage at his own free will, must stand for the same right in others, whether acting as individuals or as nations.

Similarly, the talk of protecting the missions suggests the idea of proselyting at the point of the bayonet. This is an old story, a story as old as the so-called "Christian nations" themselves. The idea of converting the Chinese to the teachings of the meek and lowly Nazarene is admirable, of course; but the idea of pointing these teachings with sharp steel and weighting them with cold lead is repugnant to every one but the zealot. The American missionary in China is entitled to share the protection granted his compatriots by the United States forces, so long as he remains within the protected zone; beyond that zone, he must trust to the sustaining powers of his faith. It is stated upon good authority that China was forced by fraud, committed in the translation of a treaty, to admit the missionary, and is therefore practically absolved from responsibility for the safety of the latter. However that may be, it is clear that the United States can not make war upon China, ostensibly for the protection of the missionary, without creating a strong suspicion of ulterior motive.

The Government and those classes who are urging it to adopt and prosecute the "gunboat policy" in the Orient must bear the full responsibility for whatever may develop from that policy. That policy may be strong and strenuous, but its strength is of the purely physical variety. The stronger policy, the policy favored by all right-minded Americans, the policy set forth in the resolutions of the Japanese and Korean Exclusion League, is that of standing firmly for the right of the United States to enact and enforce such legislation as it may deem necessary for the protection and welfare of its own people, regardless of the pleasure or displeasure of other peoples, or even of its own people in other countries. This policy is the stronger because it rests upon the soundest moral basis, and because it will command the respect of other nations by reason of its justice. The "gunboat policy" commands nothing but fear and vindicates nothing but force. Those who advise and adopt that policy must bear the consequences.

AMERICAN ON SUBSIDY BILL.

The New York American, of February 27, under the title, "An Obnoxious and Un-American Conscription," editorially condemned the Naval Reserve features of the Ship Subsidy bill, which passed the United States Senate on February 14. The American said:

During Tuesday and Wednesday, the last two days devoted to the consideration of the Ship Subsidy bill by the Senate, attention was strongly drawn to two especially obnoxious phases of this bill by Senator Spooner, of Wisconsin. In Section 1, which provides for the Naval Reserve, is a provision that the subvention paid to the Naval Reserve men shall be so paid upon a certificate by the Secretary of Commerce and Labor that the Naval Reserve man has served satisfactorily on a merchant vessel of the United States during six months of the preceding twelve months. Sub-section 6 of Section III provides that cargo vessels, in order to obtain a subsidy, must have a certain number of Naval Reserve men on board, the number to increase gradually until it shall be one-fourth of the crew. Section VII of the bill makes the same provision with reference to passenger and mail steamers. These provisions, which make it to the interest of the shipowner to have the required number of Naval Reserve men, necessarily make it imperative upon the seaman to join the Naval Reserve in order that he may be employed on such vessels.

The Naval Reserve man has to enlist for four years at a time; but if he desires to sail on any of this kind of vessel he must necessarily continue to re-enlist and re-enlist until he has reached the age in which he can re-enlist no more. He must either do this or he can not sail on that kind of vessel.

This is a form of conscription more obnoxious, more drastic, than any form of conscription used in Europe. Usually the seaman is called in and serves the Government for one, two or three years. Having served the allotted time, he obtains civil employment upon an equality with other men. In this bill the possibility of the seaman earning his board is made contingent upon having enlisted and remaining enlisted in the Navy. The condition that he must have a certificate from the Secretary of Commerce and Labor of satisfactory service for six months means that he must have such a certificate from the shipowner upon whose vessel he has been serving. If he shall refuse to give such certificate, then the seaman will not be able to obtain the subvention. It is easy to see that the shipowner may use his discretion in this matter to compel the seaman to transfer his subvention to the owner for such consideration as the owner shall be willing to give, and that the owner will be in a position to reduce the wages on board of his vessel to the equal amount of the Government's subvention.

The Senator from Wisconsin characterized this phase of the bill as un-American, and urged strongly that it be stricken out from the bill; but upon vote his motion failed. The other phase of the bill is found in Sub-section 3 of Section III. There it is provided that one-sixth of the crew shall be citizens or have declared their intention to become citizens, and that at least one-half of the deck crew shall be able-seamen, "which is hereby defined to be men who have had at least two years' experience at sea." The utter inadequacy of the number of skilled men thus provided for, and the still more inadequate amount of skill in the individual, was called

to the attention of the Senate, and an amendment was offered which provided that at least seventy-five per cent of the deck crew should have had at least three years' experience on deck at sea or on the Great Lakes, and that they must be at least nineteen years of age. These are qualifications recommended by the British Commission that investigated into and reported upon the manning of British vessels in 1896. The standard therein reported was a compromise. Quite a number of the commissioners held that the term of three years was too short to acquire proper experience. When the amendment was offered by the Senator from Wisconsin no opposition was manifested, but when it was put to a vote it was defeated. From this it would appear that the purpose of this bill is to give to the shipowner the money collected from taxation simply to run his ships. No conditions for the improvement of the men; no conditions for the improvement of the safety of the passengers! The seamen protested against the bill, protested against the subvention to be given to them, and stated that they had never asked for it, they did not want it. They stated further that they protested against being used as a key to open the vaults of the Treasury, or as a pack mule to carry away the plunder. These protests did not come only from one part of the country, but came from every part of the country where the bill was understood; but no attention was paid to them or to Senator Spooner's earnest efforts, except to vote that the system of conscription should remain in the bill.

The death of Peter J. McGuire, at Camden, Pa., on February 18, will be noted with profound regret by thousands of trade-unionists in the United States and other countries. In his prime Brother McGuire ranked with the biggest minds and most powerful personalities in the American labor movement. As one of the founders of the American Federation of Labor, twenty-five years ago, McGuire is entitled to share, equally with those of his colleagues of that day who still survive, in the credit for the success of that institution. As Secretary-Treasurer of the United Brotherhood of Carpenters and Joiners of America, McGuire did more than any other man to make possible the growth and power attained by that organization. Peter J. McGuire was a giant in his day of active service. Those leaders in the present generation of the American labor movement who have grown up in the zone of comparative peace created by the sweep of that mighty arm may well respect the life and mourn the loss of a great and gallant leader. May his memory remain as verdant as his life was valorous!

The Proceedings of the Eleventh Annual Convention of the International Seamen's Union of America, held at Cleveland, O., last December, are now available for the use of the members of the affiliated unions in the respective Districts. Every member should read and study the Proceedings in order to acquaint himself with the work of the International Seamen's Union.

Members of the Sailors' Union of the Pacific should take note that action upon the question of renewing the present Steam-Schooner Agreement will be taken at the next meeting, on March 12. All members in port at Headquarters and the agencies should be present at that meeting and record their will upon this important matter.

Latest reports from Washington, D. C., are to the effect that the Foster Pro-Chinese bill stands no show of passage. So far so good. It remains to be said, however, that the Foster bill is capable of important amendment, while still remaining a very bad bill. We would warn our readers against being lulled into fancied security by the assurance that the Foster bill is dead. The protest of organized labor and its friends should be renewed, instead of relaxed. Further, that protest should not be confined to the Foster bill, but should contain a demand for the maintenance of the present Chinese Exclusion Act, without alteration or modification of any kind.

Those newspapers and other "mediums of publicity" which are sincerely concerned to increase the safety of life and property at sea can turn their efforts in a practical direction by urging upon Congress the passage of the Goulden bill, known as H. R. 12472. That measure provides for the more efficient manning of vessels, a question that goes to the root of the whole subject. At present there is absolutely no law on the subject, a fact which, more than any other, is accountable for the great loss of life in such disasters as those of the Slocum and Valencia.

Ed. Rosenberg, the well-known member of the Sailors' Union, has been elected Secretary of the Washington State Federation of Labor. Comrade Rosenberg's long and active service in the labor movement, and particularly his record as Secretary of the San Francisco Labor Council, afford a guarantee that he will render valuable assistance to the trade-unionists of the Northern State. Congratulations to all concerned.

The New York American is to be congratulated upon the soundness of its views on the Ship Subsidy bill. The sentiments expressed in the American editorial, reprinted on page 6 of this issue, are precisely those of the seamen themselves. Now that the American has shown the way, it is to be hoped that other great newspapers will declare themselves against the system of conscription proposed by the Ship Subsidy bill.

A full report of the 6th of March celebration of the Sailors' Union of the Pacific will be published in next week's issue of the JOURNAL. Don't fail to secure and preserve that issue as a memento of a great event in the history of a great movement.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC.

HEADQUARTERS, NEW YORK, N. Y., Feb. 21, 1906.
Shipping fair; prospects uncertain.
H. P. GRIFFIN, Secretary.
166 Christopher st.

FISHERMEN'S PROTECTIVE UNION OF THE PACIFIC COAST AND ALASKA.

HEADQUARTERS, SAN FRANCISCO, Mar. 2, 1906.
Regular weekly meeting was called to order at 8 p. m., Ed. Andersen presiding. Secretary reported that delegates had been elected at Seattle, Wash., Astoria, Or., and San Francisco to the Conference of Fishermen to be held in Astoria March 12, 1906. Officers for the ensuing term were declared elected, as follows: Treasurer, Ed. Andersen; Secretary, I. N. Hylen; Astoria Agent, H. M. Lorntsen; Seattle Agent, Hans Goranson. A committee to pass upon wage schedules and percentages for the coming season was elected, same to report at next meeting, March 9, 1906.
All members are requested to be present at next meeting, as matters of great importance will be taken up.
I. N. HYLEN, Secretary.
9 Mission street.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

HEADQUARTERS, SAN FRANCISCO, Mar. 5, 1906.
Regular weekly meeting was called to order at 7:30 p. m., Ed. Andersen presiding. The Secretary reported shipping dull. The vote on the question of the Steam-Schooner Agreement will be taken at the next regular meeting at Headquarters and Agencies.
E. ELLISON, Secretary pro tem.
S. W. cor. East and Mission sts. Tel. Main 5397.

TACOMA AGENCY, Feb. 26, 1906.
Shipping dull; prospects uncertain.
H. L. PETTERSON, Agent.
3004 McCarver st. Tel. Main 808.

SEATTLE AGENCY, Feb. 26, 1906.
Shipping medium.
P. B. GILL, Agent.
1312 Western ave. P. O. Box 65. Tel. James 3031.

PORT TOWNSEND AGENCY, Feb. 26, 1906.
No meeting; no quorum. Situation unchanged.
WM. THORBECK, Agent.
114 Quincy st. P. O. Box 48. Tel. 443.

ABERDEEN AGENCY, Feb. 26, 1906.
Shipping and prospects fair. Men rather scarce.
WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

PORTLAND (OR.) AGENCY, Feb. 26, 1906.
Shipping slack; prospects fair.
CHAS. BOCK, Agent.
40 Union ave. Tel. East 4912.

EUREKA AGENCY, Feb. 26, 1906.
No meeting; no quorum. Shipping quiet; prospects uncertain.
C. SORENSEN, Agent.
222 C street. P. O. Box 327. Tel. Main 566.

SAN PEDRO AGENCY, Feb. 26, 1906.
Shipping and prospects fair.
HARRY OHLSEN, Agent.
P. O. Box 2380. Tel. Main 774.

HONOLULU (H. T.) AGENCY, Feb. 19, 1906.
Shipping dull; prospects uncertain.
C. COLDIN, Agent.
Cor. Queen and Nuuanu sts. P. O. Box 96.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

HEADQUARTERS, SAN FRANCISCO, Feb. 28, 1906.
Regular weekly meeting was called to order at 7:30 p. m., Eugene Burke in the chair. Secretary reported shipping improving. The full benefit was ordered to be paid to P. Cowan, shipwrecked on the steamer Portland. The committee appointed to take charge of the finances of the boxing exhibition given under the auspices of the Manhattan Athletic Club of San Francisco, reported having turned into the Chroniele Fund the sum of $306.25 in favor of Mrs. Patterson. A letter of thanks was tendered to the members of the Manhattan Athletic Club and its managers.
EUGENE STEIDLE, Secretary.
54 Mission st.

SEATTLE (WASH.) AGENCY, Feb. 22, 1906.
Shipping medium.
W. SORENSON, Agent.

SAN PEDRO (CAL.) AGENCY, Feb. 22, 1906.
Shipping very good.
CHAS. M. DAWSON, Agent.

LAKE SEAMEN'S UNION.

HEADQUARTERS, CHICAGO, ILL., Feb. 26, 1906.
Situation in general quiet.
WM. PENJE, Secretary.
123 North Desplaines st.

MARINE COOKS AND STEWARDS OF THE GREAT LAKES.

HEADQUARTERS, BUFFALO, N. Y., Feb. 20, 1906.
Situation unchanged.
E. E. TURNER, Secretary pro tem.
55 Main st.

ATLANTIC COAST SEAMEN'S UNION.

HEADQUARTERS, BOSTON, MASS., Feb. 27, 1906.
Shipping dull.
WM. H. FRAZIER, Secretary.
1½A Lewis st.

ATLANTIC COAST MARINE FIREMEN'S UNION.

HEADQUARTERS, BROOKLYN, N. Y., Feb. 21, 1906.
Situation quiet; shipping slow.
DANIEL SULLIVAN, Secretary.
15 Union st.

On the Great Lakes.

(Contributed by the Lake Seamen's Unions.)

Lake Cooks' Convention.

The Second Annual Convention of the Marine Cooks' and Stewards' Union came to a close on February 15. The delegates present were: Richard Walker, Chairman, Buffalo; David English, Secretary, Ashtabula; Jno. Egan, Milwaukee; Chas. Patchin, Buffalo; Otto Swartz, Cleveland; John Sweeney, Chicago; E. H. Waters, Port Huron.

A wage scale was drawn up, to be presented to the vesselowners, giving wages, conditions, manning scale, etc.

The convention came to order at 9 a. m. on February 5, all delegates present. During the various sessions the following work was accomplished. An organizer of the the port of Toledo, to organize and keep in line the nonmnion cooks there and at adjacent ports. An organizer, granted by the I. S. U. of A. to be sent to Sault St. Marie, Mich., and adjacent ports to organize non-union men at those ports. Also dredgemen cooking aboard dredges in the Soo River, etc.

The following resolution was unanimously adopted:

Whereas, There is a body of men known as The Licensed Pilots' Association, affiliated with the International Seamen's Union of America, being organized at the present time; therefore be it

Resolved, that the members of the Marine Cooks' and Stewards' Union of the Great Lakes, go on record as using all legitimate means in its power to further the cause of the Lake Pilots' Association and that we will uphold their cause at every opportunity.

A change was made in Article VI, Sec. B., providing that any officer away on business of the organization, may be nominated for the general election without being present.

Sec. C. Art. VI, was changed to provide that the nomination of officers shall be on the third meeting in January; election of officers on the first meeting in February; and the ballots counted and tallied at Headquarters on the second meeting in February.

Hall rules similar to those adopted by the Lake Seamen's Union convention were adopted.

The following propositions were adopted:

A resolution to raise the salary of the General Secretary to $80 per month, and of the Treasurer, delegates and branch agents to $75 per month.

A resolution to raise the Initiation Fee for all stewards to $15. The Initiation Fee for second cooks and porters will remain at $5.

All cooks and stewards carrying a wife as second cook shall pay an assessment of $2 per month.

The meeting night was changed from Tuesday to Monday.

In voting for any purpose a punch is to be used instead of marking the ballots in ink.

A recommendation that the General Secretary and two elected delegates be sent to the Eleventh Annual Convention of International Seamen's Union of America, at Boston, December, 1906.

Nominations for election of delegates to that convention will take place at the first regular meeting in October. Election to begin at the third regular meeting in October, balloting to continue for one week.

Any donations asked of the Marine Cooks, and Stewards' Union will be referred to referendum vote for one week.

In conclusion, a unanimous vote of thanks was tendered Secretary David English for his services as secretary to the convention.

W. H. Jenkins,

Cleveland, O.

Opening of the Season.

It is not likely that the vesselowners will open navigation this spring by steam, as they did a year ago, as it proved to be a very costly experiment. Nearly all the vessels that were caught in the ice jams a year ago suffered. The shipbuilders were kept busy for weeks furnishing buckets for wheels, and the damage done to vessels by the ice made a very large amount of repair work that was done this winter necessary. The loss caused by starting too early was great, as in addition to the damages suffered by the fleet much time was lost. Some of the big freighters were in the ice from a week to ten days.

The steamer Martin Mullen, which was the first of the Lake Erie fleet to sail, left Buffalo April 8, and did not reach Duluth until April 20. The steamers J. T. Hutchinson and Sultana sailed from Duluth April 8, with grain cargoes. They were stuck in the ice above the Soo for about ten days, and did not reach Buffalo until April 23, making fifteen days for the trip. The ice-crusher Algona opened a channel from the Soo to Whitefish on April 19, but it was closed the following day. The steamer Captain Thomas Wilson was the first boat of the upbound fleet to reach the Soo. She did not start from Lake Erie until several days after the boats had reached Detour. The Straits were opened on April 19, although a number of steamers tried to force a passage several days before. The steamer C. W. Watson of the Gilchrist fleet was the first boat to get through.

New Lock at the Soo.

The Lake Carriers' Association has taken up the fight against the granting of any water power concessions at Sault Ste Marie, and proposes, if possible, to have a new lock built for the accommodation of increasing traffic, particularly for the new class of vessels now coming out. The following, from the Cleveland Plain Dealer of February 25, may be of interest:

Harvey D. Goulder and Harry Coulby of Cleveland, with President William Livingston of the Lake Carriers' Association, have been acting as a delegation, making representations in various quarters within the last few days. "We have urged that the suit to test the validity of Porterfield land grants at he Soo be expedited," said President Livingston, "and we believe that it will be. Until it is decided whether the Government or private concerns own the land required for the widening of the canal to 208 feet this improvement cannot be carried out. The Association is strongly opposed to further grants of water rights at the Soo and from what we have learned while here we believe there will be no more grants. Should the demands now made on the Government for this water power be complied with, there would not be water enough left to boil in a teapot, to say nothing of floating ships."

A new lock at the Soo and a straight channel at the Lime Kilns would certainly improve matters.

On February 17, there were 17,885,706 bushels of grain in the Duluth elevators.

Press Contradictions.

Another contradiction in the daily newspapers is the Chinese boycott rot. Judge, of February 17, contains a front-page cartoon, showing a giant Chinese soldier educated up to date, equipped with everything modern, menacing Uncle Sam, who in a frenzy of fright is tearing up a paper labeled "Drastic Anti-Chinese Laws." Other papers contain lurid accounts of threatened uprisings in China, of anti-American agitation in China and Japan, and of the sense of wrong the Chinese feel against the United States on account of our Immigration laws. All of which is carefully prepared testimony to accustom the people of the United States to the idea of repealing the Chinese Exclusion Act. The Cleveland Leader, of February 18, publishes an interview with Sir Chentung Liang Cheng, the Chinese Minister at Washington, in which he states that "there is no danger whatever of an uprising in China against foreigners," and that the Chinese soldiers would lay waste a whole community which dared to molest a foreigner at this time. Lower down in the same column, offers a copy of a cablegram from Presbyterian missionaries in China, received by their Board of Foreign Missions, in New York, on February 17, as follows:

"Missionaries not in peril, everything is encouraging."

All of which simply proves that there is no reason why the United States should modify the Exclusion laws, or why they should not strengthen them by including Japanese in the same class as the Chinese.

W. H. J.

Cleveland, O.

The steamer Lycoming, which has been wintering in Buffalo harbor, was purchased recently by James O'Connor, of Tonawanda. The vessel was owned by the Great Lakes Engineering Works and previous to being taken over by the firm was one of the Anchor line's fleet of freight carriers. The two big arches on the steamer will be removed and she will undergo repairs at the Buffalo drydock. The Lycoming will later be taken to Tonawanda, where she will be transformed into a lumber carrier.

The wooden steamer Saginaw, partially burned near Port Huron late last November, has been sold by her owner, C. W. Kotcher, of Detroit, to E. W. Miner, President of the Detroit Coal & Coke Company. The steamer will be operated the coming season in the coal trade along the rivers and will tow the barge William Case, also owned by the coal company.

The Northwestern Fuel Company will spend $600,000 enlarging its Winter street dock at Superior, Wis. The new addition will have a slip on each side, thus enabling vessels to unload on either side. The new dock will have about 400,000 tons capacity.

There is a probability of another strike of the Tugmen this spring. They demand a reduction of hours from 16 to 11. It remains to be seen what good their affiliation with the "long name" organization will do them.

Marine Notes.

The steamer St. Louis is to be converted into a barge. Her boilers will be put into the steamer Buell.

The steamer Laughlin is building at the Great Lakes Engineering Works and the Pollock and Rhodes are building at the American Shipbuilding Company. It is expected they will all go in commission during the summer.

The suit of the Marine Cooks' and Stewards' Union of the Great Lakes against the Empire Surety Company, of New York, for $2,110, being the amount of the defalcation of ex-treasurer, Ed. Walker, has been won and the money has been paid to the organization.

While lifting his nets near Green Island recently, Theodore Goggwart hooked a ship's lamp. It proved to be one of the lamps from the steamer Hackley, lost on Green Bay two years ago with twelve members of the crew and several passengers.

The proceedings of the Tenth Annual Convention, International Seamen's Union of America, are now out, copies can be obtained at any hall. There is a great deal of information contained in this pamphlet, and no member who wishes to keep in touch with the workings of his organization should fail to obtain a copy.

The Pittsburg Steamship Company's barge Manilla, after being jacked seventy-five feet, was finally floated on February 9. She again sank in twenty-five feet of water forward. A bulkhead, built to cover a hole in the forward end, gave way, and she filled. She will be raised and taken to Superior Ship Yards. The engine of the La Fayette will be put into the Manilla, converting her into a steamer.

Secretary of War Taft wants Chinese admitted to this country. He wants Chinese coolies worked on the Panama Canal. He wants the Eight Hour abolished on the Canal. He wants a war-chest, to be ready to make war on China. In the meantime China is boycotting our goods and money, and no white person is safe. But we allow them to come here, and they are safer than we. We are easy.

A number of well known Detroit business men have formed the Detroit River Transit Company and have purchased the steamer Desmond from Fritz Reibenach, of Alpena, Mich. The steamer will be used largely in the sand trade, but will also be available for carrying coal and lumber cargoes. The Desmond is now at Cleveland with a load of storage coal for Detroit parties. It was the intention to bring her here under her own steam to unload her cargo, a few days ago, but the extremely cold weather caused a change in the plans of the new owners. The purchase price is not given out, but she is understood to have been knocked down at a reasonable figure. The Desmond was built at Port Huron in 1892.

INFOPMATION WANTED.

Clarence Elmer Pederson, who was in the United States Navy two years ago, will please communicate with the Lake Seamen's Union, 121 N. Desplaines street, Chicago, Ill.

Carl Knudsen, No. 6212, will please communicate with his brother, Bernt Knudsen, 92 South Halstead street, Chicago, Ill.

Robert Reesor, No. 5174, Lake Seamen's Union, will please write his brother, George Reesor, 103 Fuller street, Toronto, Ont., Canada.

Geo. T. Hurley, No. 13,845, Lake Seamen's Union, will please write his mother, Mrs. Maria Hurley, 198 Georgia street, Buffalo, N. Y.

Comrade Oscar Lavett, No. 7347, Lake Seamen's Union, last heard of in Buffalo, N. Y., in October, 1903. Please send information or address to Thos. A. Hanson, Treasurer Lake Seamen's Union, 121 N. Desplaines street, Chicago, Ill.

BAY CITY LETTER LIST.

Fred C. Hubbard
Thos. F. Ronley, 2 letters
Sandy McDonald
Andrew Wood
William Smith
Harry Smith, 3 letters
Fred Willie
Chas. Knowlton

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Lake Superior
Boose, Paul
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Butler, J. W. E.
Cornell, Robt.
Cormoley, Ed.
Chapman, F. J.
Harrison, Henry
Hay, A.
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Gilness, Peter
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Iaeger, Louis
Jorgenson, Hans
Jacobson, A. B.
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Wiese, Sam
Westphall, L. W.
Wahlers, Carl

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Brown, Clarence J.
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Dougherty, James
Eby, Albert
Erikson, Andrew
Engelsen, T. M.
Evensen, Ed.
Flaherty, Wm.
Gillgren, Peter
Gay, Harry B.
Green, J. S.
Heeley, Edwin
Hansen, Martin
Hansen, Therg.
Hansfen, Thov.
Hillman, T. R.
Hanson, T.
Hanson, A.
Hillman, Henry
Herring, S. A.
Hansen, Karl Otto
Johansen, Einar
Johansen, Martin
Jacobson, August.
Johansson, Carl
Jamerson, Wm.
Jeferson, George
Kaelaske, Michael
Karlsson, G. P.
Karlsen, Karl
Larsen, Louis
Lundgren, Viktor
Leeland, W. M.
Laparge, John
Mathasen, Oscar
Magnasson, C. T.
McDonald, Murdock
McLeod, Thos.
McLawhy, Ed.
Nilsen, Niles.
Osterdahl, H. B.
Ommundsen, Tollak
Pedersen, A. H.
Peterson, N. A.
Rollo, Nelson
Rankin, Joe W.
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Stalls, Wm.
Sheldon, H. S.
Tebo, Henry
Van Anthony, Chas.
Waters, Frank
Young, James

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS

LAKE SEAMEN'S UNION

(Lakes District International Seamen's Union of America.)

121 and 123 North Desplaines Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, WIS.....133 Clinton Street
Telephone 240 South.

BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.

ASHTABULA HARBOR, O.....87 Bridge Street
Telephone 552.

CLEVELAND, O.....171 East River Street
Telephone Bell Main 1295.

TOLEDO, O.....719 Summit Street
Telephone Black 6981.

NORTH TONAWANDA, N. Y.....152 Main Street
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AGENCIES.

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Telephone, Old Phone, 4428 L.

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ERIE, PA.....107 East Third Street
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CONNEAUT HARBOR, O.....992 Day Street

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Bread—McKinney Bread Company, St. Louis, Mo.; National Biscuit Company, Chicago, Ill.

Cigars—Carl Upman, of New York City; Kerbs, Wertheim & Schiffer, of New York City; The Henry George and Tom Moore.

Flour—Washburn-Crosby Milling Co., Minneapolis, Minn.; Kelley Milling Co., Kansas City, Mo.

Groceries—James Butler, New York City.

Meats—Kingan Packing Company, of Indianapolis, Ind.

Pipes—Wm. Demuth & Co., New York.

Tobacco—American and Continental Tobacco Companies.

CLOTHING.

Buttons—Davenport Pearl Button Company, Davenport, Iowa; Krementz & Co., Newark, N. J.

Clothing—N. Snellenberg & Co., Philadelphia, Pa.; Clothiers' Exchange, Rochester, N. Y.; Strawbridge & Clothier, Philadelphia, Pa.; Blauner Bros., New York.

Corsets—Chicago Corset Company, manufacturers Kabo and La Marguerite Corsets.

Gloves—J. H. Cownie Glove Co., Des Moines, Iowa; California Glove Co., Napa, Cal.

Hats—J. B. Stetson Company, Philadelphia, Pa.; E. M. Knox Company, Brooklyn, N. Y.

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Textile—Merrimac Manufacturing Co. (printed goods), Lowell, Mass.

Underwear—Oneita Knitting Mills, Utica, N. Y.

Woolens—Hartford Carpet Co., Thompsonville, Conn.; J. Capps & Son, Jacksonville, Ill.

PRINTING AND PUBLICATIONS.

Bookbinders—Geo. M. Hill Co., Chicago, Ill.; Boorum & Pease Co., Brooklyn, N. Y.

Newspapers—Philadelphia Democrat, Philadelphia, Pa.; Hudson, Kimberly & Co., printers, of Kansas City, Mo.; W. B. Conkey Co., publishers, Hammond, Ind.; Times, Los Angeles, Cal.

Shoes—Harney Bros., Lynn, Mass.; J. E. Tilt Shoe Co., Chicago, Ill.

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Iron, Architectural—Geo. L. Meskir, Evansville, Ind.

Stoves—Germer Stove Company, Erie, Pa.; "Radiant Home" Stoves, Ranges and Hot Air Blast, Erie, Pa.; Wrought Iron Range Co., St. Louis, Mo.

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Cooperage—Northwestern Cooperage and Lumber Company (otherwise known as the Buckeye Stave Company), of Ohio, Michigan and Wisconsin; Elgin Butter Tub Company, Elgin, Ill.; Williams Cooperage Company and Palmer Manufacturing Company, of Poplar Bluff, Mo.

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Gold Leaf—W. H. Kemp Company, New York, N. Y.; Andrew Reeves, Chicago, Ill.; George Reeves, Cape May, N. J.; Hastings Company, Philadelphia, Pa.; Henry Ayers, Philadelphia, Pa.

Lumber—Trinity County Lumber Company, Groveton, Texas; Reinle Bros. & Solomon, Baltimore, Md.; Himmelberger Harrison Lumber Company, Morehouse, Mo.; Union Lumber Company, Fort Bragg, Cal.; St. Paul and Tacoma Lumber Company, Tacoma, Wash.; Gray's Harbor Commercial Co., Cosmopolis, Wash.

Leather—Kullman, Salz & Co., Benicia, Cal.; A. B. Patrick & Co., San Francisco, Cal.; Lerch Bros., Baltimore, Md.

Paper Boxes—E. N. Rowell & Co., Batavia, N. Y.; J. N. Roberts & Co., Metropolis, Ill.

Paper—Remington-Martin Paper Co., Norfolk, N. Y. (Raymond Paper Co., Raymondsville, N. Y.; J. L. Frost Paper Co., Norwood, N. Y.); Potter Wall Paper Co., Hoboken, N. J.

Typewriters—Underwood Typewriter Company, Hartford, Conn.

Watches—Keystone Watch Case Company, of Philadelphia, Pa.; Crescent Courvoiseer Wilcox Company; Jos. Fahy, Brooklyn Watch Case Company, Sag Harbor.

MISCELLANEOUS.

Burlap—H. B. Wiggins' Sons' Company, Bloomfield, N. J.

Bill Posters—Bryan & Co., Cleveland, Ohio.

Railways—Atchison, Topeka and Santa Fe Rilroad; Missouri, Kansas and Texas Railway Company.

Telegraphy—Western Union Telegraph Company, and its Messenger Service.

D. M. Parry, Indianapolis, Ind.

Thomas Taylor & Son, Hudson, Mass.

C. W. Post, Manufacturer of Grape Nuts and Postum Cereal, Battle Creek, Mich.

Lehmaier-Swartz & Co., New York City.

The Gentle Chinese Butcher.

The following extracts from a letter received from South Africa may prove of interest to those individuals who think on "Imperial" lines, and to colored labor advocates: also to the many Australians who lost their heads during the war fever, and helped to make a fair and well-governed land the black hole of brutality and horror it now is:

Murder and outrage by Chinese deserters is of daily occurrence. As much as possible of their doings is kept out of the papers, but some of it they cannot keep quiet. The South Africa constabulary are constantly being called out, and it simply means shooting them down. A Dutch farmer was murdered the other night, and his wife and children nearly done to death; there was another house within 200 yards, and yet these wretched Chinese broke into the place in search of food, and when the farmer, hearing them, came out of his room, they attacked him with knives and a pick. The farmer received 50 stabs before they finally finished him. A little boy of 10 years of age, who fought manfully by his father's side, was badly stabbed, but managed to make a dart for the door, and ran to his grandfather's house, pursued by a Chinaman. The child reached the house and gave the alarm. Two little girls, 13 and 15 years old, who were in the room, escaped through a window. Meanwhile, the farmer had dropped, and his wife, a strong, powerful woman, came from the bedroom with a baby in her arms, snatched a knife from a Chinaman, and kept the brutes at bay; but by the time help arrived she had received a ghastly cut through the skull and a stab in the groin. Her baby was also badly injured.

Everybody is arming now. The Dutch are terror-stricken and afraid to leave their families and homes. It is all very well for people like Lord Selborne and others, who sit safely at home, to say there is no danger—they would be the first to cry out, were they in the same position that some of these people are in. Only those who hear and see as much as we do can realize the horror of it all.

At the mines the Chinese are constantly declining to work, and then charging the officials, driving them before them. The South African constabulary are then called in, and after some shooting the mob is cowed. The trouble with the Chinese is getting very serious, and letters in the papers are fast and furious. If this murdering and outrage continues, I believe the people will rise in a body and demand that the Chinese be sent back. On Monday night a white storekeeper was murdered; another seriously injured, and others hurt. The Chinese attacked them with "jumpers" which are easily procured, as they are thrown all about the mines. This murder was practically on the mine at Klipfontein. A woman and her baby have come here to stay with friends. Her husband works on one of the mines, and when her husband was on night shift she walked about all night with the baby, watching, and slept during the day. Twenty deserters were brought to the gaol yesterday. There are about 600 at large. "God Save the King!" Whaffor?—The Bulletin, Sydney, N. S. W.

The King of Hungary has forbidden criticism of the recent forcible dissolution of the Diet, and meetings of protest in the country will be broken up.

Important Discovery.

It is telegraphed from Paris that the civil engineer, George Claude, informed the society of engineers, at its meeting on December 1, that he has succeeded in separating oxygen and nitrogen in atmospheric air. Mr. Claude declared that the liquefaction of air had made the solution of the problem possible. At the price of two centimes for a cubic meter, it will be possible to reach unknown temperaturs in metallurgy. The Mittag, a Berlin paper, says that the invention of George Claude is of tremendous importance. Several attempts have heretofore been made to solve the problem of separating oxygen from the nitrogen of the atmospheric air. Prof. Raoul Pictet, of Berlin, deserves the credit of having worked on this problem for a series of years, and having attained great success of late.

As far back as 1899 Professor Pictet constructed a plant in England intended to separate the two elements. But at that time the results were not satisfactory. At the recent congress of naturalists held last September Pictet delivered a lecture in which he stated that he had succeeded in separating nitrogen from oxygen by liquefying the air and then allowing the nitrogen to evaporate, obtaining in this manner a product containing about 50 per cent of oxygen, and which he will put on the market as "technical oxygen." From recent reports it is learned that Professor Pictet has been successful in increasing the percentage of ogygen still further, and also cheapening it to a price of about 1 pfennig (about one-fourth cent) per quart. This statement, however, requires verification. If it should be true then Professor Pictet will have done better than George Claude.

German Labor Insurance.

The lamentable lack of employment which, during the last year or two, has prevailed at Munich has brought about the formation of a municipal insurance against unemployment, the corporation having decided to contribute an annual grant of 35,000 marks for three years. The insurance is on the Geneva system, which seems to find admirers in several countries. In Munich there has been formed a municipal unemployment fund, under the management of a municipal committee, which is elected by the corporation, and consists of twenty members, ten of whom belong to workmen's associations. The fund contributes partly to the unemployment funds of the trade-unions, and partly to non-organized laborers out of work, and who for some time have paid their weekly contributions to the municipal fund. Those unemployed through strikes, lockouts, illness, or incapacity to work, are excluded from help, and, in order to obtain aid the applicant must have resided at least one year in Munich, and either be a native or have been naturalized. The help given must not exceed one mark per day, and not last more than three weeks. An important branch in the work of the new institution is the department which finds work for the applicants, which work the latter are bound to accept, or they forfeit all assistance. There is every likelihood of other towns in Germany following the example of Munich, the more so as the system for some three or four years has worked satisfactorily in about a dozen Belgian towns.

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Belcher & Phillips, 508 Clay.
Ben Franklin Press, 123 Seventh.
Benson & Liss, 776 Bryant.
Berry Bros., 320 Sansome.
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Black Cat Press, 402 McAllister.
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Browne, A. H., 505 Bryant.
Brunt, W. N., Co., 102-104 Second.
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Caldwell, J. E., 526 Montgomery.
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General News.

Six men were killed and twelve so badly injured that most of them are expected to die by an explosion in Little Cahaba mine No. 2, at Piper, Ala., on February 27.

After protracted meetings the Japanese Cabinet has decided to submit to the Diet a bill providing for the nationalization of the Japanese railroads. It is said that Minister Kato strongly opposed the Cabinet's action and may resign.

The first popular election in the Philippines took place on February 28. Governor-General Ide has cabled the United States War Department that the election passed off quietly, not a single instance of disorder being recorded.

President Roosevelt, on February 28, issued a proclamation imposing the rates of duties provided by section 3 of the Dingley Act upon imports from Germany in return for Germany's concession of minimum tariff rates on United States products.

The total amount which has passed through the hands of the London committee for the relief of the Russian Jews is $2,354,365, including $200,000 received from the United States during the past week. Half of the total sum was collected in the United States.

A remarkable shifting of the New York population has been caused by large building enterprises launched there within four years. There have been taken out of the center of New York more than 41,000 people, or a number equal to the entire cities of Little Rock, Ark., or Elmira, N. Y.

The Ramsay County (Minn.) Grand Jury has returned indictments against the Dispatch, the Daily News, and the Pioneer Press, charging a violation of the law prohibiting the publishing in newspapers of more than a bare announcement that a legal execution had taken place. The indictments grew out of the hanging of William Williams, who was executed in St. Paul on February 13. The law is ten years old, but its enforcement has not been attempted hitherto.

The new British Government, having little time in which to frame a new Naval Budget, has practically adopted its predecessor's estimates, thus continuing the policy of economy already initiated and considered justified by the altered circumstances resulting from the Russo-Japanese war. In view of the destruction of the Russia sea power, the Anglo-Japanese alliance and the Anglo-French entente, the Government considers it possible, without detracting from efficiency, to call a halt in the constantly increasing naval expenditure.

Latest official advices from New Zealand give details of an industrial agreement fixed up between the Wellington City Council and the Tramway Employes' Union, on October 18, 1905. The following are the minimum wages: First-class motormen, 1s. 1½d. per hour and second-class 1s. 1d.; first-class conductors, 1s. per hour and second-class 11½d.; car-examiners, 1s. 3d. per hour and assistants 1s.; linemen, trackmen, and general laborers, 1s. per hour; despatchers, £3 per week of 52 hours. Motormen and conductors' hours of labor shall be up to nine per day on six days of the week, and all other employes eight hours; all time over this to be paid at time and-a-half rates; trackmen to work 45 hours per week. Each employe is to receive not less than eight consecutive working days in each year as holidays on full pay. No employe is to be worked longer than five consecutive hours without a meal, and all employes have to join the union within a month of joining the service. Employes are to receive one week's notice of termination of employment, and an appeal board deals with suspensions or dismissals.

World's Workers.

The Sydney (Australia) boot repairers have decided to join the ranks of organized labor, and have formed a union.

The Sydney (Australia) City Council spent £500 in giving employment to 100 unemployed during the Christmas season.

At the end of last year 47,218 Chinese "miners" were working in the Transvaal mines under contracts, and 2000 more were on their way.

The Australian Pastoralists' Review says the one feature of the shearing season (just ended) was the extraordinary increase in the use of machines, which by next year will be almost universal in the larger sheds throughout Australia.

Under the New Zealand Arbitration Court's award, Otago grooms and coachmen get a minimum wage of £2 2s. per week, and overtime for any time worked in exeess of 280 hours in a month of four weeks—equal to 70 hours per week.

Grocery clerks 23 years of age and over in the Otago distriet, New Zealand, have been awarded a minimum wage of £2 5s. per week of 53 hours. Delivery-wagon drivers get £2 2s. for driving one horse and £2 6s. for two horses, their working hours not to exceed 47½ per week, exclusive of meal hours and time attending upon horses.

The Queensland (Australia) Public Service Review says that the average salary paid to letter-earriers in the Commonwealth to-day is £125 per annum, while the highest salary paid in any State in 1901 was £120 in Victoria, and the lowest £89 in Tasmania, thus proving that public servants under Federal control are infinitely better off than if they were under State control.

The Sydney (Australia) undertakers and the employes' union have agreed to a compromise permitting funerals on Sunday, Christmas, Good Friday, and the union's picnic day, on payment of double wages to employes on those days. The Arbitration Court has amended the award in accordanee with the compromise.

When asked their opinion as to what will result from the adoption of the union label in the New South Wales boot trade, officers of the employes' union said: "It is the little sweaters that will suffer most by the union label. We will have a chanee under the new law of making them eompete under fair conditions. At present we eannot approaeh them."

No less than 116 employers' unions and 272 employes' unions were registered under the New Zealand Industrial Conciliation and Arbitration Aet at the end of September last. Besides these there were 16 associations of workers' unions and three federated employers' organizations registered, making the large total of 407 unions registered under the Arbitration Act.

The Sydney (Australia) tugboat employes have secured the followiug minimum rates of wages under the State Arbitration Court's award, whieh eame into foree on February 14: Mates, £7 10s. per month and found; firemen, £8 10s.; cooks, £5 10s.; deckhands, £6. If the men find themselves, £2 2s. per month each extra is to be allowed. Unionists are to get preferenee of employment.

The Sydney (Australia) Wharf Laborers and Stevedores' organizations have fixed up a new agreement for rates of wages etc., for work in connection with oversea vessels. Federal Member Hughes, Secretary of the Wharf Laborers, says the members regard the agreement on the whole as satisfactory. Latest information, however, states that the longshoremen working wheat at Darling Island refuse to work under the agreement, demanding au iuerease to 37 cents per hour, with 50 cents per hour for overtime.

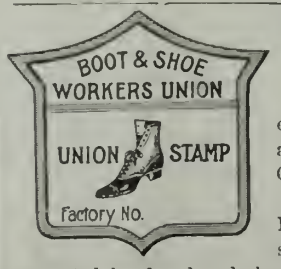
San Francisco Letter List.

Letters are advertised for six months and kept at the Sailors' Union Offiee for twelve months, all told. If not ealled for at the expiration of one year letters will be returned to the Postoffiee.

Aagard, Chr.
Abrahamsen, A.
Adamson, John
Agerup, Richard
Alexis, Hakon
Almgren-1373
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Arnesen, Andreas
Amundsen, P.
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Andersen-1233
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Andersen-1235
Andersen, Sigurd
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Anderson-1092
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Anderson, A. E.
Anderson, John
Anderson, Axel P.
Baardsen, Tellef
Baker, John
Barber, A.
Barleben, E.
Bauer, Frank
Baugh, A. E.
Beertha, Thos.
Beese, Henry
Bergquist, W.
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Cameron, R
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Carlson-876
Carlson, Marc A.
Carlsson-964
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Carrick, Jas. B.
Caspary, S.
Christiansen, Bernt
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Danielsen, H. H.
Darlis, Harald
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De Jang, A. W.
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Dohmann, F.
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Eliassen, J. A.
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Hagbartsen, K.
Hageman, H.
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Hahkonen, Gus.
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Hallsten, F. R.
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Jensen, Johan
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Jensen, Hans J.
Jensen, O.
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Jensen, N. Oluf
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Andresen, Levin
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Brander, W. MeF.
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Connor, Wm.
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Driscoll, John O.
Dubbin, Gust.
Duis, Jellardus
Duus, A.
Eriksen, Carl H.
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Erikson, Karl
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Erikson, J. Ed.
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Fredrikson, M. W.
Freiman, Aug.
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Frijus, Herman
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Guldberg, Rudolf
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Gunnersen, L. S.
Gutman, H.
Hansson, John
Harmening, F.
Harriman, W. S.
Haugan, H.
Hauge, M. N.
Hazel, Wm.
Heart, Chas.
Heisterman, W.
Helander, H.
Helgersen-1272
Henriksson, H.
Henriksson, G. H.
Hetebrugge, W.
Hetland, K.
Hill, John
Hinner, P.
Hinz, Karl
Hogland, Chas.
Holm, J.
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Horan, Patrick
Holt, Karl C.
Hubner, Carl
Hubseher, W.
Hughes, G.
Itwalt, Fred.
Iversen, John
Johansen, O. C
Johansen, Mathias
Johanson-1688
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Johanson, Chas.
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Johnson, Bert
Johnson, N. G.
Johnson, Fred
Johnsson, J. H.
Jordfold, Theo.
Jorgensen, Ras.
Josefson, F.
Julsen, Jorgen
Jurginsen, W. P.
Knottner, Otto
Kokko, A. J.
Kolderup, K. O.
Koop, J. T. O.
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Krafft, Robert
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Lindkrist, C.
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Lindroth, Karl
Lindstrom, A. J.
Maas, Rudolph
Madison, W.
Madsen-1035
Madsen, C.
Magnini, Frank
Magnusson, Mr.
Mahsing, John
Malmberg, Ellis
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Mann, E.
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Miller, Andrew
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Musterton, Arthur
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Andersen, Albert
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Calo, Augustin
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Halversen, Halvor
Hansen, Geo.
Hansen, J.-747
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Hansen, H. A.-1211
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Jensen, Laurltz
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Jensen, Christ
Jensen, Geo. L.
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Johansen, Axel
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Koester, T.
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Kristoffersen, Carl
Kulning, J.
Kund, Oscar
Laatn, L.
Lambert, Ed.
Lamson, Thos.
Langvart, H. C.
Lankow, E.
Larsen, Axel
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Larsen, M.
Larsen, H. J.
Lawson, A.
Lehll, Emil
Lelsen, W.
Lewis, Geo. H.
Lle, K. O.
Lle, Jens
Lle, J. L.
Lle, J. C.
Lle, S.
Lieberman, Geo.
Lind, Oscar
Lind, Frank
Lindman, Rudolph
Lindstrom, Alex
Lof, Oskar
Luhsie, F.
Maaek, H.
Maher, J.
Magnusen, K. E.
Marthinsen, K.
Martin, J. V.
Matlasen, M.
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McArthur, C.
McCallowe, D.
McCarthy, John
McCarthy, D.
McCormaek, John
McDonald, Norman
McLael, Walter
Melgall, M.
Meyer, Wilhelm
Michalsen, A.
Miller, Jas.
Mogstad, Ed.
Moore, W. J.
Morgan, O. O.
Mortensen, A. F.
Munge, Anton
Myhre, Peter
Nilsen, H.-717
Nelsen, Ivar
Nelson, Jacob
Nelson, Nels-1219
Neilson, H. M.-754
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Nielsen, P.
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Olsen, L.
Olsen, Andrew
Olsen, Anton
Olsen, Chas.-799
Olsen, C. E.-584
Olsen, John C.
Olsen, Harry
Olsen, P. O.
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Olsson, Oscar
Onu, J.
Orling, Gus.
Ostenberg, Carl-708
Owen, J. H.
Paar, E.
Paaversen, O.
Parls, Walter
Parveshig, H.
Paul, C.
Paulsen, P.
Pearson, Geo.
Pedersen, H. P.
Pedersen, Hans
Pedersen, Louis
Pedersen, F.
Pederson, Lars
Person, Bernard
Persson, Johan
Pestoff, S.
Peterson, Oscar-710
Petersen, C.
Peterson, John
Pettersen, Loren
Petterson, Fred-954
Petterson, Chas.
Pettersen, Ole P.
Petterson, Richard
Petterson, P. A.
Pledvache, Emil
Pilen, A.
Plrade, W.
Plantikon, W.
Polson, Carl
Pregler, F.
Radke, Frank
Rasmusen, C. D.
Rasmussen, J. F.
Rasmussen, E.
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Rasmussen, J. T. C.
Ree, H. van
Relman, Carl
Reinink, H.
Rich, Frank
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Simonsen, Fred	Tornstrom, C. A.
Sjoberg, Gustaf	Troitzheim, R.
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Smith, Andrew	Vyhvinkel, L.
Smith, W.	Wahlfred, J.
Smith, Samuel G.	Walsh. J. A.
Smith, Emil	Weidemann, Cornelius
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Steckman, G. W.	Wike, Victor
Stenberg, Y.	Wilsen, P. S.
Stenroth, Alf.	Williams, A.
Stomes, A. O.	Wiliams, H.
Storsten, H.	Williams-765
Storr, W. J.	Winknenski, S.
Strand, E.	Winzens, G.
Strand, Oscar	Wirstrom, C.
Sullivan, Ed.	Vold, O. P.
Svensen, F. O.	Wolf, F.
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Andersson, Charles	Kjellgren, John
Anderson, Gus-1243	Mikkelsen. Alf.
Anderson, Johan-12	Nelson. Nels C.
Anderson-512	Nielsen, N.-751
Burg, Mike	Nystrom, P. E.
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Bernhardsen, C.	Olsen, Otto
Bridgeman, Ben	Olsen, John
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Karlsson, Artur	Petersen-1019
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INFORMATION WANTED.

George Bayliss, a native of Woodstock, England, aged about 38, last heard of ten years ago on the Pacific Coast, is inquired for by his brother: Any one knowing his past or present whereabouts will please notify the JOURNAL office.

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INFORMATION WANTED.

Wilhelm and Gustaf Jacobsen, sailing on the Pacific Coast, are inquired for by their half-brother, John Jacobsen at Port Ludlow, Wash.

News from Abroad.

M. Fallieres succeeded Loubet as President of France on February 18 and invited the Ministry to remain in office.

General Kuropatkiu and General Batjanoff, commanders respectively of the first and third Russian Manchurian armies, have been recalled.

The Pope has issued an encyclical condemning the French Separation law and calling upon Catholics to unite in defense of the Church.

Preparations for war at the Venezuelan ports are completed. All foreign consuls have been forbidden to board steamers without official permission.

The Czar has interfered and averted disruption of the Cabinet by insisting that Premier Witte and Interior Minister Durnovo both remain as his advisers.

The Customs war between Austria and Servia has practically ended, Servia accepting the Austriau demands. It is expected that the frontier will be opened in a few days.

The impressive ceremony of the investiture of the Emperor of Japan with the British Order of the Garter took place at Tokio, on February 20 in the presence of about eighty high persouages.

Lieutenant Schmidt, leader of the naval mutiny at Odessa, Russia, whose trial was to have taken place at Otchakoff Fortress recently, is said to have become insane after refusing food or drink for three days.

Arthur J. Balfour, the former British Premier, was elected to the House of Commons for the city of London on February 27, by a majority of 11,340 over his Liberal-Free Trade opponent, Thomas Gibsou Bowles.

Sir Chentuug Liang Chaug, the Chinese Minister to the United States, has announced that the danger of an uprisiug in China has passed, and declared that his Government is prepared to eope with any emergeney.

The French Chamber of Deputies has passed a bill granting subsidies to the merchant marine, with an amendmeut requiriug that foreign ships entering French ports shall adopt the same health and security measures as French ships.

A detachmeut of sixty seamen from the United States cruiser squadron now at Naples, Italy, arrived at Rome on Febrnary 22. The Americans, who spent the morning in sightseeing, were all received by the Pope in the afternoon.

The Russian Government is shortly to enact a measure by which all private lands offered for sale will be purchased and allotments made to the peasants. The Schlusselburg fortress has been closed, the prisoners having been sent to Siberia.

The French authorities, assisted by police, took the inventories of twenty churches on February 23 amid manifestations. Many barricaded doors were broken down, and firemen drove out the manifestants by playing water upon them. Few arrests were made.

British Chancellor of the Exchequer Asquith on February 22 told a deputation of manufacturing confectioners that called on him relative to the removal of the sugar tax that he could not hold out any hope that they would be likely to be relieved of this tax under existing conditions.

Spurred to action by Admiral Rojestvensky's remarks regarding rascality in the construction and fitting out of the Russian fleet, Russian Marine Minister Birileff has decided upon a thorough housecleaning of all the departments concerned. The dismissal of Lieuteuant General Maltsoff, who, as chief of the supply division in the Department of Naval Construction, was responsible for the purchase of materials for construction, is announced, and it is said that the axe will soon fall on other high officials.

Labor News.

The wages of about 800 firemen on the Illinois Central Railroad have been increased from 10 to 30 cents per day.

The Postoffice Clerks' Union of San Francisco, has presented a bill to Congress, providing for an eight-hour day in that branch of the service.

President Roosevelt has written President Mitchell, of the United Mine Workers, urging that every possible step be taken to prevent a coal strike.

Representative Kahn, of California, February 22, presented a petition against the Foster bill for removing restrictions upon Chinese immigration, signed by 200 labor men of San Francisco.

Michael Donnelly, prosident of the Amalgamated Meat Cutters, returned to Chicago, Ill., on February 6 from Louisville, Ky. No claim was made by him of ill treatment by anybody while in Louisville.

President Mitchell, of the United Mine Workers, has declined the Democratic nomination for Congress from Peoria, Ill., stating that he will not accept any political office while at the head of the organization.

P. J. McGuire, one of the founders of the American Federation of Labor and long Secretary-Treasurer of the United Brotherhood of Carpenters and Joiners of America, died at his home in Camden, Pa., on February 18, aged fifty-three years.

The Supreme Court of Idaho, on February 23, issued a writ of habeas corpus in the cases of Moyer, Haywood and Pettibone, officials of the Western Federation of Miners, accused of the murder of former Governor Steunenberg. The writ was made returnable on March 1, at which time return was made and a time set for hearing.

Secretary-Treasurer Wilson, of the United Mine Workers, on March 1 issued a call for the special national convention to convene March 15, and again 1300 delegates will gather at Indianapolis, Ind., "for the purpose of considering the wage scale and the transaction of such other business as may be lawfully brought before the convention."

The Illinois Supreme Court has handed down an opinion affirming a decision of the Cook County Court in fining members of Franklin Pressfeeders' Union No. 4 for unlawful assaults on non-union men and fining the union for illegal conspiracy. The Supreme Court holds that the strikers had no right to picket plants, and that the union can be held liable as a corporation.

All union men and sympathizers in Chicago, Ill., will be requested to give the name of "John Smith" to the solicitors for the new directory. This, in the opinion of Edward Nockels, Secretary of the Chicago Federation of Labor, will give 300,000 "John Smiths." The purpose is to make the directory useless because it is to be turned out by non-union printers in the shop of R. R. Donnelly & Sons Company.

The House Committee on Labor decided on March 1 to make a favorable report on a bill appropriating $300,000 for a compilation of full statistics by the Department of Commerce and Labor on the condition of women and children workers throughout the United States.

Charles H. Moyer and William D. Haywood, President and Secretary respectively of the Western Federation of Miners, and G. A. Pettibone, a former member of the executive board or that organization, were arrested at Denber, Colo., on February 17, on warrants charging them with complicity in the murder of former Governor Steunenberg of Idaho. The three men were rushed on board a train for Boise, Idaho, on extradition papers secretly issued by Governor McDonald of Colorado.

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LETTER LIST.

(Continued from Page 13.)

TACOMA, WASH.

Anderson, Alf. J.
Brander, Wm.-1389
Froh
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Johnson, H.
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ohannesen, Sigurd
Lundberg, Corry
McKenna
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Newman, Joseph
Olber, Morsehins
Olsen, Olaf
Orchard, S. W.
O'Harrow, Frank E.
Pache, Paul
Ramsey, Morris
Sundberg, John
Sorensen, C. W.
Scholl, Karl
Thorns, R.
Wie, Anton
Wie, Anton

EUREKA, CAL.

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Lindholm, Abl.
Olsen, Arthur G.
Olsen, H.
Rosenvald, Isak
Rundh, J. E.
Sorensen, Thos.
Thoresen, Petter

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Harry B. Douville is inquired for by his mother. Kindly communicate with the JOURNAL office.

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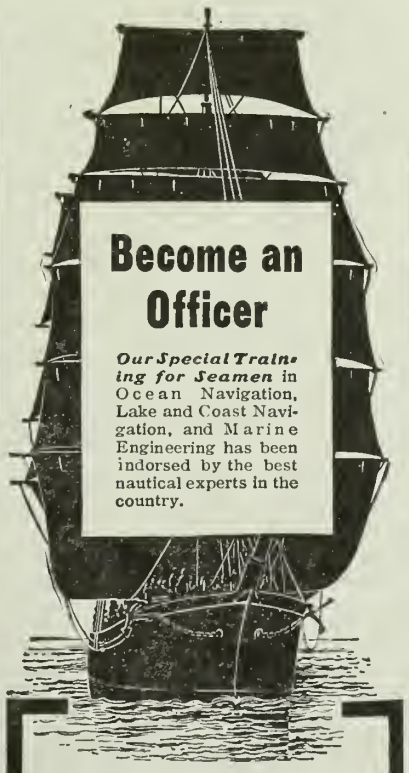
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Domestic and Naval.

The United States dry dock Dewey was sighted off Las Palmas, Canary Islands, on February 23.

The American steamer David has been wrecked at San Andrew's Island, off the Nicaraguan coast. The crew were saved, but the cargo was lost.

The United States battleship Rhode Island was placed in commission at the Charleston (Mass.) Navy Yard on February 19. Captain Perry Garst is her first commander.

No bids have been received at the Navy Department for the steel 1000-ton steamer Zafiro, although she had been advertised for sale for six weeks past. The vessel was appraised at $27,000.

The Senate Committee on Commerce has made a favorable report on a bill providing that motorboats shall be licensed under the regulations of the Steamboat Inspection Service.

The open winter has led to the chartering of a number of good-sized vessels to load ice at Maine ports for Philadelphia. A rate of 75 cents a ton net is paid for this business, which is not usually active until early summer.

The Naval derelict-destroyer Lebanon has succeeded in locating and destroying the derelict capsized schooner Samuel L. Russell, and has proceeded down the coast to destroy another derelict reported in the vicinity of Cape Hatteras.

The Eastern Yacht Club, of Boston, Mass., has received a message that the Imperial Yacht Club of Germany has arranged for international races for sloops off Marblehead, Mass., in September next.

The American colony at Havana, Cuba, observed the eighth anniversary of the destruction of the Maine on February 15. Flags and wreaths were placed on the masts of the sunken vessel. A visiting body of the Knights of Columbus participated in the ceremonies.

Walter J. Tice, of Hackensack, N. J., owner of the tug Patience, has filed in the United States Court at Boston, a libel against the Leyland liner Devonian for "salvage service of high merit" in connection with the services rendered the Devonian when she went ashore off Scituate on February 15.

The Church Missionary Society for Seamen is planning to erect the largest and costliest seamen's institute in the world on a plot of ground at the corner of South street and Coenties Slip, New York, which has been secured for the purpose. The building will cost $550,000, and will be eight or ten stories high.

The steamer City of Savannah, recently purchased by the New York and Porto Rico Steamship Company, has been renamed Carolina. This is the vessel's second change of name, having been originally known as La Grande Duchesse. When built she was considered the finest and fastest steamship in the coastwise trade.

The will of the late Lord Inverclyde, chairman of the Cunard Steamship Company, leaves his property to the widow for life, with the remainder to the Merchants' House, of Glasgow, for a fund to be known as the "Inverclyde Bequest" for the benefit of the seamen of New York, Boston, Scotland, Liverpool and Belfast.

President Roosevelt has addressed to the Secretary of War, who has promulgated the same in a general order, a letter reciting the achievements of the Japanese Admiral Togo, during the late war between Japan and Russia, and repeating for the benefit of American soldiers and sailors the address issued by the Admiral upon the conclusion of the war. The point of the President's letter is the necessity of keeping the personnel of the Army and Navy at the highest possible pitch in time of peace in order to be prepared for war.

With the Wits.

Hard Pressed.—Ragson Tatters—"Desc is mighty hard times, ain't dey?"

Hungry Hawkes—"Dat's w'at dey are, Ragsie, old man. So many people is offerin' me work when I asks for grub dat I'm runnin' out of excuses."

His Experience.—"Pa," said Willie, thoughtfully, "I think I know now what the minister meant when he said 'It is more blessed to give than to receive.'"

"Yes? What was it?"

"Castor oil."

More Than Three Feet.—Subbubs—"Has your house got a yard at the back?"

Citiman—"Oh, more than that!"

Subbubs—"How do you mean?"

Citiman—"It has at least five feet one way and seven the other."

Eminently Qualified.—"I was rather surprised to hear that he had bought an automobile."

"Why?"

"Why, he's a great walker, you know, and he's very fond of that sort of exercise."

"Of course, so you see he won't mind it."

One of Them.—"You people in Chicago," said Kadley, with a sneer, "think of nothing but killing hogs."

"Well, well!" replied the Chicago man. "I must have misunderstood you a minute ago."

"How do you mean?"

"I understood you to say you had been there."

Made Clear.—The packer had been sworn. He admitted that he had been in jail.

"Now," said the opposing counsel, "why were you there?"

"Well," replied the packer. "I was a poor man, and had to hire about the sort of lawyer you seem to be."

Not So Serious.—"Did you hear that Millions had bought the Saffron Screech?"

"You don't tell me! Well, the country is going to the dogs. These rich men had run everything but the press, and now they have begun to gobble that. The outlook is ominous, sir, ominous. What'd he pay for it?"

"One cent."

"G'wan!"

LUNDSTROM'S
UNION MADE **$2.50 Hats**
Made by
PACIFIC COAST HAT WORKS
1458 Market St., opposite Central Theater, and 605 Kearny Street.
Country Orders Solicited.
Send for Illustrated Catalogue.

Bagley's Gold Shore Tobacco

For the pipe, don't bite the tongue, 2½ ounce pouches and 16 ounce cans.

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Union made Clothing

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Ready-to-wear suits and overcoats $10.00 to $35.00.

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ALARM CLOCKS REDUCED TO 45 CENTS

SMOKERS See that this label (in light blue) appears on the box from which you are served.

Issued by Authority of the Cigar Makers' International Union of America — SEPT. 1880
Union-made Cigars.
This Certifies, That the Cigars contained in this box have been made by a First-Class Workman, a MEMBER OF THE CIGAR MAKERS' INTERNATIONAL UNION of America, an organization devoted to the advancement of the MORAL MATERIAL and INTELLECTUAL WELFARE OF THE CRAFT. Therefore we recommend these Cigars to all smokers throughout the world
All infringements upon this Label will be punished according to law
P. W. Brteins, President, C.M.I.U. of America
LOCAL STAMP

PATRONIZE UNION INDUSTRY
SMOKE UNION-MADE CIGARS THAT BEAR THE ABOVE LABEL

H. SAMUEL
(Otherwise known as SAM.)
808 THIRD STREET
Between King and Berry Sts., San Francisco.
GENTS', YOUTHS' AND BOYS' CLOTHING
Gents' Furnishing Goods, Hats, Caps, Trunks, Valises, Bags, etc., Boots, Shoes, Rubber Boots and Oil Clothing of all kinds. Everything strictly UNION MADE. Seamen's outfits a specialty.
If you want first-class goods at the lowest market price give me a call. Do not make a mistake—LOOK FOR THE NAME AND NUMBER.

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Taylor's Modern Navigation, a book for both young and old navigators, is now in the Library of every Pacific Mail Steamship, in many Universities, and is highly recommended by many noted navigators. Send for circulars and testimonials.

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A COMPLETE STOCK OF
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COAST SEAMEN'S JOURNAL



FOR THE SEAFARING PEOPLE OF THE WORLD.

OFFICIAL PAPER OF THE INTERNATIONAL SEAMEN'S UNION OF AMERICA.

A Journal of Seamen, by Seamen, for Seamen. *Our Aim: The Brotherhood of the Sea.* *Our Motto: Justice by Organization.*

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THE SAILORS' SIXTH.

Twenty-First Anniversary Observed.

Great Reunion Of Old Comrades and Friends.

THE SIXTH OF MARCH celebration of the Sailors' Union of the Pacific, held at San Francisco on Tuesday of last week, was in every way worthy of the twenty-first anniversary of the Union's birth.

As usual, the torchlight parade was the principal feature of the occasion. Promptly at 7:45 the parade started from Headquarters and marched along East street to Folsom-street Dock, where a halt was made and cheers given in honor of the historic "lumber pile," the scene of the meeting at which the Union was organized on March 6, 1885. The line of march was then taken up along Steuart to Market, to O'Farrell, to Powell, to Eddy, to Lyric Hall.

The weather was exceptionally fine, and the large crowds that lined the city's leading thoroughfares demonstrated the greatest enthusiasm as the Sailors, dressed in the familiar uniform of the Union, with flags, torches and music, marched past. The Sailors' Union has long been regarded as an institution of the city, and its annual celebration as an event of public interest. On the present occasion the people of San Francisco lined the sidewalks in large numbers and greeted the men of the sea with every evidence of good will and encouragement. The Sailors, in turn, replied to the greetings of their friends with cheer upon cheer as the long line of paraders made its way through the crowds.

It was an ovation, beginning with the first order to march and continuing until the last cheers had died away upon the return of the parade to Headquarters, shortly after midnight.

The parade was headed by the Advance Guard of twenty-four men, drilled and led by Comrade A. E. Lindstrom, whose efficient work in this connection is well known to the older members of the Union. This duty had been intrusted to Comrade E. A. Erickson, but the latter, owing to a serious injury to his arm, was unable to perform the task.

Company A, composed of 250 men, was captained by Comrade D. W. Paul. Company B, also composed of 250 men, was captained by Comrade R. Tunnell. Treasurer Ed. Andersen acted as Grand Marshal and acquitted himself in his usual splendid manner, calling forth numerous compliments upon the well-disciplined appearance of the men. Comrades H. G. Lundberg and Sam Olsen acted as aides to the Grand Marshal, and greatly contributed to the success of the parade. Two bands, each of twelve pieces, under the leadership of Charles Schuppert, himself a familiar feature of such occasions, accompanied the parade.

The parade arrived at Lyric Hall about 8:30. The hall was beautifully decorated under the direction of the Committee on Arrangements, and presented an inspiring appearance as the great audience took seats. A very gratifying feature of the evening was the large number of "old timers" present. Conspicuous among these may be mentioned Joseph Trewren—"Black Joe" of the Union's early days; Herman Gutstadt, whose name is linked with the older associations of the Union, and W. J. B. Mackay, for many years editor of the COAST SEAMEN'S JOURNAL and one of the Union's most efficient officers.

Many ladies were present, among these being a number who have graced the 6th of March celebrations every year since their infancy. Altogether the Lyric Hall presented the appearance of a reunion of old friends and comrades. The Union's "coming of age" was marked by an assemblage that did full honor to the occasion.

After a stirring selection by the band, Grand Marshal Andersen, in a brief address that aroused much enthusiasm, introduced the chairman of the evening, Comrade Walter Macarthur. The Chairman made a few opening remarks and then introduced, as the first speaker of the evening, Mr. Alfred Fuhrman, one of the Union's oldest members, and now a leading attorney of San Francisco. Mr. Fuhrman was enthusiastically received and repeatedly cheered during the course of his remarks. The gentleman said:

FUHRMAN REVIEWS OLD TIMES.

Mr. Chairman, Members of the Sailors' Union, and Friends:

That I am the first, and probably the only attorney in the world that was ever called to the bar from before the mast, of that fact I am proud, and equally proud of my connection with your organization, as an officer and member, during the first eight years of its existence.

During the past thirteen years of constant practice before the courts of this State, I have participated in many legal controversies affecting the property of my clients as well as my own personal fortunes,—yet, of many of these legal battles even the names of my clients and the issues raised and decided, are dimly recollected and almost forgotten,—but the first eight years of your history,—antedating my legal practice,—are indelibly engraven upon the tablets of my memory.

There is no organization that can point with more pride to its past record than yours,—and yet how humble and unpromising its beginning! In March, 1885, there were few labor organizations worthy of the name on the Coast. Seamen were the common prey of blood-money boarding-house masters, crimps, clothing-dealers and shipowners. Another reduction in wages to $20.00 per month for the coasting trade was the straw that broke the camel's back. It was then that in sheer desperation, we, the pariahs of society,—friendless, homeless and moneyless,—assembled on Folsom-street Dock, under the broad canopy of heaven, and on that memorable night, with only the stars above to give us light, guidance and hope, reasserted that never-dying truth, that all men, including seamen, are created equal, and that seamen of right ought to be free and independent of crimp, clothing-dealer and boarding-master.

The significance of this declaration and its far-reaching effects, though now plainly visible on all hands, will be even better judged as years roll by, for it was not only the clarion call for the seamen the world over to unite in fraternal union, but it marks the beginning of the modern trade-union movement on the Pacific Coast.

You men can not possibly imagine what immense difficulties we had to surmount in the beginning. Friendless and unaided, the universal objects of contempt,—almost the entire public, and especially the daily press, ridiculing the very idea of seamen organizing and adopting as their motto "One for all and all for one,"—and aye, worst of all, our own shipmates viewing with distrust and suspicion our laudable efforts to ameliorate their condition and to arouse them to united action. But as all great movements are bound to bring forth the right men at the right hour, so some of your first officers, realizing that the first requisite to success would be to establish and insure confidence in the honesty of the intentions of the leaders, advocated the greatest sacrifices in order to convince our shipmates that our motives were pure and unselfish.

It was then that your officers volunteered to labor for your cause for next to nothing, and from April to September, 1885, your officers voluntarily accepted in full payment for their services 50 cents per week, with hash, such as it was, a clay pipe and a handful of tobacco thrown in. True, it was barely enough to keep body and soul together, but our enthusiasm made up the deficiency, and undaunted by ridicule, contempt, and prison bars, gradually winning the confidence of our shipmates, we kept on until success was assured.

Of all the old officers of that period there are only two left to my knowledge, namely, my old friend and shipmate Edward Andersen and myself. Many a time did old An. and I stand shoulder to shoulder in defense of our principles, and many times did we land in jail, though more often upon entirely false and trumped-up charges, brought by our enemies, the crimps and boarding-masters.

But prison walls could not dampen our spirits; we were imbued with that enthusiasm which knew not defeat, and for the sake of our Union we gladly faced death.

Vividly do I recall now, and I know friend Andersen will remember, that evening in September, 1885, when at the corner of Broadway and Battery I was suddenly attacked by a band of armed crimps, when I was stabbed and, stunned by the blow, sank bleeding to the ground, believing that the end had come. But fate had decreed otherwise, for in the nick of time there hove in sight my true old friend and stand-by, Edward Andersen, who, like a gallant knight of old, charged my cowardly assailants, not only with his good fists, but with his feet as well, and to that fact, that An. was able to use his feet in a rough and tumble in his younger days, I may owe it that I stand here to-night. He rescued me, brought me to a place of safety, and as soon as my wounds were bound up, we sallied forth again,—though my arm was in a sling,—and challenged our enemies to retake the battlefield. There could be no question as to the purity of our motives; men could not be charged with mercenary motives who willingly risked their lives twenty-four hours a day and for fifty cents a week. Aye, and many a brave lad met an untimely end in those stirring days as a reward for his loyalty to your Union. Aye, it was the blood of the martyrs that cemented our bonds of unity and drove us onward to renewed efforts.

Such, my friends, was the spirit of the men of 1885, who gladly suffered imprisonment, shed their blood,

and even suffered death, in order that you might enjoy the fruits of their labors and sacrifices.

As I stated in the opening, March 6, 1885, marks the beginning of the modern trade-union movement on this Coast. The missionaries from your organization not merely carried the gospel of unionism to distant lands and set about establishing the Brotherhood of the Sea, but they invaded and aroused the workers ashore. Seamen were mainly instrumental in organizing the local trade-unions. It was this Union which issued the call in April, 1886, to all city unions, and which resulted in the formation of the Federated Trades, and in that body seamen again played a conspicuous part and brought it to the very height of prosperity. For two terms I acted as President of that body, and my successors were again seamen, namely, my old friend and shipmate W. J. B. Mackay, and after him, your efficient presiding officer, Walter Macarthur.

But in speaking of the early history of the Union, the most important event is the establishment of the COAST SEAMEN'S JOURNAL.

When I first advocated the idea in 1887, even my old friend An. here, who usually seconded every motion I made in those days, laughed at the proposition, and considered me a fit subject for a lunatic asylum. The very thought of seamen becoming journalists seemed too absurd. But happily I persisted, and as I was then too busy with spreading the gospel of unionism among the benighted shore-people to do it all alone, I sent for my dear friend Xavier Leder, then Union agent in Eureka, to whom I was attached by ties of tenderest friendship more closely than to a brother in blood, and who was entirely in accord with my idea.

Without asking this Union for a single cent we issued the first publication—the printers accepting my word that they would be paid, and they were paid,—and when success was assured, we turned it over to the Union, and thus since November 2, 1887, it has regularly appeared every week, without interruption, the first paper in the world ever published and edited by seamen only, by men who sailed before the mast,—and it is to-day recognized as the foremost maritime journal in the world.

I rather enjoy the distinction of being the originator of the idea and persistent advocate of the establishment of the COAST SEAMEN'S JOURNAL than having won the most important legal battle in the Supreme Court of the United States. My friend Leder was the first editor, and he was shortly after ably assisted by my old shipmate Mackay, who also became his worthy successor in 1889. And Mackay in turn found an able helpmate in the early nineties in a young man, who likewise succeeded to the throne as editor in 1894, and who was initiated into the labor movement during the latter part of the stirring history of this Union, and therefrom gained that valuable training to which he owes his present high position in the movement of this country,—I refer to your presiding officer, Walter Macarthur.

All these men made great sacrifices for your cause, Leder, Mackay and Macarthur, as they all slaved and worked for your good for the mere pittance of $5 per week for many years. And as you had three editors, so you had three secretaries,—I do not mention the fourth, because he fell by the wayside, and let his memory be covered with the charitable mantle of oblivion. But of the three, keep green the memory of Rasmus Nelson, your first secretary, who in 1885 and 1886 did more than any other man to keep you together, and also the memory of John Haist, his worthy successor, both of whom are now dead, and both are entitled to your reverent remembrance; and treat with kindness and affection the successor of Haist, your present efficient secretary, now working in the interests of all seamen at the Capitol in Washington.

I mention all these facts, because I am the best qualified to speak on these subjects, and because my motives in reciting these events and speaking of these men, can not be questioned, for I do not speak of myself. I am happily so situated that I am independent,—financially and otherwise,—that I do not need and have never needed or applied in the past to this Union for any personal benefit. The only money I ever received from your organization were the fifty cents per week from April to September, 1885, when I was your officer, and not a cent since, though I have collected for you and turned over to you hundreds and hundreds of dollars received from organizations and the public when pleading your cause during the early battles. And as far as your members are concerned, there is not one who can boast that he ever paid me one dollar for legal services.

But it is for my old friends and shipmates that I speak, when I ask you to treat with reverence and respect the men of 1885, and those of the following fighting years ending with 1893, through whose efforts your present glorious position was achieved. The period since 1893 I count but little, for since that time you have continually sailed before the wind with a free sheet, and in a sea of continual prosperity. Treat with consideration and respect my old friend Andersen, the best Treasurer you ever had or possibly could have, and especially now, that he has lost his true helpmate, the wife of his bosom, a good and true woman, who felt for the wrongs of the seamen, and whose memory should likewise be cherished by the members of your craft. And not alone old An., but all the old pillars of your Union—Mackay, Macarthur, Furuseth, and all the others of that time,—and remember, that the highest reward that can be bestowed upon any mortal is not the giving of gold and silver, but recognition and appreciation of services and duty well performed.

Remember them all in kindness and affection, and also the few friends you had in the days of adversity, such as my old friend and your faithful counsel, Brother Hutton, my old friend and your old champion Brother Barry, and Judge Maguire, if for no other reason than that he is the father of the Maguire Act, and also Mr. Livernash, who, likewise, aided your cause in Congress. These are not sunshine-friends, but friends when sorely needed. You need not remember me, for I shall always remember you, and even you can not entirely forget me, for you can not write a history of your Union without reciting the history of the best eight years of my life.

I speak thus freely, because it may be the last time that I shall ever address you in public. It is now nine years to-night since I last spoke to you, and considering the uncertainties of human life, and the fact that my practice, my business affairs and conditions in life keep me far removed from your associations and environments, I may not have another opportunity of telling you of the glory of the past and the struggles of the infancy of your organization.

But whatever fate may have in store for me, wherever I may be in years to come, I shall always recall with pleasure my connection with your organization,—remember with satisfaction that I was your last President in 1885, and will never be ashamed to own that I sailed before the mast.

The Chairman, touching upon the legislative work of the Union, and the prominent part taken in that work by Judge James G. Maguire, the former Representative of the Fourth Congressional District of California in Congress, introduced Mr. Maguire by his well-earned title of the "American Plimsoll."

The distinguished gentleman, who was greeted with loud applause as he arose to speak, made one of his usual masterly addresses, in the course of which he said:

JUDGE MAGUIRE ON THE MAGUIRE ACT.

It is not my intention to make an extended address, but simply to offer my congratulations upon this, the twenty-first anniversary of your splendid organization. Your Chairman has related the part taken by myself in the passage of the Act with which my name has become identified. As to that, I would say that the Maguire Act is not the work of my brain, but of your own Union. When, in 1892, I was asked by your Legislative Committee to introduce in Congress a bill for the improvement of the seamen's conditions, I readily consented. I knew little or nothing of maritime affairs, but I did know that the seamen suffered great hardships, due in a measure to the defective condition of the law.

I introduced the bill, and immediately thereafter discovered that the committee to which it was referred was composed of men who, as a rule, knew little more than myself about the subject, of men who did not know a sternpost from a bowsprit. I immediately communicated with your secretary, Andrew Furuseth, then in Chicago, and urged him to come on to Washington. Furuseth at once responded, and we went to work, I in looking to the legal questions involved, he in educating the committee in seamanship.

As a result of our labors we converted many members of the committee from stubborn opponents to warm friends. At first we were told that a law such as we proposed would destroy the shipping of the country. To that objection I replied that if the shipping of the country could not be carried on except at the cost of the manhood of the seamen, it ought to be destroyed. One of our most distinguished and influential converts, a man who for many years held a position of leadership in the Republican party in Congress, was Nelson L. Dingley, Jr. Mr. Dingley, although at first opposed to us, when he learned the truth regarding maritime affairs, became a warm supporter, and to his aid we owe much of the success afterward achieved.

The passage of the Maguire Act was primarily due to the Sailors' Union, to its Legislative Committee, and its representative at Washington. I consider myself particularly fortunate in having been associated with you in the earlier period of your Union's history, and thus having been enabled to do whatever lay in my power to make possible the success that you have won.

I congratulate you and wish you God speed in your work of improving and elevating the great seafaring craft.

HUTTON SPEAKS ON THE LAW.

Mr. H. W. Hutton was then introduced as a gentleman who has for many years acted as the Union's trusted legal counsellor. The gentleman, who was heartily welcomed, delivered an extended review of the early experiences of the Union in matters of litigation. Many episodes which have become part of the history of the Union were recalled by the speaker, to the great edification of his hearers. To many of the older members present the incidents related by Mr. Hutton were of particular interest, by reason of their personal point. In accordance with his usual custom on the 6th of March, Mr. Hutton interspersed his remarks with much sound advice concerning the conduct of the Union and its members in their relations with their employers.

The Chairman prefaced his introduction of the next speaker by an allusion to the fact that the labor movement of San Francisco and of the country at large has not always been as strong or as popular as at present; that that movement hasn't always had as many friends and champions among the public at large at at present. Reference was made to the fact that at one time in the history of the Sailors' Union that organization had but one friend in the public life of the community, but one friend in need, and he proved a friend indeed. When, in 1893, in the darkest days of the Union's existence, when its enemies were conspiring for its life and the public press was clamoring for the life of its officials, but one voice was raised in a demand for fair play and a calm hearing. That voice was the voice of James H. Barry. Upon the public platform and in the columns of The Star Mr. Barry had insistently and intelligently espoused the cause of the Sailors' Union, as of every other cause that needs assistance. Mr. Barry was introduced as the Union's most generous, devoted and courageous friend in public life. The gentleman was tendered a well-deserved ovation upon rising to speak. Mr. Barry in part said:

JAMES H. BARRY ON HENRY GEORGE.

You have heard our distinguished and dear friend, Judge Maguire, disclaim credit for the Maguire Act. I would follow his example and disclaim the credit so generously attributed to me by your Chairman, as the only friend of the seamen in the beginning of their struggle from the darkness of brutalized conditions on board ship into the light of godlike manhood.

The seamen had a friend who, more than all others whose names I now recall, championed their cause. I can not better utilize the limited time at my disposal than by recounting one instance of the services rendered the seamen by the great man whom I have in mind.

Many years ago there arrived in San Francisco an American ship, bringing with her a more than usually revolting tale of brutality to seamen. The vessel in question was an extreme instance of the "hell-ship." From the beginning of her voyage degradation and cruelties beyond the power of pen to describe or tongue to relate had been perpetrated upon the helpless crew. So frightful and unendurable were the tortures inflicted upon these victims of "man's inhumanity to man" that several members of the crew committed suicide by jumping overboard, as the only means of escape from their tormentors. Others of the crew came ashore in a maimed and crippled condition, and all of them bore evidences of the awful experiences through which they had passed.

The bloody record of that voyage cried for vengeance. The good people of our city were appalled, their sentiments of humanity outraged by the disgraceful, the inhuman, conduct of the bucko mates. Amid this state of public indignation one man arose and, with courage equal to his convictions, demanded that the guilty ones should receive their just deserts, so far as that were possible, at the hands of the law. This man's indignation did not expend itself in mere words; it went further and took the form of deeds, deeds that struck terror to the hearts of these evil-minded cowards, who now at last felt themselves pursued by a Nemesis whose pursuit would end only as the prison gates closed upon them.

Singe-handed, in the columns of his own paper, at that period one of the most influential members of our daily press, and with his own money, our friend maintained the cause of justice, or at least retribution, for the seamen. He offered a reward for the arrest of the fleeing buckos and devoted his entire resources, so far as necessary, to securing their conviction in the courts. As a result of these herculean efforts the men responsible for the deaths of these seamen and the sufferings of their shipmates were senteneed to various terms of imprisonment. Inadequate as was the punishment meted out to these brutes in human form, the fact that they were punished at all speaks volumes for the courage and devotion of the man who made it possible. This was, in fact, the first instance in which the brutalities to seamen, at that time so common on board American ships, had ever received at least a measure of the punishment they so richly deserved.

The vessel upon which these cruelties took place was the American ship Sunrise. The man who rendered such signal service, not only to the stricken crew of that vessel, but also to the entire seafaring craft, and not only to that craft but also to every citizen who loves his fellowman, has since become world-famous. His name is now held in honored memory by millions of people in every part of the civilized world by reason of his great work for the improvement of social and industrial conditions, and particularly by reason of his masterpiece of the literature of political economy. The work to which I refer is "Progress and Poverty"! The man to whom I refer is Henry George!

I agree with Judge Maguire, that but for your organization the Maguire Act would have been impossible. Thus it is with all work for the improvement of the conditions of labor. Labor will never lack friends; but its friends will ever be comparatively powerless until it becomes organized, and, through organization, is enabled to help itself and avail itself to the fullest extent of the help of its friends. It is with the greatest pleasure and pride that I join you this evening, congratulating you upon your success and wishing you an ever-increasing measure thereof as the years roll on.

In introducing Brother Wm. P. McCabe, Secretary of the San Francisco Labor Council, the Chairman attributed much of the Union's success to its affiliation with that and other central labor bodies. Owing to the lateness of the hour, Brother McCabe spoke very briefly, but to the point, as follows:

MCCABE SPEAKS FOR THE LABOR COUNCIL.

Mr. Chairman, Ladies and Gentlemen:

Much has been said about the birth of this organization in 1885 and its mode of gaining concessions at that time. To-day, however, we are living in a different age and have other modes of procedure. We have more modern ideas.

Instead of the employers permitting us to do all the fighting, they are making the conditions modern by

(Continued on Page 7.)

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions.)

The Sailor of Fiction.

One reason why the general public is seemingly so much in the dark concerning the real needs of the merchant seamen is the fact that the education of the public on this subject has been derived mainly from the "fo'csle yarns" turned out by the cheap, trashy magazines. In these "yarns" the sailor hero is parodied in true Gilbert and Sullivan style, and the thing is done in such a slick manner that the guileless landsman is made to believe that he is up against the real able-seaman. Mr. Landsman's risibility is tickled with the grotesque antics of a grog-blossomed, rollicking "Jolly Rover," with a "wife in every port", who philosophizes in a lingo invented by the "keelhaul-me-scuttlebut," writers and approved by successive generations of comic opera artists.

When this Jack of the Seven Seas is not busy "stowing away a quid" in his "larboard cheek," or "squinting knowingly to windward over the lee bow" with his "weather eye," he is usually pictured in the act of spitting on his "flippers," tilting his "tarpaulin o'er to leeward," hitching up his bell-bottomed trousers and "tripping the light fantastic" on the "orlop deck booby hatch." When it begins to blow hard he gets a handspike from the "arm chest" and ships it in the end of the windlass, singing the meanwhile: "Yo, heave ho, me hearties; fifteen men on the dead man's chest," or something equally "salt." In fine weather he "lets her go by the wind" with "a rolling sea and a flowing sheet," and "splices the mainbrace" at "seven bells in the first dogwatch." In short, the sailor of fiction has Artemus Ward's "amoosin cuss" beaten fifty-seven different ways as a raiser of the merry snicker. To represent him as an ordinary human being, with all the virtues, failings, longings and aspirations of the average man ashore, or to make him talk and act sanely, would, of course, be a heinous violation of the nautical proprieties evolved by syndicated magazine journalism. Even writers of sea stories who have served their time at sea, and know better, are to a great extent forced into this silly rut of caricature in order to have their manuscripts accepted by the discerning publishers. It goes without saying that the publishers, being intelligent men, know what they are getting for their money; but they excuse themselves by pointing out that people read magazines to be amused rather than to be instructed, which is but another way of saying that the world wants to be deceived. "Mundus vult decipi," as the ancients had it.

Nevertheless, the "fo'csle yarn" brand of literature has done more, perhaps, to injure the standing of the merchant seamen with the general public than any other single agency operating in that direction. Thanks to the educational influence exerted by the Seamen's Union, however, much of the superstitious nonsense cherished by landsmen in regard to seamen has been dispelled of late, and in time it is to be hoped the public will know the seaman as he really is.

Men who will only rally to one another's assistance when they have a common grievance are hardly of the kind that will make great sacrifices for the cause of human liberty.

Child Slavery.

The Rev. Dr. Joseph Silverman, rabbi of the Temple Emanu-El, New York City, in a recent sermon on "The Abolition of Child Slavery," spoke of the evil results to mankind and civilization from a citizenship largely composed of men and women born of parents who have been stunted in growth by labor in childhood, saying:

Of such poor stuff will thousands upon thousands of our citizens be constituted. They will grow into men and women without education, minus morals, spirituality, religion, or ideals; and yet they will have it in their power to aid in shaping the political, industrial, and social destiny of our country.

This phase of our child-labor problem is really the most serious of all, yet it is one which usually receives but little consideration. The majority of men are either unable or unwilling to look beyond their immediate sphere of action and forecast the probable results of their individual or collective sinning against society. Hence the child-labor evil, when recognized as an evil at all, has generally received due consideration in its more immediate aspects; but few of those who have studied the subject have formed or expressed any accurate ideas of the misery and sufferings which the child labor of this generation is bound to transmit to and inflict upon the as yet unborn generations of this country. Yet, there is hardly any law of Nature so well demonstrated by men themselves as the law that the sins of the fathers shall be visited upon their children even unto the third and fourth generation. And surely it is a sin against Nature for a child with an immature body and unformed mentality to be worked from ten to fourteen hours a day at some unhealthy, soul and body destroying occupation, such as those in which two million children in the United States are to-day engaged. What can be expected from such a monstrous industrial system but a race of physical, mental, and moral degenerates? It is all very nice and soothing for pious gentlemen to quote Scripture to the effect that the poor we have always with us, or for smug scientists to talk learnedly about Nature's elimination of the unfit. But it must be remembered that the power to cope with the conditions of existence, and with environment, is itself measured by the nature of the conditions and environment to be coped with. Therefore, if as a nation we create artificial conditions and environments that ruin the health, minds and morals of two million children, we can not consistently fall back upon Scripture or Nature, to justify our wrongdoing. All who know anything at all know that under a rational social and industrial system, based upon a strict observance of the laws of Nature, the children that are now being ruined in our mills, factories and mines could be raised up into citizens with sane minds in sound bodies, of the kind that are needed to "prove the destiny of man." But there is the trouble. Our social and industrial systems are based upon the strict observance of the laws of greed, selfishness and ignorance. One of the results of this is child slavery, the effects of which on coming generations can easily be forecasted by any one capable of reasoning from cause to effect.

Few contests are so vain or hopeless as the contest against prevailing fashion.

Fag Ends.

Let past errors serve as warning guides to future excellence.

When duty coincides with interest, honesty in office is made easy.

The battle is never to the strong where brains are given half a show.

In the last analysis, most human lore is mainly simile and metaphor.

Not all is harmony that sweetly chimes, nor yet all poetry that aptly rhymes.

The descent to Gehenna is never so easy as when we have realized all our ambitions.

"Strait is the gate, and narrow is the way," to those who would the moral law obey.

There is a tide in the affairs of labor which, if taken at its flood, leads on to victory.

The man who would rather be right than be great has chosen a course seldom favored by fate.

The "rule" that great national crises produce great men is chiefly proved by great exceptions.

All human issues born of great and pressing needs beget, in turn, the spirit which to victory leads.

Few leaders learn the value of Fabian tactics until after they have won a Pyrrhic victory or two.

'Tis strange that reasoning men should choose as guide a creed which ne'er by reason can be tried! Perhaps that is just why they blindly laud success built on the increment of fraud!

Poor old "Sage of Athens!" After spending twenty years in Congress his constituents might have been considerate enough to allow him to remain three years more so as to complete the number that queers but does not alleviate.

It would have been strange, indeed, had not D. M. Parry bethought himself of the fine opportunity offered by the Chinese anti-American boycott to blame the wicked machinations of the soulless trade-unions for the whole trouble. Any kind of a brush is good enough for coolie-labor advocates like Parry to paint the trade-unions black, but a pig-tail is even better in this pro-Celestial age. However, the trade-unions can console themselves with the reflection that if there is any blame attaching to them in connection with this miserable Chinese business, it is merely that they have done more than any other body of citizens to prevent the Orientalization of this Republic which Mr. Parry and his "Open Shop" merger associates have been laboring so assiduously to bring about. And, boycott or no boycott, organized labor will keep right on agitating and fighting for Chinese Exclusion that will exclude.

Home News.

Former Governor James S. Hogg, of Texas, died at Houston, Tex., on March 3, aged 55 years.

Secretary of War Taft, in a recent interview, said that the mention of his name as a candidate for President is preposterous.

Sir Wilfred Laurier, Premier of Canada, has announced that a special session will be called in November to take up the revision of the tariff.

Lieutenant-General John M. Schofield, United States Army, retired, former head of the Army, died at St. Augustine, Fla. on March 4, aged 75 years.

A distinct earthquake was felt in Portland, Me., on March 4. In several parts of the city the shock was accompanied by rumbling which lasted several seconds.

The Japanese Government has contracted with the American Bridge Company for 150,000 tons of fabricated steel, to be used in building railway bridges in Korea and Japan.

John Wallace, formerly chief engineer of the Panama Canal, favors placing the work on the Isthmus in the hands of one man with virtually absolute control, or one firm of contractors.

The International Waterways Commission, at Toronto, Ont., has reached an agreement regarding Niagara Falls, by which both countries will take all precautions to save its scenic beauty.

Secretary of the Treasury Shaw has submitted to Congress an estimate of $927,000 for the construction of a cable from Key West, Fla., to Guantanamo, Cuba, and thence to the Panama Canal Zone.

By a vote of 11 to 2 the House Committee on Interstate and Foreign Commerce has agreed to make a favorable report on a committee substitute for the Williams bill to extend Federal control of quarantine.

It is announced from the general offices of the Jamestown (Va.) Exposition Company that a tower exceeding in altitude the celebrated Eiffel Tower at Paris will in all probability be erected on the exposition grounds.

Nineteen persons are known to have been killed as a result of the tornado which swept over a section of Meridian, Miss., on March 2. Twenty-four persons were injured and property with an estimated value of $1,000,000 was destroyed.

Father George Tyrell, prominent member for a number of years of the Society of Jesus, at Washington, D. C., has withdrawn from the order, the immediate cause being his unwillingness to repudiate certain parts of his writings which did not meet with the approval of his superiors.

The Ohio Senate, on March 8, adopted a joint resolution requesting Congress to call a convention of the various States for the purpose of submitting an amendment to the Federal Constitution providing for the election of United States Senators by direct vote of the people. The resolution goes to the House.

D. H. Jarvis, formerly an officer in the United States Revenue-Cutter Service and now general manager of the Northwestern Fisheries Company, has called upon President Roosevelt and informed him that for business reasons he is compelled to decline the appointment as Governor of Alaska, which the President had tendered him.

Nearly 2000 refugees from Russia arrived at New York on March 3 in the steerage on the steamer Pennsylvania from Hamburg. Many of these left Russia several weeks previously, but were detained at Hamburg for a long inspection by the Health authorities before they were allowed to proceed to the United States.

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INFORMATION WANTED.

Theodore Blackwell, colored, last heard from two years ago when running an engine for the U. S. Government, is inquired for by his mother, Mrs. Elvira Conley, 814 N. Campbell street, El Paso, Texas.

Joseph Clark, native of County Rush, Dublin, Ireland, is inquired for by his mother. Any one knowing his whereabouts will please communicate with the JOURNAL office.

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Pacific Coast Marine.

The American bark General Fairchild, of San Francisco, has been purchased by the Seattle Shipping Company.

Erickson F. May, second-assistant engineer of the steamer Enterprise, was killed by the explosion of an auixliary condenser on board that vessel at San Francisco on March 5.

George H. Haudsley, Wesley A. Heflinger and J. Rupley, with alleged claims for wages amounting to $334, have libeled the gasoline steamer George H. Bailey for that amount, at San Francisco.

Captain George Seaman has been appointed master of the steamer Whittier, of the Union Oil Company's fleet. Captain George E. Monroe has lately resigned from the command of the steamer Argyll in the same fleet.

Telegraphic advices received at San Francisco on March 8 reported that the British steamer Celestial Empire, from Liverpool for Vancouver, B. C., had been ashore at Caravelles, but was floated, and proceeded to Montevideo, with no apparent damage.

By way of London comes the news that the British steamer Dumbarton, which sailed from San Francisco on September 25 last for Nicolaefsk, is still in the ice, and it is recommended that no measures be taken for salvage before the middle of April.

The Senate Committee on Commerce has rendered a favorable report on the amendment to the Sundry Civil bill appropriating $400,000 for the improvement of the mouth of the Columbia River. A favorable report has also been ordered on a bill for the same purpose.

Representative Kahn has introduced a bill in Congress providing for filling in a portion of the Honolulu naval station, known as the Reef, at a cost of $35,000. The material to be used is being dredged from the harbor. A portion of the reclaimed land is to be set aside for fortification purposes.

A resolution was introduced in Congress on March 8 by Representative Hayes, directing the Engineer corps to survey and report the cost of removing the following rocks in San Francisco Bay: Centisima, near Bonita channel; two near the Mail Dock; Noonday, Anita, Mission, Packard, Invincible, Whiting and Fifteen-foot.

The long overdue bark Drumcraig has finally been posted as uninsurable, and was crossed from the reinsurance board on March 5. The Drumcraig, owned by the Barneson-Hibberd Company, and commanded by Captain Neil McCallum, sailed from Astoria 173 days ago for Manila, P. I., with a cargo of lumber, and has never been heard from.

The overdue British bark Swansea Castle, ninety days out on the passage from St. Lucia for Table Bay, S. A., and for several days previously quoted at 10 per cent for reinsurance, was on March 5 reported to have been abandoned at sea by her crew. The telegram came from London, and contained no details of the loss of the vessel. The Swansea was a small bark, thirty years old.

Captain D. Robinson, master of the barkentine Skagit, died at sea on February 18, presumably from an attack of appendicitis, while the vessel was bound from San Pedro to Port Gamble. The Skagit arrived there on March 6 and reported the death of the master, who was buried at sea. Captain Robinson was about 65 years old, and for the past forty years had been in the employ of Pope & Talbot, owners of the Skagit.

Representative Knowland has been informed that the sub-committee of Naval Affairs Committee of the House has made a favorable report on his bill to waive the age limit and admit to the pay corps of the Navy Pay Clerk Walter D. Bollard. When the Yosemite was wrecked near Guam, on November 16, 1900, Bollard went back to the ship after she had been abandoned and saved many thousand dollars in gold and silver.

The steamers Orizaba, Yucatan and Saratoga of the Ward line, New York, have been purchased by the Northwestern Steamship Company for use on the Seattle-Alaska route. They are each of 3000 tons register and have a speed of fourteen knots. The Orizaba is due to arrive in Seattle on May 20. She will leave for Nome on June 1. The Saratoga will arrive July 1, and will go on the Valdez run, and the Yucatan is due some time this fall.

The four-masted schooner Irene, one of the most modern of her class on the Coast, has made a record by sailing from San Francisco to Puget Sound in less than four days. The Irene, under command of Captain Mitchell, left the former port at 9:30 o'clock on the morning of March 2, and, at daylight on the 6th, passed Tatoosh on her way into the Sound, the actual time on the trip being three days and twenty hours, or almost as fast as any steamer could have made the trip.

With her mainmast gone and remaining portion of her deckload of lumber awry, the steam-schooner Brooklyn arrived at San Francisco on March 11, sixteen hours from Caspar, on the Mendocino coast. Captain Norberg reported that while hauling out from Caspar on the 9th the steaemr suddenly listed to port in the heavy sea, carrying away the hornbuckle and causing the loss of about 50,000 feet of the deckload. The upper part of the mainmast also went by the board at the same time.

Officers of the steamer Ning Chow, of the China Mutual Steam Navigation Company, which arrived at Seattle, Wash., on March 8, state that the company is building three new steamers, each with a carrying capacity of approximately 20,000 tons displacement, for the Seattle-Liverpool route. Two new ships are already completed and one will arrive on the Coast this summer. Her name is the Tucer. The others will be sent out as soon as they are finished, which will be this year.

Two tugboats are under construction at the shipyard of S. O. Pasquinnuci for the Golden Gate Fish Company, the frames of the vessels being already in place. The boats, it is reported, are to be superior to any others of the kind running out of San Francisco, having a length of 75 feet, breadth 18 feet and depth of 8 feet, fitted with oil-burning apparatus and with every modern equipment. They will be each of 140 horse-power and capable of making twelve knots an hour. Both boats will be ready for launching in about four months.

Representatives of Alaskan canners and fishermen appeared before the House Committee on Territories on March 7 to oppose the Cushman bill for the further regulation of fishing along the Alaskan coast. C. W. Dorr of San Francisco, Captain D. H. Jarvis, Representative Humphreys and Fred Stimson of Seattle addressed the committee. The Cushman bill gives the Department of Commerce and Labor practically a free hand in regulating Alaskan fisheries and the measure was criticised chiefly on the ground that it centers too great a power in the Department.

Within the past two weeks contracts have been awarded on the Coast for the building of five steam-schooners, all of large carrying capacity, and all exclusively freight vessels, with no accommodations for passengers. Three of these will be built at Gray's Harbor—one for Fred Linderman, one for Beadle Brothers, and one, to be named the Ben Butler, for O. J. Olson. The other two are to be built, one at Eureka for George G. Rundle of San Francisco, and the other at some other Coast shipyard for A. W. Beadle. The last-named vessel will have a capacity for more than 1,000,000 feet of lumber.

The codfishing schooner Glen arrived at San Francisco on March 8, from Schumpan, Alaska, with only 5,000 cod in her hold and leaking badly. The Glen reports that the codfishing schooner Stanley was ashore in Pirate Cove on December 2, but was floated again without material damage, and is expected to arrive soon with a light cargo of fish. The schooner Fortuna was ashore on January 24 at Eagle Harbor, and lost her anchor and chain. One of the crew is reported to have been drowned during the winter. The schooner Marion, a codfisher, was wrecked by going on a rock at Unga in December. The crew were saved.

Following is the reinsurance list, as posted at San Francisco on March 11: British bark Daylight, 199 days from New York for Yokkaichi, 10 per cent. American schooner W. F. Garms, 111 days from Newcastle, Australia, for Eleele, 60 per cent. British bark Drummuir, ninety-eight days from Newcastle, Australia, for San Francisco, 15 per cent. American bark Pactolus, sixty-nine days from Newcastle, Australia, for Honolulu, 15 per cent. French bark Pierre Antonine, sixty-four days from Newcastle, Australia, for Honolulu, 15 per cent. American schooner Rosamond, eighty-three days from Newcastle, Australia, for Eleele, 20 per cent. American bark Sea King, fifty-four days from Newcastle, Australia, for San Francisco, 15 per cent.

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F. R. Wall, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. Merchants' Exchange building, California street, near Montgomery; rooms 208-209. Phone Bush 508.

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A White Woman.

An Australian just returned from South Africa tells The Bulletin some startling things in connection with the Chinese slave-traffic in that misfortunate land. When the Jewish plunderers had obtained their cheap Chinese slaves, the question arose about importing Chinese women for them. These, however, could not be obtained; the Viceroys discouraged the idea, and women steadfastly refused to go to Chowth Africa. Then the Jews proposed to import an Asiatic sisterhood from Japan, but even the Monkey kicked at the idea of exporting women for the use of underground slaves, who were mostly murderers and bandits in their own country. Cohen then tried to call in the Kaffir girl, but the Kaffir men greeted him with a meat-axe, and so much general riot occurred that Cohen had to give up that idea also. Yet his Chinese slaves demanded women, and as black women cost too much bloodshed, and yellow women were not obtainable, what about whites? Cohen had no beastly pride of race, and he was as ready to prostitute white women to his Chinese scum as he was to murder white men to get the cheap agony. The slums of every South African town were scoured, and the most degraded women in the land were given free railway passages and enough money to get to Jew'burg. But in all South Africa there were not enough degraded females to nearly supply the demand, and Cohen took off his coat and boldly went in for recruiting prostitutes in the slums of English and Continental cities. They were sent to Africa, and supplied with enough money to evade the law against destitute persons, and other means were used to get over the "undesirable" clauses, and the awful cargo finally landed at Jew'burg. These immigrants had a portion of the town practically given up to them, and the mining companies deduct so much per month from each Chinaman's wages for their remuneration. The women complain that the companies rob them by paying over only a small percentage of the money obtained from the Chinamen, and demand the right to make their own terms with the individual Chinese. Some of the companies have granted the right, but others stick to the original practice, and there is a chance that the moral sense of the Empire may be outraged by seeing Cohen sued in the courts by his slaves' prostitutes for the full price of their degradation. In the meantime the Yoshiwarra is worked in the interests of the mines, and the inmates have to buy all their necessaries from the company stores, and not only is the Chow who does insufficient work flogged or otherwise admonished on Sundays, but he is also prevented from seeing his white Mary. And as for the prestige of the white race—well, the Kaffir begins to regard the white race as an institution which exists to supply degraded women to the scum of Asia.—The Bulletin, Sydney, N. S. W.

Ten thousand cab drivers of Berlin, Germany, struck on February 26 as a protest against the police prohibiting cabs from crossing the Potsdamer Platz, where traffic is the thickest. They resumed work on the 28th, but have adopted a resolution to strike on all holidays until the obnoxious regulation is rescinded.

Demand the blue label of the Cigarmakers when buying cigars!

COAST SEAMEN'S JOURNAL

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Headquarters of the Sailors' Union of the Pacific, southwest corner East and Mission streets, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, - - - - - MARCH 14, 1906.

PASS THE HONORS AROUND!

The annual Sailors' Union celebration, like all affairs of the kind, is an occasion of mutual congratulation on the part of the organized seamen and their friends. Nice things are said by the seamen in recognition of the services rendered by those who have befriended them, and the latter, in turn, pay the seamen the compliment that is their due. 'Tis well! The path of life runs in desert places much of the time, and men's exchanges too often take the form of half-bricks. 'Tis well occasionally that we wander into the oasis, there to dally over the scented blossoms and weave garlands of flowers for the neck that is all too calloused by the everyday yoke. What though the garden be stripped of its last bud! What though the seamen's friends be slightly overladen with floral tributes and the seamen themselves be perfumed like a dandy! The flowers will grow as quickly as they are plucked; the seamen's friends will find their load lightening with the first setting of the sun, and the seaman himself will find that the pleasing odors which saluted his nostrils overnight stand no show before the first morning whiff of his accustomed element. 'Tis well that we load our horse with salt rather than with sponges, especially when setting out upon a wet journey. 'Tis well that we speak the best word possible whenever possible; otherwise there would be no use of celebrating at all.

It occurs to the JOURNAL that, after all is said and done on the 6th of March, something remains to be said concerning the men who are "missing but accounted for" upon that occasion. These men constitute the membership by and large of the Sailors' Union, including those who are intrusted with the responsibilities of office. Naturally, a few names are singled out by the speakers at the Union's anniversary, partly on account of the particular services rendered by these men in the work of the Union, but more by reason of the circumstance or accident that gives them prominence. It is no depreciation of these men to say that they do not bear to the Union the same importance that they bear in the speeches on the 6th of March. To say this is simply to state the patent truth that the Union does not rest upon the shoulders of any one man nor upon those of any two or three men. If there is one thing that, more than another, has contributed to the substantial growth of the Sailors' Union it is the fact of a membership, intelligent, devoted and courageous to the last man. Some men have distinguished themselves more than others and are entitled to due credit therefor, which credit has always been bestowed. But, after all, the main credit is due the membership at large and particularly those who in the various offices of janitor, patrolman, agent and secretary pro tem, have carried on the great work without public recognition. Let the honors be passed around! Douse the spot-light, and turn the sunlight upon every man who is entitled to credit for the progress and prosperity of the Sailors' Union. Give the florist an order for forty-five hundred bouquets, each as big as a head of cabbage. That's the JOURNAL's order for the 6th of March!

UNION LABEL CRITICISM.

The editor of the Lincoln (Neb.) Wageworker, Will M. Maupin, who is also assistant-editor of Bryan's Commoner, has investigated the effect among workingmen of the union label. As might have been expected, the result was disappointing. Workingmen themselves as a mass were found to have paid little or no attention to the label, but bought the goods they wanted, label or no label. So long as the union label is an invitation to buy with reference only to the union origin of goods and without reference to quality, the label is not likely to prove of much value to labor organizations. When the label comes to mean that the goods to which it is attached, being union-made goods, are therefore superior goods, the trade-union label fight will have been won.—The Public, Chicago, Ill.

Presumably, Brother Post, of the Public, is pleased to note the result of the investigation made by Brother Maupin, of the Wageworker and the Commoner. These two brothers having determined the inutility of the union label, the remainder of mankind will immediately cease all thought of that device! Henceforth the union label will be remembered only as enhancing the fame of Brothers Post and Maupin. These brothers, in turn, will be remembered, not as the twin prodigies of "democratic Democracy," but as the men who, by themselves, put an everlasting kibosh on a once popular and dangerous fallacy. Brother Post's namesake and competitor in the arduous business of restoring the nation to its reason had better look to his laurels and issue another ad, right away, kerwick!

"When the label comes to mean—" What? Does not the label mean something now? Does not the union label already mean that the goods to which it is attached, being union-made goods, ARE therefore superior goods? Does not the fact that goods are union-made prove their superiority over the sweatshop and tenement-house varieties? If not, by what other evidence is superiority to be proved? At any rate, everything else being equal, the union label should prove an inducement to purchasers who care anything for the welfare of the workers in any given line. Surely the brothers will not contend that the union label must "come to mean" cheapness, among other things!

The result of the investigation into the effect of the union label may be disappointing to those who look for such results; but to those who look for the facts in the case at large the result is highly encouraging. No better proof of the growing power of the union label can be had than the increasing number of articles to which that symbol is attached—unless, possibly, the growing antagonism of certain elements be accepted as evidence for the defense. It is true that "workingmen themselves, as a mass," are derelict in their duty in this regard, but that proves nothing against the union label. Workingmen and other men are derelict in many other matters—in the matter of "democratic Democracy," for instance—but the proponents and champions of such matters do not on that account assume any deficiency in their own ideas and methods. Not at all; on the contrary, they go to work the more enthusiastically to arouse interest in their ideas and methods. The union label alone must stand condemned as valueless by the mere fact that its value isn't as widely appreciated as it might be! The brothers may well pray that their own ideas and methods be saved from any such test. The union label fight is already won. The only fight still in doubt is that of Brother Post and the other Post, against the union label. Even that fight can hardly be regarded as in doubt. In fact, that fight is lost—irredeemably lost—and the brothers are now fighting each other for the chief honors of defeat. Merely this, and nothing more.

The San Francisco Chronicle, as becomes the leading Republican newspaper of the West, rejoices over the passage of the Ship Subsidy bill by the United States Senate. But our contemporary's gladness on account of the bill as a whole is tempered by sadness on account of certain details thereof, as witness the following:

> But the worst objection to the bill is that it does not provide that crews of subsidized ships shall be mainly American citizens. Until 1912 it does not require that the number of American citizens shall be "increased" to one-fourth of the crew. And it even permits subsidies to be paid to ships employing Chinese in the crews. That is not raising up American seamen to man the American Navy, which is what the people, when they understand the matter, will emphatically demand of subsidized ships.

The Chronicle's point is well taken. Of course, the people will raise an outcry when they realize that the public funds are being expended for purely private purposes. It is highly probable, too, that the people, "when they understand the matter," will reject the whole theory of subsidies as a means of "raising up American seamen," and turn their attention to legislation directly in the interest of the latter, as the more logical way of reaching the desired end.

As the JOURNAL has "frequent remarked," not least among the virtues of the union label is the test which that device affords of real, as distinguished from superficial, friendship for organized labor. Many a man who has posed, and been accepted, as a "friend of labor" has been forced to declare his real sentiments when confronted with the necessity of declaring for or against the union label. The "friend of labor" who denies the union label resembles the patriot (?) who should deny his country's flag.

When Senator Frye attempted to discredit the authority of Andrew Furuseth by saying that the latter has ceased to be a sailor, the inference was plain that the only real authority on seamen's affairs is the man who has never been to sea at all!

The defeat of Representative Grosvenor for renomination to Congress removes from that field the chief opponent of legislation on behalf of the American seamen. One by one the daisies fall!

The Sailors' Sixth.

(Continued from Page 2.)

turning their troubles over to the courts and lawyers, seeking refuge from the march of progress in injunctions.

The employers have often said that the working people do not appreciate concessions granted them, but if they could see the demonstration here this evening they would agree that the sailors, like other trade-unionists, are certainly loyal and grateful. It requires constant agitation and attention at this present stage to keep what our forefathers so nobly fought for. It is only through the advice of the older guard that we are what we are to-day.

Trade-unionism is somewhat changed since the birth of this organization in many ways, for in their infancy the trade-unions of organized labor did not consider the troubles of the other organizations as they do to-day through the affiliated central bodies. It is there that we hear the various complaints and mete out justice according to the merits of the claims.

It is through this medium that the trade-unionists render their brothers, especially by asking for the union label on all goods purchased, store cards, etc., assistance in their struggle for better wages and conditions. This in return enables such unions to assist others, not dependent on the union label, in times of financial trouble.

As to the Sailors' Union, the records of the Labor Council have always shown it to be very liberal to its sister unions at all times, and furthermore, was ever ready to lend its best material to assist them in whatever just cause they were engaged.

Before introducing tne last speaker of the evening, the Chairman read the following dispatches, each of which was received with cheers:

Strive on, comrades, until the Brotherhood of the Sea is an accomplished fact! Best wishes from the Aberdeen branch of the Sailors' Union of the Pacific. WM. GOHL, Agent.

The Seattle branch sends greetiugs and best wishes for continued welfare of our organization. May the flag always remain at the masthead!

P. B. GILL, Agent.

As we began and have labored to make men in our calliug free, let us uow, on this coming-of-age birthday of our Union, renew our solemn pledge never to rest until we shall be free in law and repute!

A. FURUSETH.

In introducing the Hon. Edward J. Livernash, former Representative of the Fourth Congressional District of California in Congress, the Chairman made appreciative reference to that gentleman's work on behalf of the seamen during his term in Congress and paid a compliment to his great ability and untiring labors. When Mr. Livernash stepped to the front of the platform he was greeted by an outbrust of cheering that lasted for some time. Mr. Livernash spoke eloquently and was listened to with profound attention. He said:

Livernash Speaks of the Future.

Mr. Chairman, Ladies and Gentlemen:

Both Mr. Barry and I joined in a suggestion to the presiding officer some time ago that we be not asked to detain this kindly audience, for we felt that the hour had already grown so late as to make addresses a tax upon your patience; and were it not that to remain silent after the touchingly generous remarks with which I have been introduced would seem ungracious, I would say no more just now than God speed and good night.

As it is, I shall keep you only loug enough to submit for your consideration a very few thoughts on matters not dwelt upon by the earlier speakers—matters having to do with unsettled problems rather than the great results thus far achieved by and through the Union whose founding we are assembled to celebrate.

Before passing on to this, however, may I be pardoned for expressing the belief that these results have sprung very much less from force than some things said by one of our good friends here to-night might, standing alone, suggest? The most powerful weapon of the Sailors' Union of the Pacific, as of every other union, is largely a negative force—concerted refusal to sell labor on unjust terms; and resort to non-peaceable means of gaining better and better conditions of industry has not and should not have the countenance of the men who are doing most for unionism—notably that noble champion of right reason applied to toil, Samuel Gompers.

And now, returning, I would direct your attention especially to two impressive facts. The first is that the Americau merchant marine in the oversea trade continues to decline, so that our flag has all but vanished from the sea; the other is that our country is unable to man with skilled seamen the great war fleet the necessities of our colonial policy and the growth of our mainland interests are giving us.

At so late an hour I can not pause to support these two declarations by citation of facts. However, should any here present doubt the accuracy of the statements, let them study the current reports of those departments of our Federal Government dealing directly with the merchant marine and the Navy of Americea.

These two conditions deserve the most anxious consideration the American people can bestow; and it seems to me that whenever we give them the attention they deserve we will be driven to the conclusion that both are closely connected with a number of very definite and very palpable abuses tending to discourage our boys and men from following the sea as a career, and will continue until those abuses are at an end. And in this regard let me remind you that no nation has ever grown great in merchant fleet or naval power unless possessing a strong and widely diffused maritime spirit its very own, or has held real sea power, however gained, save in proportion as it has held among the men of its own flag genuine skill in seamanship. America may build merchantmen and ships of war as she pleases; but she will never have a truly formidable navy, she will never have in the world-trade a truly conquering merchant marine, until Americans are actively encouraged to turn to the sea by such alterations in sea life under our flag as shall make that life consistent with the best ideals of American manhood. American capital can build ships; but ships alone do not constitute a navy or gain or hold world commerce for any flag. When we shall have made it worth while for an affectionate and discriminating father to give his son to seamanship as a calling to be followed through life with self-respect and profit, we shall have begun aright the restoration of our merchant marine and the establishment of an unfailing reserve for our Navy. Until that day I do not expect to see much of our marvelous industrial effectiveness diverted from land-life to the sea.

It has been said here to-night with justice that a long step forward was taken when, under the masterful leadership of our distinguished friend, Judge Maguire, imprisonment for quitting contract sea-service without discharge was abolished; but it should be remembered that the abolition did not extend beyond our coastwise trade and that the infamous fugitive-slave practice still obtains in our oversea trade—a practice under which America's most cherished principles of civil liberty are exiled from ships flying our flag in foreign jurisdictions—a practice visiting shameful and brutal conditions of servitude upon our seamen, conditions outgrown as to every other class; conditions odious to self-respect and humanity alike. There is not time to speak of it as I should like to do; but I submit that no good father would willingly apprentice to the sea a son subject to the large possibilities of enslavement actually threatening all who sail under the Stars and Stripes beyond the limits of our coastwise trade. Would you, sir, or you, or you, counsel any boy you know to take up a career debarring him from the protection of the Thirteenth Amendment? Think it over.

What has been said touches only one of the wrongs that are crushing seamanship amongst our people. Another is the toleration by America of horrible insufficiency of forecastles—an insufficiency as to size, ventilation, comfort, sanitation, everything. Many of the forecastles in which American seamen are housed up, are so foul as that really generous souls would not condemn swine to inhabit them, much less workingmen and boys. Is it strange, I ask, that there is wide-spread shrinking from dirt, discomfort, disease? Should we wonder that the American boy is not eager for the sea?

In the case of the Pacific we have the additional horror of Asiatic seamen under our flag. Who craves to be shipmate of the yellow scum of Shanghai and Hongkong? Who but hesitates to send a white boy into a career that may make his struggle for bread give him the yellow race for pitiless competitor?

Besides a score of abuses, such as crimping and undermanning time forbids mentioning, there remains the cogent further fact that unionism has bettered the wages of landsmen in America so much faster than it has bettered the wages of seamen, that the land holds by a wage-tie even those with strong yearning for the sea. In our coastwise trade, where unionism has been able to accomplish most, seamanship has shown corresponding responsiveness; but in the oversea trade, where world conditions are encountered, things are faring badly.

What should be done?

The maritime laws of our country should be changed in all those respects covered by the International Seamen's bill it was my pleasure to introduce in the Fifty-eighth Congress. The result of the adoption of the measure for which the sailors are striving would be abolition of involuntary servitude in our foreign-going merchantmen; substitution of wholesome, measureably comfortable forecastles for the vileness now so common; cessation of undermanning; improvement of the food scale; education of boys in seamanship; and other reforms I have not the time to touch upon.

Then, too, employment of Asiatics under our flag should be prohibited.

Beyond all this, there should be a conference of the maritime nations to put down some abuses no one country can abolish, and there should be prompt, earnest spreading of the gospel of unionism wherever seamen congregate.

Upon the last suggestion I would I could dwell at length. It is most important of all. The Brotherhood of the Sea must become more strong before oppression of the seamen will very much decrease. World capital, with the savage competition between nations, must be met by world-organization of toilers. I hope to see the seamen of America so clearly perceive this that they will send organizers into Norway, Sweden and Denmark and keep them there until the North of Europe is in closest sympathy with San Francisco, New York, London. I hope to see the Atlantic Coast of our own country less neglected. I hope to see, in short, the unionism we honor to-night spread itself all over the world among men of the sea.

Go home, then, not only rejoicing for what has been accomplished, but seriously bent on pressing forward to the tremendous work yet unaccomplished. And for this work you sailors of the Pacific are above most other toilers blest with able, strong-souled leaders. Andrew Furuseth, whom I have studied in trying times, is pure-hearted, singularly unselfish, remarkably clear-minded, unconquerably earnest. His place could not be filled by any man I know. Cherish him. Sustain him. And the Coast Seamen's Journal is a constant proof of the sterling worth of another of your notable figures—Walter Macarthur. His pen has made that paper the ablest labor organ whereof I have knowledge—sane, cautious, courageous. He is a tower of strength to all unions, and most of all to those of the seamen. While such characters as Furuseth and Macarthur are given lead by the sailors, there will be progress—sure, conservative progress.

And now I say to my sailor friends the words with which, perhaps, I ought to have been content: In all your struggles for the right, I wish you God speed.

Miss Louisa Grossett, of Berkeley, Cal., rendered several vocal selections during the evening, which contributed greatly to the pleasure of the large audience.

The Chairman, on behalf of the Union, thanked the speakers and those friends of the Union who had honored the occasion by their presence, offering the assurance that the Union would always strive to prove worthy of their esteem and assistance. Three hearty cheers were then given, and the meeting adjourned at 11:30. The members in uniform then fell into line and marched back to Headquarters, where they were disbanded.

The success of the celebration was very largely due to the energetic and careful work of the Committee on Arrangements, which was composed as follows: Ed. Andersen, chairman; E. A. Erickson, H. G. Lundberg, M. P. Rees; Paul Scharrenberg, secretary.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Mar. 12, 1906.

Regular weekly meeting was called to order at 7:30 p. m., E. A. Erickson in the chair. Secretary reported shipping brisk. The report of the Committee on Steam-Schooner Agreement was read, discussed at length and voted upon.

E. Ellison, Secretary pro tem.
S. W. cor. East and Mission sts. Tel. Main 5397.

Tacoma Agency, Mar. 5, 1906.

Shipping dull; prospects uncertain.

H. L. Petterson, Agent.
3004 McCarver st. Tel. Main 808.

Seattle Agency, Mar. 5, 1906.

Shipping medium.

P. B. Gill, Agent.
1312 Western ave. P. O. Box 65. Tel. James 3031.

Port Townsend Agency, Mar. 5, 1906.

No meeting; no quorum. Situation unchanged.

Wm. Thorbeck, Agent.
114 Quincy st. P. O. Box 48. Tel. 443.

Aberdeen Agency, Mar. 5, 1906.

General situation unchanged.

Wm. Gohl, Agent.
P. O. Box 334. Tel. 225.

Portland (Or.) Agency, Mar. 5, 1906.

Shipping good; prospects fair.

Chas. Bock, Agent.
40 Union ave. Tel. East 4912.

Eureka Agency, Mar. 5, 1906.

No meeting; no quorum. Shipping dull; prospects poor.

C. Sorensen, Agent.
222 C street. P. O. Box 327. Tel. Main 566.

San Pedro Agency, Mar. 5, 1906.

Shipping aud prospects fair.

Harry Ohlsen, Agent.
P. O. Box 2380. Tel. Main 774.

Honolulu (H. T.) Agency, Feb. 26, 1906.

Shipping medium; prospects uncertain.

C. Coldin, Agent.
Cor. Queen and Nuuanu sts. P. O. Box 96.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, Mar. 8, 1906.

Regular weekly meeting was called to order at 7:30 p. m., Eugene Burke in the chair. Secretary reported shippiug dull. By unanimous vote the office of the Seattle Agent was declared vacant and a committee of three elected to proceed to Seattle with full power to act, subject to approval of Headquarters.

Eugene Steidle, Secretary.
54 Mission st.

FISHERMEN'S PROTECTIVE UNION OF THE PACIFIC COAST AND ALASKA.

Headquarters, San Francisco, Mar. 9, 1906.

Regular weekly meeting was called to order at 8 p. m., Henry Basting presiding. Secretary reported everything quiet. Executive Committee's report and recommendations on schedules of wages and percentages for the coming season was laid over to be acted upon next meeting, Friday, Mar. 16. All members are requested to be present at next meeting to vote on propositions and conditions for next season.

9 Mission street. I. N. Hylen, Secretary.

On the Great Lakes.

(Contributed by the Lake Seamen's Unions.)

Changes in Lights.

A bulletin was sent out recently, announcing the following changes in lights on the Lakes and rivers:

The bulletin states that the Canadian Government has given notice that on the opening of navigation this year, the fog alarms at the Great Duck Island light station, Lake Huron, will be strengthened by the substitution of a diaphone operated by compressed air for the steam horn now in use. The diaphone during thick and foggy weather, will give one blast of three seconds' duration, every thirty seconds.

At Georgian Bay the Brebeuf range rear light has been raised to an altitude of fifty-five feet above the Lake level. At the Manistee light station, Lake Michigan, the flash light at the north side of the river has been changed to a fixed white. This is only a temporary arrangemwent, however, as is the similar change in the character of the light at Petite Point, Au Sable light station, Lake Michigan.

New light towers are being erected at Grosse Point, on the Detroit River, and the range is being changed. The new tower will differ from the present structure, in being octagonal, the lower part with vertical sides, the upper part pyramidal and surmounted by an octagonal lantern. There will be no change in height.

In the north channel of the Blind River, Lake Huron, changes in the arrangement of aids have been made on account of new dangers to navigation since the closing of last season. Fixed, white electric lights, visible eleven miles, have been placed around the new Government wharf at the extremity of Harriette Point and also around the large wharf. Spar buoys have been placed at the sides of the channel leading to the wharves.

A Duluth dispatch says that the deal for the new iron mine on the eastern Mesaba that was being negotiated for by Pickands, Mather & Company, of Cleveland, and Joseph Sellwood, of Duluth, has been completed and the money paid over. It was a cash transaction and involved the payment of $250,000. The new mine will be known as the Adriatic. The new property has a deposit of about 1,500,000 tons of ore, and it will be operated by the underground system.

A. Angstrom, General Manager of the Canadian Shipbuilding Company returned from Montreal recently with an order for a new passenger and freight steamer for the Canadian Pacific Railway's Upper Lake service. The steamer will be of the most modern type and will have a sustained speed of sixteen miles an hour. She will be 350 feet long and forty-four feet beam, and is to be ready for service at the opening of navigation next year.

Captain D. P. Craine, of Milwaukee, who brought out the Tomlinson steamers Secapa and Ball Brothers, is scheduled to bring out the new steamer Frank C. Ball, according to a Milwaukee report.

Captain J. T. Weaver, who was mate for the past two years with Captain Craine, of the Tomlinson fleet, goes on the steamer Sonora this season as master.

A Wreck Recalled.

Some interesting points in admiralty law will be brought out in the suit of the Graham & Morton Transportation Company against the insurance companies holding policies on the steamer Argo, recently released from the beach at Holland. Just previous to the release of the Argo the owners of the boat started suit against the insurance companies for the face of the policies, $90,000. The insuranee people demur and insist that Graham & Morton accept the Argo as soon as she is repaired in lieu of the amount for which the ship was insured.

It is thought that the repairs on the Argo, together with the cost of pulling her off, will amount to $30,000. The steamboat company will also have the point decided if an insurance company under the terms of its contract can deprive the owners of the use of their boat for a long time without being subject to damages.

When the case is finished there will be some law precedents established which will be of interest and benefit to every steamboat owner.

The foregoing article, from the Cleveland Plain Dealer of February 23, will recall the wreck of the Argo, which went on near Holland, Mich., last fall, and furnished good evidence for the Seamen's Legislative Committee, at Washington, in support of the Goulden bill. It will be remembered that the Life-Saving crew shot a line aboard this vessel, and, incredible as it may seem, not a man on board (and she was a passenger steamer, at that) knew how to handle the life-saving apparatus. A member of the Life-Saving crew, named Smith, got near enough to the vessel to get a line on board and was dragged on board by the crew. He rigged the apparatus and saved the passengers. And yet some of the representatives of vesselowners, testifying before the Committee on Merchant Marine and Fisheries, in opposition to the Goulden bill, say their passengers are perfectly safe, that they have a fire drill and lower their boats and pull round the vessel. They forgot to state that there is a difference in lowering a boat in calm and in storm.

Availing itself of the terms of a lease which recently expired, the Detroit & Cleveland Navigation Company has purchased from the Jones estate a strip of dockage about 410 feet long, extending from Shelby street to Griswold street at Detroit, Mich. The terms of the deal are not given out. Since the formation of the Detroit & Buffalo Steamboat Company, three years ago, the Detroit & Cleveland line has sublet the property to the Buffalo line. This arrangement will probably continue. No improvements are contemplated on the property at present, but will be made as occasion demands. Before the D. & C. line acquired the lease of this dockage it was used by the Anchor line, which is now two blocks lower down the river. Years ago the property was used by the old Eber Ward line steamers and also by the Crescent line. With two or three exceptions, the D. & C. line now owns or controls all the dockage for six blocks betwen Griswold street and 3rd street.

The Ann Arbor Railway Company has closed a contract with the American Ship Building Company for a new car-ferry steamer, to be delivered in November. She will be 270 feet over all, 52 feet beam, 35 feet deep, and will have a capacity of twenty-two cars. She will cost $275,000.

The American Ship Building Company will spend $1,500,000 improving its plant at Lorain, Ohio, and will make it the finest of its kind in the country, if not in the world.

Marine Notes.

The steamer Anna C. Minch recently loaded 231,000 bushels of wheat at Duluth.

The Pennsylvania Railroad has let the contract for dredging and blasting the slip at the Sandusky coal and ore docks to the Standard Construction Company.

The Gilchrist steamer John Sherwin was launched at Bay City, Mich., on March 10. The Richardson steamer David Z. Norton, was launched there at the same time.

The steamer W. W. Brown is reported to be in a dangerous position in the St. Clair river, near Port Huron, having been torn from her moorings by the ice. The steamer is also in a bad way.

Nearly all the vessel room on Lake Erie has been taken by coal shippers, and a big coal fleet will reach the head of the Lake together early in April. A big blockage and a long wait for some of the vessels is bound to occur.

The Lackawanna Steel Company has chartered the steamers John Crerar and H. G. Dalton for the season to carry steel rails from Buffalo to Upper Lake ports, and the boats will probably carry ore for the same firm.

The new Hawgood steamer, Abraham Stearn, was launched at Superior, Wis., recently, with her boilers and machinery installed and will be ready for the opening of navigation.

The steamer Charles Rietz has been sold by J. O. Nessen & Company, of Manistee to Burns Brothers of Detroit. The Rietz is 127 feet long, 26 feet beam and has seen service since 1872. Burns Brothers will use her to tow their two lumber barges.

According to a dispatch to the Cleveland Leader from Toledo, O., the new passenger steamer, Theodore Roosevelt, is to be a flyer. Her guaranteed speed is twenty-one knots, but she will easily make twenty-four. She will be launched on March 20th.

The Hines Lumber Company, of Chicago, has purchased 30,000,000 feet of Norway pine, spruce and tamarack lumber from the Tower Lumber Company, of Tower, Minn. The consideration is said to be about $600,000, and the deal absorbs all of the 1906 Norway pine on the market.

New French Line.

The Compagnie Francaise des Chargeurs Reunis dispatched their first steamer last month, advertised to go to Europe via the Straits of Magellan and Buenos Ayres. Among her cargo was a miscellaneous lot of Japanese goods for Argentina. This company advertises a bi-monthly service to be maintained by five new ships, each of 5416 tons. The agent of the French company reports that its line is not yet fully organized. The proposed route is from Antwerp via Mediterraneon ports and Suez to Singapore, Hongkong, Yokohama, Honolulu, San Francisco, Panama, the ports of the west coast of South America, and via the Straits of Magellan to Rio de Janeiro. The return voyage will be across the Atlantic to Antwerp. It is understood that the French company has a promise of about 2,000 tons of copper per month as cargo from Peru to Europe, and that this is its main dependence in initiating the service.

Opening of Simplon Tunnel.

The official opening of the new international line through the Simplon Tunnel, after having been advertised for April 1, 1906, is now reported as being postponed until May 1. After having been for a considerable time under discussion, the mode of traction between Brigue and Domo d'Ossola—i. e., on 40 kilometers (about 25 miles)—is reported to be electrical, in accordance with a decision recently made by the Federal Department of Swiss Railroads.

The Swiss system of traction now in use on the railroad Berthoud-Thoune, in the Canton of Berne, will be applied with up-to-date improvement on the Simplon line. The first two electrical engines, when delivered at the end of the year, will first be tried on the Italian electrical lines of the Valteline.

Electric traction on Swiss railroads is a new thing; but it seems only natural that Switzerland, so rich in "white coal," begins to utilize its wealth of water, and supersedes, by the power derived from it, the enormous quantity of coal imported from Germany, France, Belgium and England. This new trial of electrical power on such an important new line will be watched with keen interest. If successful, the new mode of traction will certainly be employed all over the country, and there may be openings for our manufacturers at home in that line.

Origin of Boycotting.

It is to-day (November 12, 1905), exactly a quarter of a century since the arrival of the expedition that marched to Lough Mask House, the residence of Captain Boycott, near Ballinrobe. He was the agent of Lord Erne, and had taken out ejectment processes against the local tenantry. The Land League, in pursuance of a new method of agitation, warned Captain Boycott's servants to leave. He was left without a laborer, and his crops lay ungathered. No blacksmith would work for him; no shopkeeper would serve him; no laundress would wash his shirt. On November 12, 1880, about 150 infantry with two field pieces, and 150 of the constabulary, invaded the district to escort a body of laborers, who were to gather in the crops. They were received with contemptuous indifference instead of the violence expected. Thus, suddenly, the Land League discovered a more effective weapon than agrarian outrages. The Government had used 7,000 men to keep order in Mayo, and every turnip saved cost a shilling. The term "boycotting" was born for all time.—Reynolds' Newspaper.

Demand the union label on all products!

INFORMATION WANTED.

Clarence Elmer Pederson, who was in the United States Navy two years ago, will please communicate with the Lake Seamen's Union, 121 N. Desplaines street, Chicago, Ill.

Carl Knudsen, No. 6212, will please communicate with his brother, Bernt Knudsen, 92 South Halstead street, Chicago, Ill.

Robert Reesor, No. 5174, Lake Seamen's Union, will please write his brother, George Reesor, 103 Fuller street, Toronto, Ont., Canada.

Geo. T. Hurley, No. 13,845, Lake Seamen's Union, will please write his mother, Mrs. Maria Hurley, 198 Georgia street, Buffalo, N. Y.

Comrade Oscar Lavett, No. 7347, Lake Seamen's Union, last heard of in Buffalo, N. Y., in October, 1903. Please send information or address to Thos. A. Hanson, Treasurer Lake Seamen's Union, 121 N. Desplaines street, Chicago, Ill.

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Sandy McDonald
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Harry Smith, 3 letters
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Northwest Passage.

This Northwest Passage may be briefly explained. The long coasts of the mainland are not clogged, like those on many other polar shores, with icebergs or glaciers or thick sea ice. The coast is low, the tundra behind it is only a little higher than the sea, and conditions are not favorable for the formation and flow of glaciers. Icebergs, therefore, are not found, because in the Arctic they are merely the broken-off ends of glaciers.

But from thirty to forty miles north of Point Barrow, the most northern point of the continent, stretches the great barrier of sea ice, with hummocks and ridges thrust by pressure from twenty to fifty feet above the general level, so that when McClure's Investigator got into the heavy floe the ice sometimes rose around her as high as the yardarms. As no islands intervene for hundreds of miles east of Bering Sea to protect the coast from the polar pack, why is it that this heavy ice is not forced down upon the shores?

It is because the coastal waters are comparatively shallow and the sea ice grounds miles away; and farther east the coasts of the mainland are protected from the sea ice, not only by shallow water, but also by the islands that extend almost continuously from Banks Land to the Atlantic end of Hudson Strait.

So the ice along the coast is of the winter's formation, and in summer it disappears entirely or is so narrowed by melting as to leave channels of greater or less width that are navigable for two or three months. The fact is, as Lieutenant Wheeler, of our revenue cutter service, recently said, this Northwest Passage has been made time and time again by the overlapping of the tracks of vessels between the Atlantic and the Pacific. San Francisco whalers have already pushed far eastward beyond the Mackenzie delta and the mouth of the Coppermine River. Collinson, during the Franklin search, took his vessel eastward through these channels almost to the very waters from which the Gjoa started last summer, and a short sledge journey farther east brought him within sight of King William Land, but he little dreamed that the bodies of many of the men he was seeking were scattered along its shores.

In time this route may be some importance. Mineral resources have been found along the northern edge of Canada, and some day they will be developed. This water route is by no means ideal, but, to some extent, it will facilitate the operations of miners and whalers.—Cyrus C. Adams, in Review of Reviews.

The suggested transmission of disease by telephone mouthpieces has led the British General Electric Company to devise an instrument in which all danger is avoided by simply abolishing the mouthpiece. The receiving and transmitting apparatus is combined in a small metal case, shaped like a watch, which is held continuously to the ear both in speaking and in listening, the transmitting microphone being made so sensitive that it becomes unnecessary to concentrate the sound waves on it by the aid of any mouth piece such as is ordinarily used. Mounted on a handle, with a speaking key, the new arrangement is exactly similar to the common combined receiver and transmitter, except that there is no mouthpiece, and the speaker, as it were, addresses himself to the world at large, instead of talking into a trumpet-shaped orifice.

Demand the union label on all products.

Value of American Fisheries

The value of the water products taken and sold by United States fishermen in 1905 was approximately $56,250,000. In no other country are the commercial fisheries more valuable as a whole than in the United States, and in no country is the financial condition of the fishing population better. The number of persons who make a livelihood in this industry is about 232,000, and the capital invested exceeds $82,000,000. The most valuable of all the fishery products is the oyster, in the output of which the United States surpasses all other countries combined. The crop of 1905 may be placed at 32,000,000 bushels, with a market value of $15,760,000. It is estimated that in 1905 over 11,875,000 bushels, valued at $8,775,000, were marketed from private grounds. Virginia has recently assumed the first rank as an oyster-producing State, owing chiefly to the more general practice of oyster farming, the State's yield being now upward of 8,500,000 bushels, with a value to the producers of $3,250,000.

The great high-sea fisheries for cod, haddock, hake, halibut, mackerel, herring and other well-known food fishes have been fairly successful as a whole, and have yielded about $7,500,000. The lobster fishery continues to show a dimishing yield, with a disproportionate increase in value. The whale fishery, which at one time was carried on by an immense fleet of fine sailing vessels and was the leading fishing industry of the country, is now conducted chiefly with steamers in the North Pacific and Arctic oceans, and is an expensive, uncertain and often unremunerative business. The value of the baleen, blubber oil and sperm oil taken has been less than $900,000, and there is no reason to believe that the fishery will ever show any permanent improvement. The anadromous fishes of the Atlantic and Pacific seaboards—the salmons, the shad, the alewives, the striped bass, the perches, etc.—have come to the streams in abundance, and represent $15,000 000 of income to the fishermen. The fisheries of the Great Lakes have yielded over $2,700,000, and in general are in a satisfactory condition.

Emigration of Labor.

The United States Consul at Chemnitz, Germany, reporting upon the recent textile strike in Thuringia and Saxony, says:

It is not difficult to foresee the immediate outcome of the impending strike in Thuringia, even if it assumes wide dimensions, and no matter how long it lasts. As in the case of Crimmitschau, the workmen will be compelled to return to the factories practically at the dictation of their employers, for the simple reason that the fund of their organization is limited, and a prolonged strike at the threshold of winter means that the doors of distress will be opened wide the moment that fund is exhausted. Organized labor in the textile industries of Saxony-Thuringia will always lose in a test of strength, but in the long run the organized labor giver will also lose, for the reason that, aside from the immediate wounds inflicted in a business way, an impassable chasm, growing wider and wider with each succeeding year, has opened up between these two mighty factors of industrial life. The laboring classes as a last resort will turn to that old method which has exerted such a powerful influence upon the world's history, namely, emigration.

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Nevin, C. W. & Co., 532 Commercial.
Occidental Mystic Press, 506 Hyde.
Pacific Heights Printery, 2438 Sac'to.
Pacific Heights Printery, 2438 Sacramento.
Partridge, John, 306 California.
Pernau Bros., 543 Clay.
Phelan, F. M., 111 Cook.
Phillips & Van Orden, 508 Clay.
Police Bulletin of San Francisco, Hall of Justice.
Recorder Publishing Co., 516 Commercial.
Roesch, Louis Co., 321-25 Sansome.
Rooney, J. V. Co., 1308 Mission.
Samuel, Wm., 411½ California.
S. F. Newspaper Union, 405-407 Sansome
Schreiber, P. H., 809 Mission.
Shanly, J. M., 414 Clay.
Smyth, Owen H., 511 Sacramento.
Snelder & Orozco, 521 Clay.
Spaulding, Geo. & Co., 414 Clay.
Springer & Co., 240 Ellis.
Stanley-Taylor Co., 656 Mission.
Standard Printing Co., 518 Clay.
Sterett Co., W. I., 933 Market.
Sterling Press, 229 Stevenson.
Stuetzel & Co., 144 Second.
Sunset Press, 1327 Market.
Sutter Press, The, 240 Stockton.
Tomoye Press, 144 Union Square av.
Town Talk Printing Co., 146 Second.
Turner, H. S., 3232 Mission.
Valleau & Peterson, 410 Sansome.
Waldo Press, 777 Folsom.
Wale Printing Co., 621 Clay.
Wenderoth & Brown, 319 California.
Werner, Geo. A., 1067 Howard.
Western Fine Arts Co., 529 Clay.
Williams, Joseph, 142 Seventh.
Winkler, Chas. W., 146 Second.
Winterburn, Jos., 417 Clay.
Woodward, W. A. & Co., 12 Sutter.

Bookbinders.

Althof & Bahls, 524 Sacramento.
Brown & Power Co., 508 Clay.
Buswell & Co., 536 Clay.
Cal. Bookbinding & Printing Co., 28 First
Commercial Publishing Company, First and Mission.
Crocker, H. S. Co., 217 Bush.
McGeeney, Wm. H., 23 Stevenson.
Hicks-Judd Co., 21-23 First.
Kitchen, Jr., Co., 510-514 Commercial.
Levison Printing Co., 514 Sacramento.
McIntyre, J. B., 424 Sacramento.
Malloye, F., 422 Sacramento.
Mysell-Rollins Co., 22 Clay.
Phillips Bros., 505 Clay.
Webster, Fred. L., 19 First.
Whelan, Richard I. & Co., 408 9th.
San Francisco Mailing Co., 609 Mission, 5th Floor.

Photo-Engravers and Etchers.

Barnhart & Swasey, 107 New Montg'y.
Bolton & Strong, 621 Clay.
California Engraving Co., 506 Market.
San Francisco Etching Co., 109 New Montgomery.
McCabe & Sons, 611 Merchant.
Sierra Engraving Co., 324 Grant av.
Sunset Engraving Co., 108 Union Square av.
Union Engraving Co., 144 Union Sq. av.
Yosemite Engraving Co., 24 Montgom'y.

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American Press Association, 19 First.
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General News.

Vigorous regulations have been adopted to purge the Russian Army of cowardly officers.

British Premier Campbell-Bannerman has written a letter urging closer relations between Russia and England. The overture has been well received in St. Petersburg.

The German naval authorities have ordered from the Von Artz ship-building yards, in Hamburg, five motor-boats of 6 to 100 horsepower. These craft are to be added to the Imperial navy.

Five bills embodying a scheme for universal suffrage and other electoral reforms were introduced in the lower house of the Austrian Parliament recently by the Premier, Baron Gauth von Frankenthurn.

Arizona and New Mexico were stricken out of the Statehood bill in the United States Senate on March 8. As that measure now stands Oklahoma and Indian Territory will be admitted as one State.

Lieutenant Schmidt, who headed the Russian naval mutiny in June last at Sebastopol, was sentenced to be hanged. Three other mutineers were condemned to be shot, and twenty-seven others were sentenced to terms of imprisonment. Ten of the accused were acquitted.

Replying to questions in Parliament, the Japanese Government on March 4 announced the intention of accepting the two years' conscription plan and explained that while increasing the war establishment by 33 per cent it would only involve an additional outlay of $1,500,000.

French Minister of War Etienne announced in the Chamber of Deputies on March 2 that the military forces are prepared for any contingency. The decree establishing the Council of National Defense is now in the hands of the Premier, and the supreme commander has already been chosen.

Edmund Robertson, new British Financial Secretary of the Admiralty, announced recently that punishment by birching had been suspended in the Navy and that caning would be inflicted only by order of the captain of the ship. Captain Hervey, the only sailor on the active list elected to the present Parliament, protested against this "grandmotherly action" of the Government.

George E. Green, a former State Senator of New York, who was tried in the District Supreme Court for more than two weeks on charges of conspiracy to commit an offense against the United States and to defraud the Government in connection with the sale of time-recording clocks to the Postoffice Department, was acquitted by a jury, after four hours' deliberation, on March 8.

In the British House of Commons on March 2 the members of the Labor party scored a success with their first bill of the session, empowering local educational authorities to provide meals for underfed school children. The Government, through Augustine Birrell, President of the Board of Education, and John Burns, President of the Local Government Board, said the Ministers would endeavor to secure the passage of the measure at this session.

It is reported that President Roosevelt has decided to appoint William H. Taft of Ohio, now Secretary of War, to the next vacancy in the United States Supreme Court. That vacancy is to be created by the voluntary retirement of Associate Justice Henry B. Brown, who was appointed in 1890 by President Harrison, from the State of Michigan. When Chief Justice Fuller retires, provided it is during the administration of Mr. Roosevelt, Mr. Taft will be promoted to his exalted position.

World's Workers.

The Socialists of Finland are agitating for a general strike to show the discontent of the people at the conditions.

Eleven hundred miners were killed by a mine explosion and fire at Counieres, France, on March 10. The disaster is the worst in the history of coal-mining in France.

In an encounter at Fraga, near Huesca, Spain, on March 6, between 1200 strikers and the police of the town, three of the former were shot dead and several of the police were wounded.

The average number of laborers employed daily at the docks and principal wharves in London, Eng., during the four weeks ended January 30 was 12,336, a decrease of 4.6 per cent. on a month previously, and of 5.1 per cent. on a year previously.

In the 271 trade-unions, with a total membership of 588,121 making returns to the British Board of Trade, 27,614 (or 4.7 per cent.) were unemployed at the end of January, 1906, as compared with 4.9 at the end of December, 1905, and 6.8 at the end of January, 1905.

A riot recently occurred between negroes and Hungarians employed in the coal mine at Zeigler, Ill., and several combatants on both sides received injuries, but no deaths have ben reported. It is said that the riot resulted from ill-feeling that has been brewing for some time over labor difficulties.

A British blue book was issued on February 20, giving the voluminous report of the Royal Commission on Trade Disputes and Combinations. The Commission recommends the passing of an Act declaring trade-unions to be legal associations and strikes legal unless accompanied by violence or breach of contract, and also declaring that persuasion to strike, apart from procuring a breach of contract, is not illegal.

The net effect of all the changes in British wages reported in January was an increase of £3,566 per week, as compared with an increase of £659 per week in December, 1905, and a decrease of £1,636 per week in January, 1905. The number of work-people affected was 117,702, of whom 115,653 received advances amounting to £3,682 per week, and 2,049 sustained decreases amounting to £116 per week. The total number affected in December was 26,356, and in January, 1905, 63,823.

The total number of persons registered up to the end of January by thirty-seven Distress Committees in London, Eng., and neighborhood was 42,093. This figure includes 7,867 persons in East London, 11,283 in South London, 3,075 in North London, 6,057 in the Western districts, 2,143 in Central London, 4,154 in West Ham, 1,471 in Edmonton, 1,313 in Tottenham, and 1,233 in East Ham. A large proportion of the persons registered were laborers, and of the skilled men, according to the information available, about half belonged to the building trades.

An amendment to the Address to the Throne in reply to the King's speech at the opening of the British Parliament, expressing regret at the fact that the Government had brought the reputation of the country into contempt by describing the employment of Chinese in South Africa as slavery, was defeated in the House of Commons on February 23 by 416 to 91 votes. Chancellor of the Exchequer Asquith, on behalf of the Government, said that no new licenses for the importation of coolies would be issued, and all coolies desiring to leave South Africa would be repatriated at the cost of the Imperial exchequer. When a responsible government is established in the Transvaal it will have full power to determine whether to retain the Chinese.

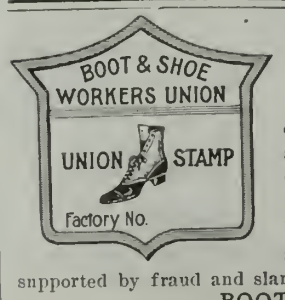
San Francisco Letter List.

Letters are advertised for six months and kept at the Sailors' Union Office for twelve months, all told. If not called for at the expiration of one year letters will be returned to the Postoffice.

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Danielson, Gustaf
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Dean, J.
Duis, J.
Durr, Robt.
Eckland, Otto
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Ellingsen, P.
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Engstrom, Chas. E.
Eneff, R. H
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Jensen, J. G.
Jensen, Lauritz
Jensen, J.
Jensen, Christ
Jensen, Geo. L.
Johansen, K.-1552
Johansen, Paul
Johansen, Axel
Johansen, John
Johansen, Peder-1222
Johanson-1338
Johansson, Evert
Johannesen, Johannes
Johnsen, C.-1489
Johnsen, J. W.
Johnsen, John
Johnsen, Karl-1552
Johnson, Harry
Johnson, August
Johnson, G. W.-1239
Johnston, John A.-724
Jorgensen, J. A.
Karlsen, Gustav
Karlsen, A. M.
Klenan, G.
Kiesow, Paul
Klemenstella, G.
Knox, Wm.
Knudsen, Albert
Koch, Peter
Koester, T.
Kristiansen, G.
Kristoffersen, Carl
Kuining, J.
Kund, Oscar
Laatn, L.
Lambert, Ed.
Lamson, Thos.
Langvart, H. C.
Lankow, E.
Larsen, Axel
Larsen, Louis
Larsen, Lars M.
Larsen, H.-1199
Larsen, H.-1701
Larsen, M.
Larsen, H. J.
Lawson, A.
Lehii, Emil
Leisen, W.
Lewis, Geo. H.
Lie, K. O.
Lie, Jens
Lie, J. L.
Lie, J. C.
Lie, S.
Lieberman, Geo.
Lind, Oscar
Lind, Frank
Lindman, Rudolph
Lindstrom, Alex
Lof, Oskar
Luhsie, F.
Maack, H.
Maher, J.
Magnusen, K. E.
Marthinsen, K.
Martin, J. V.
Matiasen, M.
McAdam; J.
McArthur, C.
McCallowe, D.
McCarthy, John
McCarthy, D.
McCormack, John
McDonald, Norman
McLael, Walter
Melgail, M.
Meyer, Wilhelm
Michaisen, A.
Miller, Jas.
Mogstad, Ed.
Moore, W. J.
Morgan, O. O.
Mortensen, A. F.
Munge, Anton
Myhre, Peter
Nilsen, H.-717
Nelsen, Ivar
Nelson, Jacob
Nelson, Nels-1219
Neilson, H. M.-754
Newman, J.
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Nillson-731
Nordenberg, S.
O'Laughlin, M.
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Oleson, R.
Olsen, L.
Olsen, Andrew
Olsen, Anton
Olsen, Chas.-799
Olsen, C. E.-584
Olsen, John C.
Olsen, Harry
Olsen, P. O.
Olsen, H.-522
Olson, Oluf
Olson, Oben
Olsson, Oscar
Onu, J.
Orling, Gus.
Ostenberg, Carl-708
Owen, J. H.
Paar, E.
Paaversen, O.
Paris, Walter
Parveshig, H.
Paul, C.
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Pearson, Geo.
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Pedersen, Hans
Pedersen, Louis
Pedersen, F.
Pederson, Lars
Person, Bernard
Persson, Johan
Pestoff, S.
Peterson, Oscar-710
Petersen, C.
Peterson, John
Pettersen, Loren
Petterson, Fred-954
Petterson, Chas.
Pettersen, Ole P.
Petterson, Richard
Petterson, P. A.
Piedvache, Emil
Pilen, A.
Pirade, W.
Piantikon, W.
Polson, Carl
Pregler, F.
Radke, Frank
Rasmusen, C. D.
Rasmussen, J. F.
Rasmussen, E.
Rasmussen, O.
Rasmussen, J. T. C.
Ree, H. van
Reiman, Carl
Reinink, H.
Rich, Frank
Robertson, M.
Runke, Ben
Salberg, O.
Salmann, B.
Salonen, E.
Sandvih, Johan
Sarin, K.
Scherlau, Robert
Schu, Martin
Schubert, Chas.
Schultz, E.
Schutus, E.
Seppell, P.
Serin, D.
Shane, J.
Simonsen, Fred
Sjoberg, Gustaf
Smevik, J. J.
Smith, Andrew
Smith, W.
Smith, Samuel G.
Smith, Emil
Soderstrom, A. A.
Solberg, B.
Solis, Ingvald
Solrud, J.
Sonderman, G.
Sorensen, Hans



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Storsten, H.
Storr, W. J.
Strand, E.
Strand, Oscar
Sullivan, Ed.
Svensen, F. O.
Svensen, G. F.
Svensen, Ivan
Svensen, J.
Svensson, John
Swansen, C. I.
Swanson, H.
Swanson, G.
Swanson, Jack
Thila, Peder
Thom, E.
Thomson, John G.
Timmey, K. H.
Tornstrom, C. A.
Troitzheim, R.
Turner, Fred
Vyhvinkel, L.
Wahlfred, J.
Walsh, J. A.
Weidemann, Cornelius
Weber, C. A. W.
Weger, P.
Westerholm, K.
Wichman, Cornelius.
Viedeman, C.
Wight, U.
Wike, Victor
Wilsen, P. S.
Williams, A.
Williams, H.
Williams-765
Winknenski, S.
Winzens, G.
Wirstrom, C.
Vold, O. P.
Wolf, F.
Yanger, Oscar
Zunker, Paul

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Abrahamsen, Asl.
Amundsen, D.
Anderson, P.
Andersson, Charles
Anderson, Gus-1243
Anderson, Johan-12
Anderson-512
Burg, Mike
Berthelsen, A.
Bernhardsen, C.
Bridgeman, Ben
Bohm, Adolf
Dishler, Peter
Dahlquist, Fr.
Drew, Wm.
Dittmayer, Ch.
Dybsland, P. Th.
Eriksen, Axel
Egeness, M.
Fallin, Chas.
Ferraris, G.
Guscow, H.
Hahner, Ferd.
Hansen, Ole
Hansen, Otto
Holmes, C.
Jacobsson, John
Johanson-1219
Johnsen, Johan
Kallio, John
Klingstrand, G.
Kjellgren, John
Mikkelsen, Alf.
Nelson, Nels C.
Nielsen, N.-751
Nystrom, P. E.
Oetting, John
Olsen, Otto
Olsen, John
Petersen, H. P.
Pettersen, Corel
Rasmussen, N. C.
Roni, Erik
Rion, Nic
Richards, L. V.
Richardsen, H.
Schwartz, G.
Schwenke, Carl
Scudahl, Jens
Soderstrom, J. A.
Sorensen, M.
Taddiken, Anton
Thompson, Chris
Tornstrom, Ed.
Winter, John
Ziegler, Sam.

PORTLAND, OR.

Ardeleanu, Yon
Auer, A.
Boose, C. P.
Berg, Thos. A.
Ehlers, Henry
Hiinz, Fred
Henriksen, S. N. O.
Ivers, John
Joansen, Hans
Jacobsson, John
Luhrs, L.
Lindstrom, Fred
McLennan, Donald
Naylar, Thos.
Olsen, O.
Petterson, Auztaf
Steen, Hans
Ramuty, August
Styston, M.
Welsen, W.

PORT TOWNSEND, WASH.

Andersson-1115
Anderson, Emil
Andersen, Aleck
Anderson, Eskil
Anderson, George
Ball, W.
Edlund, J. A.
Fleming, M.
Johnsson, Johan W.
Koster, Paul
Kalming, Jacob
Karlsson, Artur
Larsen, Franklin
Lundberg, K. H.
Larsen, Julius H.
Moore, Jas. C.
Fizell, Geo. W.
Henningson, Peter
Helms, W.
Hinner, P.
Hudson, M.
Johansson, Leonard
Janssen, Oscar
Jansson, Frederick
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Mikkelsen, Julius
Pettersen, Olaf
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Thomsen, Thos.
Troos, John
Port Townsend

TACOMA, WASH.

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Gustafson, J.-432
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Murray, Willie
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Schade, Wenzel
Strand, Chas.
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INFORMATION WANTED.

George Bayliss, a native of Woodstock, England, aged about 38, last heard of ten years ago on the Pacific Coast, is inquired for by his brother. Any one knowing his past or present whereabouts will please notify the JOURNAL office.

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INFORMATION WANTED.

Wilhelm and Gustaf Jacobsen, sailing on the Pacific Coast, are inquired for by their half-brother, John Jacobsen at Port Ludlow, Wash.

News from Abroad.

Alfred Beit, the well-known merchant, who was born in Hamburg, Germany, has given $500,000 to found a university in that city.

Mrs. Krupp, widow of the German steel manufacturer, has given $250,000 to charity in recognition of the Imperial silver wedding anniversary.

The Austrian State Therapeutic Institute announces the discovery of a new serum for the alleviation of dysentery. The serum is extracted from horses.

The citizens of Bath, Eng., on February 27, decided by a vote of two to one against the acceptance of Andrew Carnegie's offer of $65,000 for a public library.

Tacloban, the capital of the Island of Leyte, and fifth city of the Philippines, has been destroyed by fire. The financial loss is reported at $600,000.

Of the 300 boats which recently went out fishing from Trondhjem, Norway, only sixty had returned up to March 2, and it is feared that disaster has befallen the others.

The story of the seventeen-year-old girl who shot the chief of secret police at Tannboff, Russia, has aroused the wrath of the Russian populace. She told a story of being tortured in her cell by officers after the shooting.

The Chief of Police and gendarmes of Kharkoff, Russia, who were charged with beating and torturing political prisoners have, after a sensational trial, each been condemned to a month's imprisonment.

The Russian Cabinet, on March 3, decided to establish local committees in the provinces, consisting of officials, Zemstvoists and peasants, to assist the agrarian banks to devise measures for the more profitable working of the soil.

It is announced from St. Petersburg that the Czar has pardoned ex-Lieutenant Schmidt, who commanded the Russian cruiser Otchakoff during the mutiny at Sebastopol, and who was recently sentenced to death by a court-martial.

The high school girls throughout Germany donated contributions some weeks ago toward increasing the navy, the sum collected to be presented as a silver wedding gift to the Emperor. The result was that $3000 was sent to his Majesty.

Thirty men were drowned on February 28 by the wreck between Haugsund and Bergen, off the Norwegian coast, of the steamer Thor. The vessel's cable broke during a hurricane and she was blown ashore and sunk. Only three of her crew were saved.

Serious disturbances occurred on February 27, at the taking of the church inventory of a village church near Saugues, France. An enormous crowd armed with sticks and stones surrounded the gendarmes, many of whom were beaten or pelted with heavy stones.

The islands forming the Society and Tanmoto groups, in the South Pacific, were swept by a typhoon on February 7. The city of Papeete, capital of Tahiti, suffered great damage, and it is feared that many lives have been lost among the natives of the different islands.

A bill introduced in the Japanese Diet provides for the nationalization of railways, and authorizes the Government to compel companies to sell it at a price based on the cost of building, plus twentyfold the average profits of the last three years. The bill will be strongly opposed, and its fate is doubtful.

United States Consul Liefeld, at Freiburg, Germany, reports the completion of the new German Pacific cable from Shanghai to Yap, in the Caroline Islands, which, he says, covers over 2000 miles and closes a gap that makes it the first continuous non-English line to encircle the globe. It is laid at the greatest ocean depth of any in the world, reaching 22,966 feet.

Labor News.

President Roosevelt has signed the Urgent Deficiency bill, containing a provision abrogating the Eight-Hour law on the Panama Canal.

Ohio coal operators have decided to not concede the demands of the miners for an increase in wages. Similar action was taken by the Illinois operators.

Another meeting of the independent coal operators of the bituminous coal fields will in all likelihood be held in Pittsburg, Pa., prior to going to Indianapolis for the national convention on March 19.

Judge Trieber, in the United States District Court at St. Louis, Mo., on March 3, fined four members of the Carpenters' District Council and their organizer, adjudged to be in contempt of court, an aggregate, with costs, of $1600.

All coal miners in the employ of the Albert Railway and Coal Company at Lethbridge and Alta, 200 miles north of Great Falls, Mont., struck on March 9 demanding an increase in wages and other concessions. About 700 men are out.

It is understood that District 23, of Western Kentucky, of the United Mine Workers of America, which holds its annual convention at Louisville, Ky., during the present week, will ask for an advance in wages. The district has about 7000 union miners.

The Bisbee (A. T.) miners recently voted on the question of organizing a local of the Western Federation of Miners in that locality. The vote stood 2200 against the proposition and 428 in favor. Practically every workman employed by the Bonanza Circle Company and the Copper Queen voted. It is said that the Bisbee miners receive union wages.

The Typothetae of the City of New York has obtained from Justice Blanchard of the Supreme Court a temporary injunction against Typographical Union, No. 6, and all the officers and members of the union and their agents and servants and asociates. The affidavits on which the temporary injunction was granted allege twenty-five cases of assault and intimidation of non-union printers employed by Typothetae firms.

In deciding against three non-union employes of the United States Printing Company of Ohio, who sought to restrain that concern from entering into a working pact with the Stereotypers and Electrotypers' Union which would exclude free labor, Judge Marean of the Supreme Court of Brooklyn, N. Y., on March 5 gave judicial sanction to the "Closed-Shop" principle. There will be an immediate appeal to the appellate division of the Supreme Court.

Several leading plantations in the Hawaiian Islands have agreed to meet the terms insisted upon by Secretary Atkinson for the importation of European settlers, including an allowance of at least an acre homestead for each family. It is believed that enough planters have accepted Secretary Atkinson's terms to insure a heavy immigration of Portuguese or other Europeans. A committee is working on a revision of the planters' offers and terms to meet the demands of Secretary Atkinson.

A resolution was adopted by the Central Federated Union, of New York on March 4 calling on the members of all central bodies and labor organizations throughout the country to ask the Representatives from their districts to vote against the Gilbert bill, relating to injunctions. Andrew Furuseth, who was present, said that the Gilbert bill ostensibly lessened the power of courts to grant injunctions in labor disputes, but legalized injunctions. It did this, he said, by providing that the court could grant injunctions in labor disputes after they were arbitrated.

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LETTER LIST.

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Hanson, Rudolph	Ramsey, Morris
Hakanson, F	Sundberg, John
Hakanson, Clars	Thorns, R

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Domestic and Naval.

A lighthouse has been placed on the Venezuelan coast in latitude 10.41 north and longitude 63.15 west. It is a steady white light.

The British brig Energy, Captain Furneaux, from Oporto, September 26, for Newfoundland, has been posted at Lloyds as overdue.

Captain Lewis C. Heilner, chief opponent of Admiral Schley in the Santiago battle inquiry, has been appointed Captain of the League Island (Pa.) Navy Yard.

The United States protected cruiser Tacoma, Commander J. T. Smith, has sailed from Naples, Italy, with additional towing apparatus to join the drydock Dewey.

The schooner Theoline, 447 tons, recently chartered to load lumber at Jacksonville, Fla., has been sold to New York parties by George A. Gilchrist of Belfast, Me., who built the vessel in 1900 for the George McIveston Company, of Boston.

Charles Hansen, steward of the steamer Hippolyte Dumois, of the United Fruit Company, which sailed from Philadelphia, Pa., on February 14, jumped overboard three days later off Fortune Island while the vessel was on her way to Kingston, where she arrived on the 20th. The body was not recovered.

Vessels recently arriving at St. Johns, N. F., bring reports of large icebergs and extensive floes off the Grand Banks. The bergs and floes are supposed to be the advance guard of the Arctic pack, which is unusually late in reaching these waters this season, owing to the mild winter and the absence of northerly winds.

The conditions which will govern the contest for the Roosevelt Cup at Marblehead next September between small German and American yachts have been issued by the Kaiser Yacht Club of Kiel, and the Eastern Yacht Club, of Boston, under whose joint auspices the races will be held. There will be five races, under German Yacht Racing Association rules.

It became known in Wall street, New York, on February 27 that the recent selling of bonds of the International Mercantile Marine Company has been for the account of a member of the syndicate which underwrote the bonds to the extent of $50,000,000 in 1902. The syndicate operation was unprofitable, the total loss to the participants being estimated at $5,000,000.

The first direct service between Philadelphia, Pa., and Copenhagen was inaugurated on February 22 with the sailing of the Danish steamer Granaria, the pioneer vessel of the Cosmopolitan Line, with 137,000 bushels of corn, 1075 barrels of syrup, 400 tons of flour and a large miscellaneous cargo. The Patria will be the next vessel to leave for Copenhagen, which is one of the few free ports of Europe.

The steamer Pequonnock, in course of construction at Roach's shipyard, at Philadelphia, Pa., for the New England Navigation Company, was launched on February 1. The Pequonnock, which will be used for carrying freight on Long Island Sound, is a steel hull vessel, 290 feet over all. She is equipped with triple expansion engines and has three of the latest improved boilers. She will not carry passengers.

The three new steamers which are being constructed for the Southern Pacific Company's Atlantic Coast steamship lines, for service between New York and Galveston and New Orleans, will be named respectively Creole, Momus and Antilles. The Cramps are building two of the vessels, while the third is being built by the Fore River Ship and Engine Company. They will be ready to go into commission by December 1.

With the Wits.

Where His Affections Centre.—"Yes, the widow married rather soon, but then she needed a man to care for her fortune."

"Doubtless she found one who cares for it."

Not Contradictory.—"You say they lived happily ever after. Now, as a matter of fact, they got a divorce."

"I'm right. She is content with her alimony, and he thinks he got off dead cheap."

What's Most Needed.—"No," said the builder, "our theatres are not what they should be. There should be more solid steel in them, and they—"

"Quite so," interrupted the first-nighter, "and less 'solid steal' in the average 'new' play."

She Works at Home.—Hicks—"I understand Mrs. Bias has learned how to keep her husband at home."

Wicks—"Nonsense! Bias is out with 'the boys' nearly every night."

Hicks—"You misunderstand me. I mean the work she does at home keeps him. She's a dressmaker, you know."

Good for Him.—"He's the editor of the paper, not the owner of it. A Western millionaire is putting up the money for it."

"Merely the editor, eh? I heard him boasting that the paper supplies a long felt want."

"Yes, it supplies him with an easy job."

The Ink Did It.—"Harry," said the girl reproachfully, "you told me you didn't use cigarettes."

"So I did."

"Well, what's that yellow stain on your fingers?"

Clearly she thought she had him.

"You forget," he said with dignity, "that I work on a yellow journal."

Not Necessarily Snobs.—"If we're not a nation of snobs,' said the argumentative one, "why do we run after the rich?"

His triumphant tone proved that he regarded this as a clincher.

"Sometimes it's in the hope of making a touch," said the other, "and, again, we have a theory that the rich have something that belongs to us."

With this debate seemed to have reached a climax.



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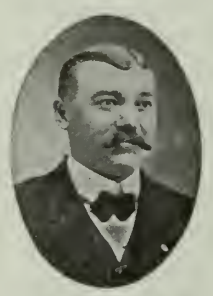
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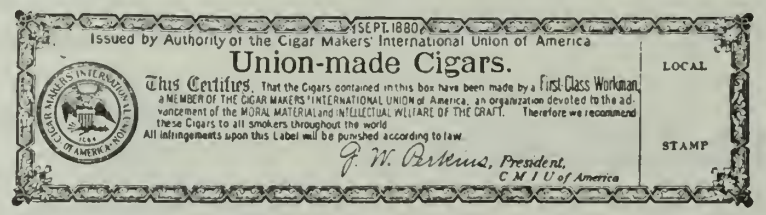
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A Journal of Seamen, by Seamen, for Seamen. *Our Aim: The Brotherhood of the Sea.* *Our Motto: Justice by Organization.*

VOL. XIX. No. 26. SAN FRANCISCO, WEDNESDAY, MARCH 21, 1906. WHOLE No. 962.

NEED OF EFFICIENT CREWS.

Silence Of Press On Vital Subject.

New York American Advocates Goulden Bill.

CAN any one recall the particulars of the event known in American maritime history as the "Slocum Slaughter"?

We pause for a reply.

Seafaring readers will please keep still and look wise. Let the public or the public mouthpiece, the press, tell how much it knows about that notable episode.

Perhaps it would be well to ask something easier, something not quite so ancient, by way of refreshing the memory.

Can any one recall the particulars of the Valencia wreck?

Again we pause for a reply.

How long we shall have to pause is problematical. Judging from the present attitude of the press, its recollection of the Slocum and Valencia affairs is as vague as its recollection of the destruction of the Spanish Armada or the earthquake of Lisbon. Probably, too, the press conception of "news value" is about the same in the latter as in the former cases. Apparently, one might almost as reasonably expect the press to publish the events of the "first of November, 'fifty-five," that fateful day "when Lisbon town saw the earth open and gulp her down," as look for any reference to the steamers General Slocum and Valencia in the current news columns. The Slocum and the Valencia incidents, each in its day, were "wonders," and as such were duly exploited by the press for the edification of its readers and the enrichment of itself. Now these incidents are closed, as much so as the graves that hold the victims thereof—and so the press passes on to the next sensation.

As sensations the burning of the General Slocum and the wreck of the Valencia are things of the past, but as solemn warnings of ever-present danger to human life the disasters to these vessels are still as "interesting" to the public as on the day of their happening, and should be kept before the public mind with just as much "eye for effect" now as then. The causes of these disasters, originally a matter of conjecture, are now known beyond a doubt, and known to be largely preventible. Why, then, does not the press launch its thunders at these causes? Must it be said that the concern of the press ends with the discovery of truth, that a given incident is available for press purposes only so long as it is a subject of conjecture and therefore capable of being colored to gratify the tastes and excite the appetites of morbid readers?

One of the causes—what may be called the chief contributory cause—of both of these disasters, is known to reside in the crews of the vessels in question. In each instance the loss of life was due respectively to a shortage in the number of men composing the deck crew, and to inefficiency on the part of the individuals composing the crew. That is to say, the loss of life in the wreck of the Valencia was due in a measure to the lack of sufficient seamen to properly care for the boats; in the case of the Slocum, much of the loss of life was due to the absolute inefficiency of the crew, to the fact that the crew were not seamen at all, but landsmen.

This deficiency in the manning system of these vessels was noted at the time of the disasters, and much criticism was directed toward the crews, most of which was entirely unjustifiable—that is, from the point of view of personal responsibility. The responsibility for insufficient or inefficient crews lies in most instances with the men who employ them, specifically with the shipowner. This condition, previously well known to seamen and other practical men, has recently been brought to the attention of Congress in the form of a bill providing for the efficient manning of passenger vessels. In fact, two bills on the subject are now before Congress, the one just referred to, and another which, if enacted, will make matters worse instead of better.

How does the press stand with reference to these bills? In absolute silence! The press has no word to say, either for the good bill or against the bad one. So far as the reading public may know, the manning question has been closed, along with the other questions growing out of the recent fatalities on passenger vessels. So far as Congress may know, the press cares nothing for the proposed legislation; Congress may pass the good bill, the bad bill, or no bill at all. The press is concerned with human life afloat only when life is lost; the matter of preventing loss of life is of no "news value"!

This rule of silence is proved by the exception to it. That exception is the New York American. The American, of March 10, under the caption, "The Slocum Slaughter," published an editorial comment upon the manning bills now before Congress, which we here reproduce in full, as follows:

> Nine hundred and fifty lives were sacrificed in the Slocum horror. Men, women and children perished because of an incompetent, inefficient and inadequate crew. Congress has compelled improvement in life-saving mechanical appliances on board excursion and other steamers.
>
> BUT Congress HAS NOT done anything to remove the real cause for the great loss of life in marine accidents.
>
> Congress has done nothing to compel vesselowners to employ skilled, experienced and reliable men on deck to use the life-saving apparatus when it is most needed.
>
> Laws now prescribe the size and strength of fire hose, the capacity of pumps, the buoyancy of life-preservers, the dimensions and make of lifeboats and numerous other mechanical details, but no law provides for efficient men to use them.
>
> Step by step Congress has relieved the shipowner of liability as a common carrier to the passenger (or surviving widow, parent or child), until practically no financial responsibility remains, unless it shall be proven in court that the owner failed to provide an "efficient master and a sufficient crew."
>
> The owner is now endeavoring to use the Slocum horror to shed his remaining liability as to the "efficient master" and "sufficient crew."
>
> A Presidential commission investigated and reported in the Slocum case "that the inefficiency and poor quality of the deck crew of this vessel, DOUBTLESS TYPICAL OF THE MAJORITY OF THE CREWS OF EXCURSION STEAMERS, is one of the essential facts that caused the loss of so many lives."
>
> And yet Congress delays passing a law to provide a standard of skill and experience and the number of men to be employed on passenger steamers.
>
> Congress many years ago provided for a Board of Supervising Inspectors of Passenger Steamboats, and delegated to that board authority and duty to make rules as to appliances and men. The influence of the shipowners has been potent enough to have these rules so drawn that they were, until recent laws were passed, inadequate as to mechanical appliances and also prevented any rule being made as to the number of or standard of the skill of the men employed.
>
> Owners and managers invariably pleaded "Enlightened self-interest" would insure proper and adequate manning of their passenger boats. Laws made them equip their vessels, but no statute compels the employment of a reliable, skilled crew—and the result has been disaster.
>
> As liability diminished (through changes in the laws), crews became proportionately less efficient. Men who had never lowered a boat or pulled an oar in a seaway were hired as sailors—ABLE-SEAMEN! The Cheap, not the Efficient, men became the rule.
>
> With liability reduced to almost nothing, excursion steamers in New York are owned and operated by corporations whose interest extends only to single vessels. These are subsidiary corporations, created within parent companies, like the Knickerbocker, and by this process of evasion of stockholders' liability, a widow, an orphan, or a parent can recover nothing from the vesselowner for the loss of a relative. That was the case of the Slocum. Bankruptcy proceedings intervened a day or two after the disaster.
>
> Senator William P. Frye, of Maine, always the special advocate and sponsor for shipowners, is exerting all his power to have passed a bill that confers upon local ship Inspectors the authority to determine the size of and standard of crews to be employed; but the bill leaves in the shipowner the real power to name the number and skill of the men, while the responsibility will rest upon the Inspectors and through them upon the Government. It leaves conditions as to safety of passengers without substantial change; and diverts the liability of the owner to a point where none remains.
>
> And owners' agents are promoting and urging the enactment of the Frye bill.
>
> Another and a better bill, which is opposed by vesselowners, is pending before the House Committee on Merchant Marine. It was drawn by Representative Goulden, of New York, who was a coroner's juror in the Slocum case. This bill provides a standard of skill, but leaves the number of the crew to be determined by the Local Inspectors. It specifically provides that the men employed in the deck crew shall be nineteen or more years of age; that they shall be able to understand orders given in English, and that they shall have served at least three years on deck at sea or on the Great Lakes.
>
> The Frye bill should be tabled; the Goulden bill should be made stronger, and then the American people should compel its enactment.

As before stated, the action of the American, in discussing the manning question is an exception—the single exception, so far as we know—to the rule among the newspapers of the country. The American's action ought to become the rule. The press of the country ought to declare for or against the pending legislation; preferably it ought to declare for the Goulden bill. Either that or it ought to keep silent on the subject of crews' efficiency in future cases of maritime disaster.

The attitude of the press in the existing circumstances is a flagrant dereliction of duty to the public. By its silence in the matter of the manning bills now before Congress the press practically assumes an attitude of indifference to the lives of the traveling public.

This attitude is the more remarkable by contrast with the indignation expressed in every instance of fatal shipwreck. In such instances the press spares neither space nor language in denunciation of every one nearly or remotely responsible for the loss of life.

Shipowners, shipmasters and seamen are pilloried in a row and pelted with all the hard words that guilt can deserve or indignation inspire. The seamen, in

particular, are the butt of newspaper wrath. If the seamen do not prove themselves heroes, they prove themselves cowards.

It never occurs to the press, so far as appears from its comment, that the difference between heroism and cowardice in a ship's crew is mainly the difference between experience and inexperience, between seamanship and landsmanship.

Oh, yes, the press is all there in voicing the people's indignation at the loss of life caused by inefficient crews. But when it comes to voicing the people's need of legislation to remedy the trouble, the "great moral engine" is as dumb as an oyster.

Let it be understood right now that whatever loss of life may hereafter result from failure on the part of a vessel's crew will be attributable as much to cowardice, or something else, on the part of the press, as to fault on the part of the seamen or the men who are engaged as such.

The spasmodic action of the press in decrying the inefficiency of crews is merely so much futile railing at effect. The cause of that inefficiency, being known, should be exposed; the remedy, being also known, should be urged to adoption.

Notwithstanding all that has been done, or proposed to be done, since the Slocum and Valencia cases, the hope of substantial results still waits upon the enactment of legislation that shall give vital effect to the merely physical precautions of improved inspection and life-saving apparatus, etc. A good crew can not keep a soap box from sinking, nor a tinder box from catching fire; neither can a seaman give buoyancy to a life-preserver that is weighted with iron, nor keep water in a hose that is full of holes. At the same time, it is equally certain that improvement in the matter of construction and equipment must prove comparatively ineffective in the absence of men skilled in handling ships and their gear, and particularly in handling themselves in times of emergency.

The thing that American shipping most needs at the present time is seamen, and it won't be safe for passenger traffic until it gets them!

Compers on Exclusion.

Samuel Gompers, President of the American Federation of Labor, discussing the recent action of the National Conference on Immigration on the question of Chinese Exclusion, in the American Federationist, says:

It will be noted that the Federal Chinese Exclusion Law in general terms provides that all Chinese shall be excluded from the United States and its possessions except, and then the law proceeds to specify the exceptions, those who are exempt, and who may come to our shores.

The resolution offered and against which we protested proposed to completely reverse the Chinese Exclusion law and policy. In general terms, it says all Chinese shall be admitted to the United States and its possessions except, and then the resolution proceeds to specify the exceptions.

It will be observed that not only would the law and the policy be reversed if the terms of such a resolution were enacted into law, but also that, as the law of the land now stands, the burden of proof devolves upon the Chinese of the exempt classes to show their right to come to our shores.

On the other hand, if the resolution were enacted into law, the burden of proof would devolve upon the United States to show that any Chinese, no matter how large the numbers, who would come to our country would not be entitled to entry.

And it may not be amiss to say here, without at all entering into the discussion of the "Chinese question," that it is not the intent or purpose of the American people, by our Chinese Exclusion law, to bar the coming of students, business and professional men, or those who desire to travel for pleasure and information. But in our desire for the free migation of the exempt classes, we emphatically protest against the reversal of our law and policy, which safeguard our people from the possibility of being overwhelmed by the coming of hordes of Chinese.

The British steamer Colne foundered off the Dutch coast on March 13. Twelve of her crew were drowned and seven were saved.

Bury the Maine.

With each session of Congress comes the recurrence of the discussion as to what disposition, if any, shall be made of the wreck of the battleship Maine, now reposing in the mud of Havana harbor. Clearly it is the duty of this country to remove the melancholy debris, if for no other reason than that it is a nuisance to shipping and an imposition upon Cuba. The neglect implied in the attitude of this government toward the mass of gnarled steel in a foreign port, which once was a beautiful and proud bearer of the American flag, brings regret to those of our countrymen who pass it and reverentially lift the hat in memory of our sailors who died with it.

There is now a movement, said to have originated appropriately with Senator Frye, of Maine, to raise the hull, or what is left of it, and convey it out to deep and clean water, where it may be given a sailor's burial. This should be done by all means. As to the propriety or necessity of holding a post mortem on the wreck to ascertain the fact as to whether the explosion that caused it came from within or without there may be some division of opinion. In spite of all that has been said and the rumors that have been afloat, it is not known officially just how the explosion occurred. It is now proposed to raise the remains of the ship and find out whether the hull was shattered from within or without, after which the wreckage will be sunk in the high seas. No one believes, in this country, at least, that the Maine was traitorously destroyed. It must have been the work either of Cubans or Spaniards, and suspicion rests bulkily upon the latter. But so long as there is any shadow of doubt, it is suggested that, in justice to the Cuban people, there should be some official action, and then the matter be dropped forever.

If the Spaniards were guilty of sinking the Maine, our revenge has been swift and terrible. If a Cuban did the deed, it would manifestly be improper to hold the people of Cuba responsible after this lapse of time, and in the light of the passion and misunderstanding of our good faith at the outbreak of the Spanish-American hostilities. We would not want to know that any American sailor had done such a terrible thing, or that discipline had been so lax that an alien was allowed to slip on board with explosives. Therefore there seems to be no particular reasons for holding the proposed post-mortem. It would be better to bury the Maine in the depths and let the matter pass into history.

The once patriotic cry, "Remember the Maine," has itself become only a memory, but over that weather-stained and mud-encumbered wreckage still hovers the apotheosis of Americanism making mute appeal for decent recognition from our countrymen. Let us give the Maine heroic burial in the deep blue sea with the flag it so bravely bore fluttering above it as it sinks beneath the waves. Thus may it sleep in the glory of eternal oblivion.—Kansas City Journal.

The Belgian Sanitarium for consumptives at Borgoumont, is a success. The number of 356 patients for the first six months of the institution shows that it was a hygienic necessity, and the figure of 84.7 per cent of successful results is evidence of its beneficial workings.

Demand the union label on all products.

The Suez Canal.

The construction of the Panama Canal and the recent obstruction of the Suez Canal by a sunken ship, which had to be removed by dynamite, has revived public interest with reference to the commercial value of the Suez Canal and its steadily growing remunerativeness. Its great importance to commerce and navigation is well known, and is best proven by a comparison of the distances of the various routes. The distance from Bremen, for instance, to Bombay, on the old route by way of Cape Horn was 11,200 miles; through the Suez canal only 7,000 miles. The following table shows how rapidly navigation through the Suez Canal developed:

Year.	No. of Steamers.	Tons.	Receipts. Francs.
1871	765	361,467	8,993,732
1876	1,457	2,096,771	29,874,998
1881	2,727	4,136,779	51,274,352
1886	3,100	5,767,655	56,527,390
1891	4,207	8,698,777	83,422,101
1896 ...	3,409	8,650,283	79,569,194
1901	3,699	10,823,840	100,386,397

In 1890 71.5 per cent of the vessels passing the canal carried the British flag, while only 8.1 per cent carried that of Germany. During the last few years this ratio has changed considerably in favor of the German flag, as during 1901 only 56.1 per cent were British, while 13.8 per cent carried the German flag. The British flag is, of course, still in the lead, followed by the German in second, the Dutch in third place, and the French fourth.

Besides merchant vessels, 97 men-of-war, 57 military transports and 9 yachts passed through the canal. Ninety-five ships belonging to the North German Lloyd passed the canal in 1904, among them the steamer Grosser Kurfuerst. This ship, with 13,200 tons, is the largest ever passing through the canal. The charges per net ton of cargo since January 1, 1903, is 8.5 francs and 10 francs per passenger. If, for instance, the Grosser Kurfuerst passes through the canal with 10,000 tons cargo and 1,000 passengers, the company has to pay 95,000 francs as tolls. From January 1, 1906, the toll on the cargo will be reduced to 7.75 francs per ton.

The Dominion Government sent an expedition to Hudson Bay in the spring of 1904, under the auspices of the Northwest Mounted Police and the Marine Department, for the purpose of establishing police posts, to enforce the jurisdiction of the Dominion and also to determine the length of time during which Hudson Strait can be safely navigated. The probability of the completion of railway construction to Hudson Bay within the next few years makes it especially important to ascertain how many months this route can be utilized by steamers for grain shipment. Major Moodie, who was in charge of the police patrol, recently returned to Ottawa. He reports that in his judgment navigation of Hudson Strait is safe, so far as freedom from ice is concerned, for at least four months of the year, and that with the Strait properly charted and with lighthouses and beacons along the route, there is nothing to prevent the successful operation of a steamship line from Churchill, Hudson Bay, to Liverpool, England, during the months of July, August, September, and October. These conclusions of Major Moodie are confirmed by the observations of other explorers.

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions.)

Our Immigration Policy.

Next to Chinese Exclusion, our national Immigration policy is probably the most important issue now before the public. This view is based upon the indisputable fact that, aside from their immediate influence on present economic conditions, the immigrants which we now admit will very largely determine the characteristics and general texture of our future citizenship. Happily, it is evident, both from the tone of the independent press and the utterances of representative citizens, that the seriousness of our Immigration problem is, if not fully at least fairly well, realized. Of course, as with every other public question, the views expressed as to the ways and means to be employed in dealing with the problem differ considerably, even radically; but upon the general proposition that our Immigration policy needs to be revised, and that speedily, opinion is almost unanimous. As noting the widespread dissatisfaction that exists in regard to present conditions in that respect, it may, perhaps, not be amiss to quote a few press opinions on the subject, culled at random. The Troy (N. Y.) Record, for instance, says:

It is time to stop the dumping of undesirables upon the American shore. Foreign governments have taken advantage of the loose regulations to rid themselves of the disabled and the vicious among their population, thus inflicting upon the American people an unjust and wholly unnecessary burden.

The "loose regulations" referred to by the Troy Record are, of course, the outcome in the first place of the listless attitude of our Government upon all questions which do not directly affect the prosperity of the trusts, and, in the next place, of the well-known criminal understanding existing betwen the emigration officials of certain foreign Governments, the steamship companies, and the venal element in our own Immigration Service. Thanks to this state of affairs, the United States is to-day flooded with a class of aliens which their own Governments are only too happy to be rid of. It needs no prophet to tell where this policy of inaction and criminal connivance will ultimately lead to; nor can one be reasonably accused of being a calamity-howler for denouncing it, or for insisting upon the enactment of laws that will stop this damnable crime against posterity.

Again, the New York Globe says:

That this great rush of raw human material to our shores has been a leading force in the upbuilding of the country is self-evident. Its further continuance, however, unchecked by any selective brake as to quality or numbers, is believed by many observers to threaten the stability of present economic conditons.

The New York Globe, as may be inferred from the foregoing, represents that conservative element among our people which would fain avoid disturbing our present Immigration policy, yet can not close its eyes to the resultant evils. It is notable, too, that this element, while freely conceding the danger of unrestricted immigration, usually sides with those who are opposed to any and all proposed remedial legislation, fearing, with the proverbial timidity of conservatism, that, bad as the evil itself undoubtedly is, untried remedies might make matters even worse. But, to continue, the Troy (N. Y.) Times says:

Our Immigration laws have been amended to meet what are regarded as the more serious of the evils thus imported, but no one need be told that the check is still insufficient to keep out undesirable persons.

And, again, the Providence (R. I.) Journal:

The whole question, both of restriction and distribution, is one that must be faced, and its settlement can not much longer be evaded.

And the Fresno (Cal.) Democrat:

One of the most difficult social and political problems that this Government has to deal with is the subject of foreign immigration. That the liberal laws of the land are shamefully abused no reasonable or observant person can doubt.

As bearing upon the legislative aspect of the subject under consideration, the Chicago Record-Herald has this to say:

Senators and Representatives have expressed themselves as confident that the Immigration law will be overhauled during the present session. No one, however, possesses a definite idea of the sort of legislation that will finally emerge from the present confusing multiplicity of bills dealing with the subject.

Enough has been quoted to show the national scope of the dissatisfaction felt with our present fatuous Immigration policy, as also the strong sentiment in favor of speedy legislation on the subject. To be sure, any one voicing such sentiments risks the awful possibility of being suspected by the New York Times and its colleagues among the trust organs of having been unduly influenced, if not frightened, by the "sand-lot temper of the trade-unions." There may be some indirect justification for the suspicion of the Times and its colleagues, too, for the trade-union movement now has within its sphere of active influence the most progressive-minded citizens of the country, and the "temper" of these men—although not of the "sand-lot" variety—has undoubtedly had a great deal to do with fanning the present agitation for a rational and protective Immigration policy.

Talk about being advertised by our loving friends, and we are right there with the goods. The Seamen's Union, it seems, has been permanently retained by the shipowner's lobby in Washington to serve as a bugbear with which to frighten timid Congressmen from voting "yea" on any measure designed to protect the public from such disasters as that which befell the Slocum. "If you pass this measure," says the lobby to Mr. Timid Representative, "the Seamen's Union will have both us and the traveling public absolutely at its mercy." Of course, there is not a single objection on the part of the lobby to any provision of the measure having a tendency to increase the cost of operation of vessels by making it mandatory upon shipowners to employ real seamen on their vessels instead of, as now, waterfront shines at thirty cents per head, and dear at that. Oh no! the shipowners would gladly spend millions—or billions—to insure the safety of life on shipboard—honest, they would—but, well, er, to have to ship good union seamen, may be, when there are so many cheap Chinamen and bums to be had—not on your life!

It is much to be feared that as a union-baiter Mr. C. W. Post has proved himself rather a disappointment to his backers. He has no doubt learned by this time that it requires something besides unlimited gall and capital to break up the trade-union movement.

The old saw, "self-praise is no recommendation," has seemingly no significance for the politician who owns a newspaper or two.

Fag Ends.

Work for Direct Legislation and the Recall!

"Culture" nowadays is as a rule merely knowledge of more things than one can understand.

Time is the champion disenchanter of all the little bubbles our hearts delight in toying with.

The man who has faith in his own work can generally be trusted to work faithfully for others.

The things that survive the iconoclasm of Time are mediocre, rather than base or sublime.

The mind that is capable of rising the highest is also the mind that can sink the lowest. It takes a well-developed mind to sound the depths of human infamy, no less than to climb to the summit of human greatness.

The Denver Republican thinks that all any man has to do who feels that he is not getting a square deal from the world is to "stand in the open and cry his wrongs, and men will hear and be quick to help him right them." That's a fine theory, but its practice is usually rather discouraging where "money talks."

The Binghamton (N. Y.) Central Labor Union, on December 31, amended its by-laws so as to permit members of the building trades unions affiliated with the central body to work on buildings on which non-union men are employed, provided such non-union men are not of the same trade as the union men.

If our courts of law were as prompt to enjoin crooked financiers and captains of industry from accumulating more "tainted money" as they are to enjoin striking workingmen from exercising their constitutional rights, "Government by Injunction" would at least have the element of impartiality to recommend it.

Ah there, John! Melican man velly smart. A bill has been introduced in the Assembly of the New York Legislature providing for an annual tax of $10 on every laundry in the State, and prescribing that every receipt for washing must be written in English. The sponsors of the bill claim that it will do more to induce Chinamen to learn English than all the combined Sunday-schools in Christendom.

A bill has been introduced in the Legislature of New York providing that every vessel required by law to be equipped with life-preservers shall, on and after July 1, 1908, carry moveable chairs equal in number to the allowed number of passengers and crew, so constructed that a life-preserver of the regulation size may be encased in the back of each chair. Every such vessel shall, also, on or before July 1, 1906, be equipped with one-quarter of the number of chairs required, and with the whole number within two years thereafter.

Home News.

President Roosevelt has accepted the resignation of Associate Justice Brown of the United States Supreme Court.

Representative Birdsall, of Iowa, has introduced a bill in Congress, providing for absolute free trade between the United States and the Philippines after July, 1906.

Mayor F. Cardella, of Papeete, Tahiti, has issued an appeal for help in money and clothing from the United States, as a result of the recent disaster to the islands.

Antonio Bozutli, the fourteen-year-old son of John Bozufli, a leading Italian banker of New York City, was kidnaped on March 4, and is being held for $20,000 ransom.

Delegate Kalanianaole, of Hawaii, has introduced a bill in Congress to pay former Queen Lilinokalani of Hawaii $200,000 in satisfaction of her claims against the United States.

The United States Steel Corporation is said to be arranging a deal by which it will take over the largest steel and iron interests in the country now independent of the Steel Trust.

Reports from Winnipeg, Canada, indicate a growing sentiment throughout the country in favor of secession, arising from grievances against the Dominion Government.

The House Committee on Public Lands has agreed to make a favorable report on a bill to protect historical landmarks. It is designed especially to preserve the cliff dwellings in New Mexico and Arizona.

The Ohio Senate on March 7, by a vote of 23 to 13, adopted a resolution providing for submission to the people of a Constitutional amendment permitting the people to initiate and vote on legislation. The resolution goes to the House.

Thirty persons were killed and twenty-two injured in a head-on collision on the Denver and Rio Grande Railroad, near Florence, Col., on March 16. Many of the victims were burned to death by fire, which broke out among the wreckage of the cars.

The Ransdell Anti-Pass bill was recently reported in amended form to the House Committee on Judiciary. The bill prevents all Federal officers from accepting railway or Pullman passes and also forbids their acceptance of franks from telegraph, telephone or express companies.

A crusade against the spread of tuberculosis among the employes of the Government service in Washington has been directed by President Roosevelt, who has issued an order to the heads of all departments, giving them explicit instructions as to their duties in combating the diseases.

Representative Kahn recently called on President Roosevelt and presented the indorsement of the California delegation of David Lubin, of Sacramento, Cal., to be the representative of the United States at the International Agricultural Institute, to be held in Italy next summer.

The Philippine Railway Company of Hartford, Conn., has filed a certificate of incorporation in that State. The authorized capital stock is $5,000,000. The company proposes to own and operate steam and electric roads in the Philippine Islands and elsewhere, also to do a general transportation business.

John Foord, President of the American Asiatic Society, will champion the cause of the Foster Pro-Chinese bill before the House Foreign Affairs Committee when hearings are reopened. Foord's organization favors the Foster bill, they claim, for charitable, humanitarian, righteous and just reasons, as well as the alleged promotion of commerce with the Orient.

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INFORMATION WANTED.

Theodore Blackwell, colored, last heard from two years ago when running an engine for the U. S. Government, is inquired for by his mother, Mrs. Elvira Conley, 814 N. Campbell street, El Paso, Texas.

Joseph Clark, native of County Rush, Dublin, Ireland, is inquired for by his mother. Any one knowing his whereabouts will please communicate with the JOURNAL office.

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Pacific Coast Marine.

The new steamer Bessie Dollar, Captain Gow, sailed from San Francisco on March 3 for Puget Sound to load a cargo for China.

The Sacramento River freight steamer Juliette was almost totally wrecked at her berth in San Francisco during the heavy blow on March 3.

The new steamer Coaster, owned and commanded by J. F. Higgins, sailed from San Francisco on March 4 for Gray's Harbor, Wash., on her maiden voyage.

The British ship Morven, arriving at San Francisco on March 10, from Antwerp, after a passage of 120 days, reported that fine weather was experienced off Cape Horn.

The body of Abraham Handgref, of San Francisco, who was a second-class passenger on the steamer Valencia, was found and buried on March 2, at the west end of Wreck Bay, B. C.

On and after March 15, the office of the North American Shipping Commission, at San Francisco, will be located at the Ferry Postoffice Building, on East street, between Market and Mission streets.

The schooner Sadie, which had been hovering between safety and destruction on the northern coast near Umpqua, Or., where she recently became waterlogged in a storm, is finally safe, having been towed into Umpqua.

A telegram received at San Francisco on March 8 from London reported that the French ship Asnieres, from Antwerp, via London, for San Francisco, had her port quarter stove by collision in the River Thames.

Masters of vessels running to Vallejo and Mare Island Navy Yard, in San Francisco harbor, will urge that Commision Rock, in Mare Island Straits, be removed along with other obstructions in the harbor and its tributary waters.

The lookout at the mouth of the Columbia River, on March 10, saw the steam-schooner Crescent City, from San Pedro for Portland, ten miles off the bar, lose her mainmast in the storm. He notified a tug, which towed the Crescent safely into port.

The old Oceanic liner Zealandia which sailed from San Francisco on January 31, bound to New York, towing the side-wheel steamer Olympian from Portland, Or., passed Sandy Point in the Straits of Magellan on March 10, according to a message received at New York on the 13th from Punta Arenas. All were well on board.

The finding of the British Columbia Commissioners who investigated the Valencia disaster is ready and will be presented this week. It is stated that they find the wreck due to an error of judgment on the part of Captain Johnson. They will recommend that Life-Saving stations be established and that many aids to navigation also be arranged for in the North.

The Italian ship Cressington, Captain Massa, arrived at San Francisco on March 14, 155 days from Rotterdam, via the Cape of Good Hope, with a cargo of pig iron, coke and iron. Having some hesitation about the Cape Horn passage, Captain Massa steered a course from the start for Good Hope, and he reports that the passage was made with no untoward incident.

The Matson Navigation Company's steamer Enterprise arrived at San Francisco on March 4, nine and one-half days from Hilo, towing the small steamer Charles Counselman, which has for some time been doing duty as a tug in Hilo harbor, but is henceforth to be used by the Associated Oil Company in towing oil barges on the Coast.

Captain I. E. Thayer, of San Francisco, has received from Paris a large bronze bas-relief statue, emblematic of Truth, set in a background of African marble, from the Bureau Veritas, which he has represented in the first-named city for the past twenty-five years, the occasion of the gift being the completion of Captain Thayer's twenty-fifth year as the local representative of the French company.

News has been received from Skidegate, B. C., that a life-buoy and two oars marked "S. S. Zapora," and two dories, not marked, have been found on Graham Island. Two broken oak-built ship's boats, ten oars and about 2000 feet of lumber also came ashore between Skidegate and Rose Spit. The Zapora is a steam fishing vessel, carrying about thirty men, which plies from Tacoma to the halibut banks of Queen Charlotte Sound.

Following is the reinsurance list, as posted at San Francisco on March 18: British bark Daylight, 206 days from New York for Yokkaichi, 15 per cent. American bark Pactolus, seventy-six days from Newcastle, Australia, for Honolulu, 15 per cent. American bark Sea King, sixty-one days from Newcastle, Australia, for San Francisco, 15 per cent. German ship Elisa, 183 days from Hamburg for San Francisco, 15 per cent.

A bottle was picked up on the beach near San Francisco on March 10, containing a message reading as follows: "British ship Drumcraig, Captain McCallum. Sinking at sea, north latitude 43, west longitude 127. W. W. Bates, able-seaman." (The location described would be approximately 300 miles west of San Francisco. The message is believed to be genuine as a man named Bates is known to have been a member of the crew of the missing ship.)

John K. Bulger, Local Inspector of Steam Vessels, has filed information with United States Attorney Robert T. Devlin, at San Francisco, against Azariah Dunham, chief-engineer of the steamer Roanoke, in which the engineer is accused of having, on the Roanoke's last passage to Portland, so wedged and shored the safety valve that it did not register the amount of steam in the boilers. It is said that the Roanoke was racing with the Pacific Coast Steamship Company's steamer Pomona.

Captain Joseph L. Rees, of the British ship Morven, at San Francisco on March 11 from Antwerp, reported that on March 9, seventy-five miles southwest of the Farallone Islands, he sighted a mast standing three feet out of the water. The mast appeared to be attached to a submerged wreck, and had evidently been in the water a long time. Shipping men yesterday expressed the opinion that the mast was attached to no wreck, for no vessel has lately been reported as lost and unaccounted for on the Coast.

Two of the overdue vessels were crossed from the reinsurance list at San Francisco on March 13, having arrived at their destination. The American schooner W. F. Garms, quoted at 60 per cent for reinsurance, and which was 113 days out on the passage from Newcastle, Australia, for Eleele, reached that port, and the schooner Rosamond, eighty-five days out on the same trip, and quoted at 20 per cent, also reached Eleele. Both vessels had been posted as overdue, after news had been received of the terrific hurricane in the South Seas in the early part of February.

The War and Navy departments have been officially advised of the completion of the work in San Pablo Bay, Cal., resulting in increasing the depth of the channel to Mare Island Navy Yard. There is now a depth of thirty feet at mean low water, with a width of 300 feet at the bottom of the channel. This enables any vessel afloat to reach Mare Island with facility. Naval officers say there is no navy yard in the country with better approaches than Mare Island, and it is noticeable that in the hearings before Congressional committees there is no longer the time-worn intimation that Mare Island and appropriations should be kept down until a deeper channel is provided.

Captain R. T. Lawless, of the Oceanic liner Mariposa, who patented a stellar compass that has attained to some prominence among ships of the Navy and in the merchant marine, has also invented a planisphere. For the past two years he has been studying over this latest device, and only since arriving at San Francisco on his last trip from Tahiti has he completed his work. The planisphere is intended for the use of navigators only, and shows how to locate the stars for meridian altitude or longtitude. Like his former invention, the stellar compass, the planisphere promises to be not only a valuable guide to navigators, but a source of some profit to Captain Lawless.

DIED.

Edwin Anderson, No. 753, a native of Sweden, aged 29, died at Fort Stanton Sanitarium, New Mexico, on March 4, 1906.

John Anderson, No. 1320, a native of Sweden, aged 33, died at San Francisco, Cal., on March 6, 1906.

Nicanor Nilsson, No. 247, a native of Sweden, aged 56, died at San Francisco, Cal., on March 11, 1906.

Carl A. Linden, No. 1145, a native of Finland, aged 50, drowned in the wreck of the Valencia, near Cape Beale, Vancouver Island, January 23, 1906.

Leonard Mattson, No. 824, a native of Sweden, aged 26, drowned from the schooner Glendale, while crossing Coos Bay bar on February 2, 1906.

Men in need of medicine go to City Front Drug Store, No. 10 Mission St., S. F.

Get your SPRING BLOOD CLEANSER at City Front Drug Store, 10 Mission St., ucar East, S. F.

FREE.—Bring this notice and get bottle of Bed Bugs Bane at City Front Drug Store, opposite Sailors' Union Hall, S. F.

The SECOND ANNUAL DAY and MOONLIGHT PICNIC by the UNITED FINN BROTHERHOOD OF THE WORLD will be held at Shellmound Park, Berkeley, Cal., on Sunday, March 25. Grounds open at 10 a. m. Valuable Game and Gate Prizes. Admission 50 cents; ladies free.

F. R. Wall, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. Merchants' Exchange building, California street, near Montgomery; rooms 208-209. Phone Bush 508.

DEAFNESS CANNOT BE CURED.

by local applications, as they cannot reach the diseased portion of the ear. There is only one way to cure deafness, and that is by constitutional remedies. Deafness is caused by an inflamed condition of the mucous lining of the Eustachian Tube. When this tube is inflamed you have a rumbling sound or imperfect hearing, and when it is entirely closed, Deafness is the result, and unless the inflammation can be taken out and this tube restored to its normal condition, hearing will be destroyed forever; nine cases out of ten are caused by Catarrh, which is nothing but an inflamed condition of the mucous surfaces.

We will give One Hundred Dollars for any case of Deafness (caused by catarrh) that cannot be cured by Hall's Catarrh Cure. Send for circulars free.

F. J. CHENEY & CO., Toledo, O.

Sold by Druggists, 75c.

Take Hall's Family Pills for constipation.

Longshoremen to Meet.

PACIFIC COAST FEDERATION OF LONGSHOREMEN.

Seattle, Wash., March 6, 1906.

To the President, Officers and Members:

Sirs and Brothers—Attention is directed to the date of the first annual convention of the Pacific Coast Federation of Longshoremen, which convenes at Aberdeen, Monday, May 7, 1906, and following days, remaining in session till business is completed.

It is not be be expected that a young organization, hurriedly formed, should have attained perfection; by-laws and rules which from experience have proven impractieable, will have to be revised or amended according to circumstances. One of the most important matters to be dealt with will be the transfer card proposition, and the placing of organizers in the field. Financially, our organization is a success, but the unsettled condition brought about by International jurisdiction troubles has retarded our efforts in increasing numerically.

Most of the Pacific Coast unions have now regained their normal temperature; the necessity of being united under one head, governed locally, is more apparent, and it becomes our duty to try and enroll under our banner all longshoremen on the Paeific Coast. The opportune time has arrived for an energetic and vigorous campaign and should not be neglected. The Paeific Coast Federation of Longshoremen aims to conduct its business upon a strictly conservative basis, profiting by the experience gained by older labor organizations and avoiding repetitions of their shortcomings and blunders.

It is requested that your local be fully represented at the convention. The prosperity of the Pacific Coast Federation of Longshoremen depends upon its locals' endeavors and the interest taken in its affairs by the members individually. The field is large, the cause worthy, the bettering of your condition its object. It is earnestly requested that you will zealously advocate and steadily persevere in your efforts to bring about desired results.

Respectfully and fraternally yours,

C. H. JAMES,
Secretary and Treasurer.

E. D. HAWKINS,
President.

The Shanghai-Yap cable line has been laid in greater sea depths than any other cable. Up to a few years ago there was no cable in a greater ocean depth than 16,404 feet. The American cable in the Pacific Ocean was in 1903 laid in depths to 20,469 feet. The cable Menado-Yap-Guam, which was laid in the year 1905 by the German cable steamer Stephan, surpassed this record, inasmuch as she was obliged to lay the cable in depths of 22,966 feet, and to lay the cable Shanghai-Yap, which work was also the task of the cable steamer Stephan. It was even necessary in the vicinity of Loukin Islands to reach depths of 26,246.96 feet, which is one of the deepest places to be found anywhere in the oceans. The cable was manufactured in Germany by the North German Sea-Cable Works in Nordenham at the mouth of the Weser.

Vinegar and acids of wood used in the dyeing and cleaning of cotton, woven and knitted articles, are now exempted from payment of import duty by the Netherlands Government, in accordance with a Royal decree issued January 10, 1906.

COAST SEAMEN'S JOURNAL

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, - - - - - MARCH 21, 1906.

SUPREME COURT ON CITIZENSHIP.

Some weeks ago the JOURNAL noted the action of the California Supreme Court, denying the jurisdiction of the Superior Court of San Francisco to summarily revoke citizenship papers, and restoring the citizenship rights of Paul E. Scharrenberg. Another decision by the same court and to the same effect was rendered on the 14th inst., in the matter of citizenship of Walter Tinn. The legality of Tinn's papers was questioned by Secret Service Agent Taylor, and Tinn, being led by Taylor to fear prosecution, "consented" to the revocation of his certificate of naturalization. Afterward Tinn appealed to the State Supreme Court, which tribunal has decided that the Superior Court had no jurisdiction. In brief, the Supreme Court rules that citizenship papers can only be revoked by one of three lawful modes, i. e., by a motion made within six months after the papers are issued, by an action in equity, or by a court having appellate jurisdiction over the subject. The language of the decision is in part as follows:

This is a proceeding by Walter Tinn to obtain a writ of certiorari to annul an order of the Superior Court of the city and county of San Francisco, cancelling a previous order of that court admitting him as a citizen of the United States. The order of cancellation was made upon motion of the United States District Attorney, purporting to be made as in the course of the original proceeding, on November 23, 1905.

The only question which we can consider in a proceeding in certiorari is that of jurisdiction. The writ can only issue when the court under review has in some manner exceeded its jurisdiction. (Code Civ. Proc., Sec. 1068.) If the Superior Court had jurisdiction to make the order cancelling the previous order admitting the petitioner to citizenship, then its judgment in the matter can not be reviewed in certiorari, although it may have been rendered upon insufficient evidence or in some irregular method of procedure not going to the jurisdiction.

The contention of the petitioner is that an order admitting an alien to citizenship, made by a court of competent jurisdiction, is a judgment, possessing all the characteristics of an ordinary judgment of a court having jurisdiction of the subject matter and the person; that after the lapse of six months from the time such order is made, it is too late to institute proceedings by motion to vacate the same; that when such proceedings are instituted after such lapse of time, the court is without jurisdiction to act therein; and that the only proceeding which can be thereafter taken to vacate such order is an action in equity to set it aside, on the ground that it is procured by fraud or mistake. We think this contention is correct. It is settled by the authorities that an order admitting an alien to citizenship is a judgment of the same dignity as any other judgment of a court having jurisdiction. (United States v. Norsch, 42. Fed., 417; Commonwealth v. Paper, 1 Brewst., 263; In re McCoppin, 5 Sawy., 632; Spratt v. Spratt, 4 Peters, 408; Stark v. Chesapeake Ins. Co., 7 Cranch., 420; People v. McGowan, 77 Ill., 644.) This being so, such judgment must possess the same qualities as any other judgment of a court having jurisdiction, and, consequently, it can not be set aside, except in some recognized lawful mode. But three modes are recognized by law. These are, first, a motion made under Section 473 of the Code of Civil Procedure, within six months after the judgment is taken; second, by an action in equity; third, by an appeal to some court having apellate jurisdiction over the subject. The latter is, of course, not involved here.

The vacating order in question was made in a proceeding begun three years after the making of the original order, and, therefore, it can not be sustained as a proceeding by motion under the Code. After the lapse of six months from the time the petitioner was admitted to citizenship, there was no authority for the institution of a proceeding by motion to vacate the judgment admitting him.

Referring to the "consent" given by Tinn in the proceeding before the Superior Court, the decision of the Supreme Court quotes the record in the former instance and points out that such "consent" did not give the Superior Court jurisdiction. Upon this point the Supreme Court says:

The consent of Walter Tinn referred to in the foregoing record was the only writing produced relating to his case. It was manifestly not presented as a complaint or petition to the court, but was merely filed in evidence in support of the oral motion made by the United States Attorney. It was a paper purporting to be signed and acknowledged by Walter Tinn, in which he "admits" that the order admitting him as a citizen and certificate thereof "were obtained by false testimony and fraud," and "consents that the order so admitting him as a citizen of the United States of America, as aforesaid, be vacated and set aside." Whatever force this document might have as evidence in an action or proceeding regularly begun, to prove an allegation or fraud, it clearly was not intended, nor can it be considered, as a substitute for a complaint against the petitioner. Even if it could be considered as an appearance to the motion and a consent that such motion be granted, it could not give the court power to act after the time had elapsed within which proceedings by motion could be instituted. It can only be considered as effective for the purpose for which the record shows it to have been intended, that is as evidence in support of the motion then made to the court. As such it could have no effect whatever to give the court jurisdiction over the cause. In whatever light the record is viewed, it is clear that the court never obtained jurisdiction to make the orders under review, and it follows that they should be annulled.

It is, therefore, ordered that the several orders of the Superior Court dated November 23, 1905, purporting to set aside the order of November 19, 1902, admitting Walter Tinn to citizenship as a citizen of the United States and to cancel the certificate of citizenship then issued to him, be and the same are hereby annulled.

SHAW, J.

We concur:
ANGELLOTTI, J.
MCFARLAND, J.
HENSHAW, J.
LORIGAN, J.
BEATTY, C. J.

The decision of the Supreme Court is unanimous, except as to Justice Sloss, who refrains from concurrence, possibly because of a natural dislike to reverse himself, the decision of the Superior Court having been rendered by the latter while yet on the bench of the lower tribunal.

The decisions in the Scharrenberg and Tinn cases prove the utter lack of justification in the methods pursued by the Secret Service men in their investigation (?) of naturalization frauds. Briefly, these methods are those of the bully. The victim having been selected, he has been bluntly charged with fraud and threatened with imprisonment. As the alternative of this penalty, the alleged fraudulent citizen has been told that by surrendering his papers he may escape prosecution. Such, in a nutshell, is the Secret Service method of ferreting out violations of the law. That method is simplicity in itself, as simple as any other method of hold-up.

Much, if not practically all, of the so-called exposure of naturalization frauds in San Francisco and vicinity amounts to nothing more than so much snap judgment. A man is suddenly accused of fraud and menaced by threats of imprisonment; in his confusion the victim pleads guilty; therefore he is guilty! An accommodating Superior Judge summarily revokes the man's certificate of naturalization. Another alien is created, another fraud is "exposed," and the Secret Service men record another victory for their peculiar methods!

Of all the men on the Pacific Coast whose citizenship papers have recently been invalidated, probably the great majority are sufferers from the methods here referred to. These men are deprived of their political rights, submitted to the suspicion, or, what is even worse, the pity, of their associates and, worst of all, denied the opportunity of employment in the vocation for which they are otherwise qualified—all by virtue of the rawest kind of bluff. The question as to the actual defects alleged to exist in many of the instances under discussion is not here considered. That question is one that must first be considered by a court of competent jurisdiction. The question here considered is the failure of the Secret Service men to submit the evidence of those alleged defects to such a court. In passing, however, it may be said that such defects as may exist are due more to the carelessness, or worse, of the courts issuing citizenship papers than to any wrongful intent or action on the part of the person seeking citizenship. Why, then, should the latter be victimized for a fault that is at least equally shared by the former? Why should a court which creates citizens in violation of the law be permitted to destroy them by the same process? The answer to these questions is found in the decision of the California Supreme Court in the Scharrenberg and Tinn cases. That decision is, in effect, that a court, having granted citizenship, can not revoke that grant except upon fair and full trial.

Simple as are the methods of the Secret Service men, the recourse of the prospective victim is equally simple. The Supreme Court decision suggests that course quite clearly. Hereafter the man who is confronted with the Secret Service command to "stand and deliver" need pay no attention to the bluff. The Secret Service gun isn't loaded. In fact, the Secret Service weapon isn't a gun at all, but a club—and a stuffed one at that.

Secret Service Agent Taylor will do well to take notice that there is a law in the land which even he must obey, even if he neither loves nor honors it.

Attention is directed to the call (published on page 5 of this issue) for a convention of the Pacific Coast Federation of Longshoremen. Longshoremen's unions on the Coast should make a point of being represented at the coming convention, in order that all possible steps may be taken to perfect an organization which will unite the craft for mutual protection and advancement. Unions desiring further information should address Secretary-Treasurer James, Seattle, Wash.

The "Speech That Was Hissed," which is still going the rounds of the press, will undoubtedly be the most widely read feature of the proceedings at the National Conference on Immigration. Thus do we build better than we know. A man is hissed, with the single thought of silencing him. Result: The speaker's words are heard all over the country, while the hisses die in the ears of those who uttered them!

When buying tobacco see that it bears the label of the Tobacco Workers' Union! By so doing you will aid the good work of rescuing the children from the maw of the Tobacco Trust.

THE SIXTH ON THE COAST.

The Sixth of March anniversary of the Sailors' Union of the Pacific was observed by the members in port at the respective agencies along the Coast, in accordance with usual custom. At Aberdeen, Portland, and San Pedro, the celebration took the form of open meetings, at which addresses were made by members and their friends among the public. The number in attendance at San Pedro taxed the capacity of the hall. The celebration at Aberdeen was marked by a large attendance and great enthusiasm. The Grays Harbor Post, published in that city, made an extended report of the proceedings, from which we reprint the following:

Tuesday night was the 21st anniversary of the Sailors' Union of the Pacific, and the Aberdeen branch of the International Seamen's Union of America held exercises suitable to the occasion.

Sailors' Union Hall was tastefully decorated with flags and bunting. Seats were neatly arranged and the floor was as clean as the deck of a warship in time of peace. All the sailors on shore and many visitors from the Trades Council and affiliated unions were present. Order was called promptly at 7:30 by Chairman John Gronow, who was the founder of the union movement on Grays Harbor and the first agent of the Sailors' Union in Aberdeen. Agent Wm. Gohl, under whose charge the Aberdeen branch has flourished, opened the meeting with the following address:

MR. CHAIRMAN AND COMRADES: We have assembled here to-night to celebrate the 21st anniversary of the birthday of the Sailors' Union of the Pacific, which was inaugurated on March 6, 1885, on a lumber pile on Folsom street, San Francisco, Cal. There were only a few seamen of the Pacific Coast who, imbued with the spirit of freedom, declared their independence of the men and the methods that had kept them in poverty and degradation for many years. The cheers that ratified that declaration have rung in the ears of the seamen in every port of the world for the last twenty-one years, and will be heard until our ideal, the "Brotherhood of the Sea," is an accomplished fact. In the years that since have passed the Sailors' Union of the Pacific has proven that the seamen are among the most competent class of people to effectually maintain the principles of trade-unionism. It has grown steadily, until to-day it has extended its influence and power over every port on the Pacific Coast, from Seattle to Honolulu.

Comrade Gohl proceeded to review at length the work accomplished by the Union for the moral and material improvement of the seamen's conditions, concluding as follows:

That is what the Union has done for the seamen in the brief period of its existence. Properly considered and weighed, it will be seen that these achievements amount to more in the real advancement of the seamen than all the efforts of all other movements in all the years gone by. And still these achievements are but a promise of what the Union may, and will, accomplish with a continuance of the seaman's personal loyalty to the principle of trade-unionism. So let us ever be ready and bear in mind the worthy objects of our organization. The day may be near at hand that you all will be called upon to put your shoulder to the wheel and help steer the good old ship safely to the goal of everlasting brotherhood. We may be some few hundred miles away from the birthplace of our Union, our hearts and minds are still with them wherever we may be, and in token thereof let us give three cheers for the Sailors' Union of the Pacific.

At the close of the address, Mr. Gohl proposed three cheers for the Sailors' Union of the Pacific and they were given with a free, sincere swing for which sailors from the beginning of time have been noted. There were no hesitating, half-drawn notes, but the full, clear, ringing cheers of strong men who felt the cause they were cheering.

Chairman Gronow then introduced J. W. Clark, who made a few impromptu remarks, expressing appreciation of the work of the Sailors' Union and the courage and fortitude required to follow the hazardous calling of sailors.

Mr. George McGeary, President of the Grays Harbor Trades and Labor Council, was introduced and complimented the Sailors upon their splendid adherence to their Union, classifying them as "stayers of the first class," and suggesting that it was not necessary to urge them to stay by the union of their craft, as he knew they would do that.

Mr. Fred Hewitt was then called upon and made a few straightforward remarks, stating that he was in sympathy with unions; that he didn't often find it necessary to lie but that he lied when he was 18 years old in order to get into a union in the State of Maine at the time when the old Knights of Labor were formed. No man that heard the speaker but believed he told the truth when he said that he was in sympathy with unions.

Mr. G. W. Makurath, of the Cigarmakers' Union, made a short address, stating that he had belonged to the union of his craft since he was old enough, that he believed in the union cause and principle and that he would remain with the movement as long as he lived. He urged the Sailors to hold fast to, and build up their organization.

A good, straight-from-the-shoulder talk on Chinese Exclusion was made by James Smith, of the Sailors, and another short address, also pertinent to the labor movement, was made by Frank Johnson, of the Sailors.

At this time Agent Gohl suggested that as the home branch at San Francisco was in session and that a word from the Aberdeen branch might be appreciated it was unanimously carried by the Sailors that a telegram be sent to San Francisco. The following was the message:

"March 6th, 1906.

"To Sailors' Union of the Pacific, San Francisco, Cal.

"Strive on, comrades, until the Brotherhood of the Sea is an accomplished fact. Best wishes from the Aberdeen branch of the Sailors' Union of the Pacific.

"WM. GOHL, Agent."

The chairman who had introduced the various speakers in appropriate words, had been repeatedly called upon himself, by the audience, to make some remarks of his own, and he responded in a manner which reflected credit upon himself and showed the Sailors as one of the most important classes of men in the history of the world. Mr. Gronow said in part:

It is natural for a man to be partial to his craft, and I suppose my partiality for the sailor may seem to some men to be one-sided, but I believe if a man studies history closely, he will be surprised at the important part which sailors have played in the history of the world. It was sailors that carried the great commerce in the Eastern Mediterranean at the time of Greece and Phoenicia. Without sailors, America could not have been discovered. Without America there could have been no Cigarmakers' Union, for there would have been no tobacco to make cigars, so you see the sailors made it possible for there to be cigarmakers. Without sailors there would be no Oriental question, one of the greatest questions of the time. Without sailors Christianity could not have spread over the world, and it is a fact that nearly every great war of history was finally decided by a great battle on the sea. Take the Spanish Armada that tried to land on the coast of England. Take Dewey in Manila Bay, and Schley or Sampson, whichever you wish, at Santiago de Cuba, or Togo in the Sea of Japan, smashing the Russian fleet. All these instances merely prove the value of the sailor to the world. When Christ was on earth, he knew the value of sailors for he picked his followers from the fishermen of Galilee.

Mr. Gronow's remarks were received enthusiastically. Cigars were passed to every man in the audience, there being no liquor of any kind served. The meeting had a splendid educational value and marked a happy milestone in the life of the Sailors' Union.

The result of the vote taken by the Sailors' Union of the Pacific on the question of renewing the present agreement with the Steamship Association (steam-schooner owners) gives a very large majority against the proposition. In fact, the sentiment of the members is very nearly unanimous against signing up for another year under the prevailing rate of wages. The vote indicates a very general conviction that the steam-schooner men are entitled to an increase of wages, both as a matter of justice and as a matter of necessity. The discontinuance of the agreement which has existed for several years is to be regretted upon the ground that a formal pledge of peace for a definite period is preferable to the uncertain tenure of arrangements made upon the basis of conditions as these exist at any given moment. But, of course, an agreement is only a means to an end, and that end is justice in the relations between employer and employe. When an agreement ceases to conserve that end, it is well to drop it, since to continue it is certain to create friction.

Agreement or no agreement, it is to be hoped that the peaceful relations between the Sailors' Union and the Steamship Association will not be interrupted. The rejection of the agreement is not necessarily a prelude to war, but merely notification that the latter has ceased to fulfill its function as a bond of equity between the parties.

MARINE COOKS AND STEWARDS OF THE GREAT LAKES.

HEADQUARTERS, BUFFALO, N. Y., Mar. 6, 1906.
General situation quiet.
E. E. TURNER, Secretary pro tem.
55 Main st.

ATLANTIC COAST MARINE FIREMEN'S UNION.

HEADQUARTERS, BROOKLYN, N. Y., Mar. 7, 1906.
Shipping dull; prospects better.
DANIEL SULLIVAN, Secretary.
15 Union st.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

HEADQUARTERS, SAN FRANCISCO, Mar. 19, 1906.
Regular weekly meeting was called to order at 7:30 p. m., E. A. Erickson in the chair. Secretary reported shipping fair. The proposed Steam-Schooner agreement was declared defeated. A committee of five was elected to revise the agreement with the Shipowners' Association, and confer with the Board of Directors of that body. The Shipwreck Benefit was ordered paid to three members of the crew of the wrecked schooner Sadie.
E. ELLISON, Secretary pro tem.
S. W. cor. East and Mission sts. Tel. Main 5397.

TACOMA AGENCY, Mar. 12, 1906.
Shipping dull; prospects uncertain.
H. L. PETTERSON, Agent.
3004 McCarver st. Tel. Main 808.

SEATTLE AGENCY, Mar. 12, 1906.
Shipping medium.
P. B. GILL, Agent.
1312 Western ave. P. O. Box 65. Tel. James 3031.

PORT TOWNSEND AGENCY, Mar. 12, 1906.
No meeting; no quorum. Situation unchanged.
WM. THORBECK, Agent.
114 Quincy st. P. O. Box 48. Tel. 443.

ABERDEEN AGENCY, Mar. 12, 1906.
General situation unchanged.
WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

PORTLAND (OR.) AGENCY, Mar. 12, 1906.
Shipping medium; prospects fair.
CHAS. BOCK, Agent.
40 Union ave. Tel. East 4912.

EUREKA AGENCY, Mar. 12,1906.
No meeting; no quorum. Shipping good; prospects uncertain.
C. SORENSEN, Agent.
222 C street. P. O. Box 327. Tel. Main 566.

SAN PEDRO AGENCY, Mar. 12, 1906.
Shipping fair; prospects medium.
HARRY OHLSEN, Agent.
P. O. Box 2380. Tel. Main 774.

HONOLULU (H. T.) AGENCY, Mar. 5, 1906.
Shipping dull; prospects uncertain.
C. COLDIN, Agent.
Cor. Queen and Nuuanu sts. P. O. Box 96.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

HEADQUARTERS, SAN FRANCISCO, Mar. 15, 1906.
The regular weekly meeting came to order at 7:30 p. m.; T. Ellis in the chair. Secretary reported shipping improving. Comrade Patrick McBride died in the Marine Hospital and was buried by the Union. The proposition of the steam schooner managers to renew the old agreement from last year was unanimously rejected.
EUGENE STEIDLE, Secretary.
54 Mission st.

FISHERMEN'S PROTECTIVE UNION OF THE PACIFIC COAST AND ALASKA.

HEADQUARTERS, SAN FRANCISCO, Mar. 16, 1906.
Regular weekly meeting was called to order at 8 p. m. A. Brandt, presiding. Secretary reported fair prospects for a Government Hospital at Bristol Bay, Alaska, and that delegates to the Fishermen's Conference, now in session at Astoria, Oregon, reported good work and confidence of future success of organization among the fishermen of the Coast. The schedule of wages and percentages, together with conditions for the season of 1906, as recommended by the Executive Board, was adopted, and Secretary instructed to forward same to the different Alaska salmon companies, requesting early reply to same. All members are requested to be present at next meeting, when reply from different companies will be reported.
9 Mission street. I. N. HYLEN, Secretary.

LAKE SEAMEN'S UNION.

HEADQUARTERS, CHICAGO, ILL., Mar. 12, 1906.
Situation quiet.
WM. PENJE, Secretary.
123 North Desplaines st.

ATLANTIC COAST SEAMEN'S UNION.

HEADQUARTERS, BOSTON, MASS., Mar. 13, 1906.
Shipping improving.
WM. H. FRAZIER, Secretary.
1½A Lewis st.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC.

HEADQUARTERS, NEW YORK, N. Y., Mar. 13, 1906.
Situation unchanged.
H. P. GRIFFIN, Secretary.
166 Christopher st.

On the Great Lakes.

(Contributed by the Lake Seamen's Unions.)

Wheelsmen on the Lakes.

This article is one of the few ever written on the subject, but its publication seems requisite under the circumstances. It would seem that any rule or custom established by public sanction, however absurd or detrimental in its true character, is considered indispensable, or at least can not be altered without fear of a dire catastrophe. But does any one in reality believe this to be the fact? Now, in the case of the Lake sailor, and especially the class known as wheelsmen, who are required to stand six hours at the helm, is there any valid reason to justify such a rule, other than that the men in question are content with the present order of things? If not it could long ago have been altered.

Do you not think a change would be beneficial? Have you not noticed how tedious it is to stand, so to say, in an immovable position for half a day or night? And how unhealthy; how you must strain your eyes until they smart and ache. How you by lack of exercise are subject to indigestion—all for the benefit of the vesselowners and their families. But, of course, your disadvantage is a small consideration, where the building up of enormous fortunes for somebody else, and of which you only receive a paltry pittance, is the object in view. And then also think of the honor of being allowed for such a length of time to be in close proximity to the commander-in-chief; that alone is worth more than your eyes and stomach!

In the meantime sound judgment and candor should dictate that two or three hours is all sufficient. This would be conducive to health and comfort. In case shipowners would not agree to carry three wheelsmen, I do not think that three hours work around deck would be much of an imposition, nor very hurtful. On the contrary, it would give one an appetite, and the time would not seem so long. I would suggest that all who are in favor of having the present system abolished, should advocate the same in order that an alteration may be effected in the near future.

JACOB JOHANSEN.

Ashtabula Harbor, O.

Suspended for Sixty Days.

In January the Port Huron Steam boat Inspectors revoked the license of Captain James Montgomery of the steamer Bielman for failure to report a collision in which his boat figured within the limit set by law. He appealed from the decision and made the statement that his report was delayed in reaching the inspectors owing to misunderstanding with his attorney. This showing and a careful investigation have caused Supervisor Inspector Westcott, of Detroit, to modify the finding of the Port Huron Inspectors to suspension for sixty days, the suspension terminating on March 9. The Bielman collided with the sandsucker Burroughs in the St. Clair River and the Burroughs went to the bottom.

R. A. & A. B. McKay, of Hamilton, Ont., have sold the steamer Lake Michigan to the Sarnia Transportation Company.

Demand the union label on all products!

Freighters and Crushers.

The American Shipbuilding Company, according to the Cleveland Plain Dealer has closed a contract for another big freighter. The steamer will carry 7,500 tons.

The steamer is for Lake Michigan parties and will be managed by Captain D. Sullivan, of Chicago. She will be a duplicate of the Becker boats, W. G. Pollock and Joshua Rhodes, and the steamer ordered by Captain Sullivan about a month ago. She will come out in 1907.

The new freighter will be named after the late W. E. Fitzgerald, of Milwaukee, who was assistant general manager of the American Shipbuilding Company.

The officials of the Great Lakes Towing Company are preparing plans for a powerful ice-crushing tug, the general dimensions of which will be the same as the tug Record, of Duluth. The new tug will be built at the company's yard at Chicago and will come out the coming season. The tug will have a new boiler and the machinery of one of the company's tugs which was dismantled will be put in her. The new boat will be seventy-six feet long.

The officials of the Company have not decided where the new boat will be stationed, but they have planned to have a big ice-crushing tug at all the leading ports where they are called on to do winter work. The new tug will have a big pump and will make a good fire-fighter.

Changes in Lights.

Notice has been given of further changes in the aids to navigation on the Great Lakes. An alteration has been made in the Slate Island light on the north coast of Lake Superior. The old light has been supplanted by a fourth order dioptric illuminating apparatus which throws a fixed white light further out on the sea and is more penetrating in stormy weather. A seventh order lens has been in use heretofore. A new light tower has been erected by the Canadian Government at the entrance of Gravenhurst Narrows, Muskoka Lake, and on the southeastern point of Benson Island, Lake Huron, a fixed white dioptric light of the sixth order, elevated twenty-eight feet above the Lake level, and visible eight miles from all points of approach on the water, has been placed in the new tower.

The schooner Apprentice Boy, owned by Mrs. John Peil of Chicago, has ben sold to the Tebo Coal Company, of that city. The vessel will be dismantled and converted into a coal barge to be employed in the river at that port. The craft was built in Milwaukee thirty-nine years ago. She has been engaged in the lumber and cedar carrying trade from the time she came out until the end of last season, when she was put on the market. The price paid for the craft is not known.

The steamer David Z. Norton, building at the Cleveland yards of the American Shipbuilding Company for W. C. Richardson, was launched on March 10. The new steamer will be 500 feet over all, 480 feet keel, 52 feet beam and will carry 8700 tons.

Marine Notes.

It is rumored that several more contracts for new ore carriers are maturing.

The City Council of Sandusky has decided to issue at once $50,000 bonds for completing the west end channel through rock to a depth of thirty-one feet.

Manager C. O. Duncan, of the Port Huron & Duluth Steamship Company has bought the steamer New York from the Union Steamboat Company, of Buffalo.

The Cleveland Leader states that the Clark system of wireless telegraphy will be established on the Great Lakes passenger and freight steamers this year.

The Hackley Transportation Company has sold its steamer Chas. H. Hackley and all its dock facilities at Muskegon and Chicago to the Goodrich Transportation Company. The consideration is supposed to have been about $100,000.

The Marine Cooks' and Stewards' Union paid $600 Death Benefits and $360 Shipwreck Benefits during 1905. The organization is in fine shape financially, better by far than ever before, and the boys have an organization and a set of officers to be proud of.

The Standard Contracting Company has begun dredging out a slip at No. 3 Pennsylvania dock at Ashtabula, O., to make a landing for the new car-ferryboat which is to ply between that port and Canada this summer. The dredging outfit is double crewed, with orders to push the work with all possible dispatch.

The steamer John Sherwin, building at the West Bay City yards of the American Shipbuilding Company, for the Gilchrist Transportation Company, was launched on March 10, being the second steamer for that company to be launched at Bay City this year. She is 534 feet over all, 514 feet keel, 54 feet beam, 31 feet deep, and will carry 9,500 tons.

The first boat up the river for the season of 1906, was the General Williams, United States Lake survey steamer. She slipped away quietly on March 3, bound for Port Huron, where she will be lengthened twenty-five feet by the Wolverine Drydock Company. The Williams is in command of Captain McDonald. She will be 125 feet long when she comes out of the hands of the drydock people.

There is reported to be twenty million bushels of grain in storage at the head of the Lakes, awaiting the opening of navigation, and there are between 300,000 and 350,000 tons of coal afloat at Buffalo. This does not include the cargos loaded at other Lake Erie ports. There will probably be no more coal loaded at Buffalo for the present, but the demand for vessel room in other ports continues.

The little wooden steamer Desmond quietly cleared from Cleveland recently with a cargo of coal for J. N. Mullen & Company of Windsor, and arrived at Detroit on March 8, with every lump of her 600 or 700 tons safely on board. The boat was in command of Captain Dixon, of Cleveland, and Samuel Braund, of Detroit is chief engineer. She dodged several good-sized ice fields in Lake Erie and came through without injury.

There is always a chance of "success" in life for the man who can push the "other fellow" to the wall.

Elephant's Feat of Memory.

Bazil, a 50-year-old elephant, recently purchased by the Hippodrome, unhesitatingly went through a series of tricks recently which she had not performed in twenty-three years. "This," says the press agent, "was a test of pachydermic memory which corroborates all that tradition and history assume."

The test was brought about by an argument between Peter Barlow, an elephant trainer, and Dr. Martin J. Potter, a veterinary surgeon, which resulted in a wager of $500. The press agent says he actually saw the money pass from the hands of the doctor to the trainer.

Bazil was one of the first elephants brought to this country by P. T. Barnum. She was the charge of "Bob" Fryer in the Barnum circus. At that time Peter Barlow was only a boy bareback rider, but a fast friendship grew up between him and Bazil, so that she "executed all the boy's instructions with obedience and zeal."

In 1880 there came a sad parting, for Bazil was purchased by Fryer for his own circus in Australia. Two years later Fryer died, and poor Bazil was sold from one master to another, and did drudge work to which she was little accustomed. She was so big and strong that she often had to pull pole wagons out of the mud when other beasts had failed. John H. Starin bought Bazil from Ringling Brothers, and she was installed on Glen Island. Thompson & Dundy then bought her for the Hippodrome. The moment she saw Peter Barlow, though she hadn't seen him for twenty-three years, she began to trumpet loudly and "flap her pendulous ears with gleeful vigor." The meeting was very affecting.

Peter Barlow said that he would bet Bazil would do over the old tricks she used to do for him. Dr. Potter smiled incredulously, and there followed a bet of $500 in more or less real money. The feat of "pachydermic memory" was performed. Bazil going through her old tricks "with unvarying accuracy and punctuality," though she hadn't practiced them in twenty-three long years.

Bazil stood on her head and then on her hind legs, walked lame, waltzed, did a cake walk, rang a dinner bell, and did all her ancient stunts without a hitch.—New York Times.

The first census of the island of Formosa since the Japanese occupation, which was taken on October 1, 1905, shows a permanent population of 3,050,000 and a temporary population of 20,000. The number of dwellings is 487,000 and 775 vessels are used as dwellings.

INFORMATION WANTED.

Clarence Elmer Pederson, who was in the United States Navy two years ago, will please communicate with the Lake Seamen's Union, 121 N. Desplaines street, Chicago, Ill.

Carl Knudsen, No. 6212, will please communicate with his brother, Bernt Knudsen, 92 South Halstead street, Chicago, Ill.

Robert Reesor, No. 5174, Lake Seamen's Union, will please write his brother, George Reesor, 103 Fuller street, Toronto, Ont., Canada.

Geo. T. Hurley, No. 13,845, Lake Seamen's Union, will please write his mother, Mrs. Maria Hurley, 198 Georgia street, Buffalo, N. Y.

Comrade Oscar Lavett, No. 7347, Lake Seamen's Union, last heard of in Buffalo, N. Y., in October, 1903. Please send information or address to Thos. A. Hanson, Treasurer Lake Seamen's Union, 121 N. Desplaines street, Chicago, Ill.

BAY CITY LETTER LIST.

Fred C. Hubbard
Thos. F. Ronley, 2 letters
Sandy McDonald
Andrew Wood
William Smith
Harry Smith, 3 letters
Fred Willie
Chas. Knowlton

LAKE SUPERIOR LETTER LIST.

Lake Superior
Boose, Paul
Bickford, Ezra
Butler, J. W. E.
Cornell, Roht.
Cormoley, Ed.
Chapman, F. J.
Harrison, Henry
Hay, A.
Hanson, John
Gilness, Peter
Gralbner, R.
Iaeger, Louis
Jorgenson, Hans
Jacobson, A. B.
Johanson, F.
Johnson, Anton
Kiley, Paul
Lane, Dawson
Leroy, Philip
Lesmore, Wm.
Larson, Jas.
McLeod, Murdock
Millan, M. John
Niermi, Ell
Nilson, Carl
Nilson, Nels
Olson, Fred
Olson, John
Platenoff, Wm.
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Rider, Homer
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Smith, A. W.
Sherod, Ralph
Selstad, A. E.
Shaver, Claude
Stephenson, Matt
Tinsler, John
Thomas, J. G.
Wiese, Sam
Westphall, L. W.
Wahlers, Carl

TONAWANDA LETTER LIST.

Andresen, A.
Andreasen, Niles S.
Borgesen, David
Bristow, E. H.
Brinniers, K.
Bondon, Fred
Brown, Joe
Brown, Clarence J.
Brown, Fred C.
Berryman, J.
Burgess, James
Brick, James J.
Carlson, Chas.
Carron, F.
Clare, Frank
Conger, Joseph
Cunningham, John
Cattanact, Ralph
Christensen, Chas.
Currie, John
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Drucks, Louis
Dougherty, James
Eby, Albert
Erikson, Andrew
Engelsen, T. M.
Evensen, Ed.
Flaherty, Wm.
Gillgren, Peter
Gay, Harry B.
Green, J. S.
Heeley, Edwin
Hansen, Martin
Hansen, Therg.
Hansfen, Thov.
Hillman, T. R.
Hanson, T.
Hanson, A.
Hillman, Henry
Herring, S. A.
Hansen, Karl Otto
Johansen, Einar
Johansen, Martin
Jacobson, August.
Johansson, Carl
Jamerson, Wm.
Jeferson, George
Kaelaske, Michael
Karlsson, G. P.
Karlsen, Karl
Larsen, Louis
Lundgren, Viktor
Leeland, W. M.
Laparge, John
Mathasen, Oscar
Magnasson, C. T.
McDonald, Murdock
McLeod, Thos.
McLawhy, Ed.
Nilsen, Niles.
Osterdahl, H. B.
Ommundsen, Tollak
Pedersen, A. H.
Peterson, N. A.
Rollo, Nelson
Rankin, Joe W.
Sullivan, S. T.
Stalls, Wm.
Sheldon, H. S.
Tebo, Henry
Van Anthony, Chas.
Waters, Frank
Young, James

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS

LAKE SEAMEN'S UNION

(Lakes District International Seamen's Union of America.)

121 and 123 North Desplaines Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, WIS.....133 Clinton Street
Telephone 240 South.

BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.

ASHTABULA HARBOR, O.....87 Bridge Street
Telephone 552.

CLEVELAND, O.....171 East River Street
Telephone Bell Main 1295.

TOLEDO, O.....719 Summit Street
Telephone Black 6981.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES.

DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3724.

ASHLAND, WIS.....515 East Second Street
Ashland Phone 1563.

SUPERIOR, WIS.....1721 North Third Street
Telephone, Old Phone, 4428 L.

BAY CITY, MICH.....919 North Water Street

OGDENSBURG, N. Y.....94 Hamilton Street

SUB-AGENCIES.

MANITOWOC, WIS.....809 South Eighth Street

ERIE, PA.....107 East Third Street
Telephone Bell 599 F.

CONNEAUT HARBOR, O.....992 Day Street

SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
Telephone 1944 South Chicago.

SANDUSKY, O.....1107 Adams Street

PORT HURON, MICH.....931 Military Street

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Flour—Washburn-Crosby Milling Co., Minneapolis, Minn.; Kelley Milling Co.; Kansas City, Mo.

Groceries—James Butler, New York City.

Meats—Kingan Packing Company, of Indianapolis, Ind.

Pipes—Wm. Demuth & Co., New York.

Tobacco—American and Continental Tobacco Companies.

CLOTHING.

Buttons—Davenport Pearl Button Company, Davenport, Iowa; Krementz & Co., Newark, N. J.

Clothing—N. Snellenberg & Co., Philadelphia, Pa.; Clothiers' Exchange, Rochester, N. Y.; Strawbridge & Clothier, Philadelphia, Pa.; Blauner Bros., New York.

Corsets—Chicago Corset Company, manufacturers Kabo and La Marguerite Corsets.

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Hats—J. B. Stetson Company, Philadelphia, Pa.; E. M. Knox Company, Brooklyn, N. Y.

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Suspenders—Russell Mfg. Co., Middletown, Conn.

Textile—Merrimac Manufacturing Co. (printed goods), Lowell, Mass.

Underwear—Oneita Knitting Mills, Utica, N. Y.

Woolens—Hartford Carpet Co., Thompsonville, Conn.; J. Capps & Son, Jacksonville, Ill.

PRINTING AND PUBLICATIONS.

Bookbinders—Geo. M. Hill Co., Chicago, Ill.; Boorum & Pease Co., Brooklyn, N. Y.

Newspapers—Philadelphia Democrat, Philadelphia, Pa.; Hudson, Kimberly & Co., printers, of Kansas City, Mo.; W. B. Conkey Co., publishers, Hammond, Ind.; Times, Los Angeles, Cal.; Philadelphia Inquirer.

POTTERY, GLASS, STONE, AND CEMENT.

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Iron and Steel—Illinois Iron and Bolt Company, of Carpentersville, Ill.; Carborundum Company, Niagara Falls, N. Y.; Casey & Hedges, Chattanooga, Tenn.; Gurney Foundry Company, Toronto, Ont.; Sattley Manufacturing Company, Springfield, Ohio; Page Needle Company, Franklin, N. H.; American Circular Loom Company, New Orange, N. J.; Payne Engine Company, Elmira, N. Y.; Lincoln Iron Works (F. R. Patch Manufacturing Company), Ruthland, Vt.; Erie City Iron Works, Erie, Pa.; David Maydole Hammer Co., Norwich, N. Y.; Singer Sewing Machine Co., Elizabeth, N. J.; National Elevator and Machine Company, Honesdale, Pa.; Pittsburg Expanded Metal Co., Pittsburg, Pa.; Peckham Manufacturing Company, Kingston, N. Y.; American Hoist and Derrick Co., St. Paul, Minn.; Thos. E. Gleeson, East Newark, N. J.

Iron, Architectural—Geo. L. Meskir, Evansville, Ind.

Stoves—Germer Stove Company, Erie, Pa.; "Radiant Home" Stoves, Ranges, and Hot Air Blast, Erie, Pa.; Wrought Iron Range Co., St. Louis, Mo.

WOOD AND FURNITURE.

Bags—Gulf Bag Company, New Orleans, La., branch Bemis Brothers, St. Louis, Mo.; H. B. Wiggins' Sons Co., Bloomfield, N. J.

Baskets—Williams Manufacturing Company, Northampton, Mass.

Brooms and Dusters—The Lee Broom and Duster Company, of Davenport, Iowa; M. Goellers' Sons, Circleville, Ohio; Merkle-Wiley Broom Co., Paris, Ill.

Carriages—Crane, Breed & Co., Cincinnati, Ohio.

Cooperage—Northwestern Cooperage and Lumber Company (otherwise known as the Buckeye Stave Company), of Ohio, Michigan, and Wisconsin; Elgin Butter Tub Company, Elgin, Ill.; Williams Cooperage Company and Palmer Manufacturing Company, Poplar Bluff, Mo.

China—Wick China Company, Kittanning, Pa.

Furniture—American Billiard Table Company, Cincinnati, Ohio; Brumby Chair Company, Marietta, Ga.; O. Wiser Piano Company, Brooklyn, N. Y.; Krell Piano Company, Cincinnati, Ohio; N. Drucker & Co., Cincinnati, Ohio; St. Johns Table Company, St. Johns., Mich.; Grand Rapids Furniture Manufacturing Association, Grand Rapids, Mich.; Derby Desk Co., Boston, Mass.

Gold Leaf—W. H. Kemp Company, New York, N. Y.; Andrew Reeves, Chicago, Ill.; George Reeves, Cape May, N. J.; Hastings Company, Philadelphia, Pa.; Henry Ayers, Philadelphia, Pa.

Lumber—Trinity County Lumber Company, Groveton, Texas; Reinle Bros. & Solomon, Baltimore, Md.; Himmelberger Harrison Lumber Company, Morehouse, Mo.; Union Lumber Company, Fort Bragg, Cal.; St. Paul and Tacoma Lumber Company, Tacoma, Wash.; Gray's Harbor Commercial Co., Cosmopolis, Wash.; Far West Lumber Company, Tacoma, Wash.

Leather—Kullman, Salz & Co., Benicia, Cal.; A. B. Patrick & Co., San Francisco, Cal.; Lerch Bros., Baltimore, Md.

Paper Boxes—E. N. Rowell & Co., Batavia, N. Y.; J. N. Roberts & Co., Metropolis, Ill.

Paper—Remington-Martin Paper Co., Norfolk, N. Y. (Raymond Paper Co., Raymondsville, N. Y.; J. L. Frost Paper Co., Norwood, N. Y.); Potter Wall Paper Co., Hoboken, N. J.

Watches—Keystone Watch Case Company, of Philadelphia, Pa.; Crescent Courvoisseer Wilcox Company; Jos. Fahy, Brooklyn Watch Case Company, Sag Harbor.

MISCELLANEOUS.

Bill Posters—Bryan & Co., Cleveland, Ohio.

Railways—Atchison, Topeka and Santa Fe Railroad; Missouri, Kansas and Texas Railway Company.

Telegraphy—Western Union Telegraph Company, and its Messenger Service.

D. M. Parry, Indianapolis, Ind.

Thomas Taylor & Son, Hudson, Mass.

C. W. Post, Manufacturer of Grape Nuts and Postum Cereal, Battle Creek, Mich.

Lehmaier-Swartz & Co., New York City.

Eight Hours on the Canal.

As is known, when the Urgent Deficiency Bill was up before the House of Representatives, the chairman of the committee having the bill in charge, the Honorable Mr. Littauer, of Gloversville, New York, the man known to be hostile to organized labor, offered a rider to the bill which, at the request of the representives of the American Federation of Labor, was objected to upon "a point of order" and ruled out. A resolution in the form of a bill was then introduced, permitting the rider to be attached to the bill, and thus, under the machination of those in control of the House, was passed. The provision, having been agreed to by the Senate, has by this time been referred to the Prsident for his signature. The following protest was then lodged, in the hope that it may have the desired effect upon him:

Headquarters, American Federation of Labor,
Washington, D. C., February 10, 1906.

Hon. Theodore Roosevelt,
President of the United States,
Washington, D. C.

Sir:—Shortly there will be placed before you for your consideration the bill commonly known as The Urgent Deficiency Bill. The bill has been amended in the Senate and will go to conference. There is one provision of the bill, however, which has passed both the House and the Senate, hence will be placed before you as part of the bill. It is found in the following language:

The provisions of the act entitled "An act relating to the limitations of the hours of daily service of laborers and mechanics employed upon the public works of the United States and of the District of Columbia," approved August 1, 1892, shall not apply to alien laborers employed in the construction of the Isthmian Canal within the Canal zone.

Your attention is respectfully called to the fact that in this most unusual fashion, that is, as a rider to the Appropriation Bill, a principle that has been enunciated by the Federal Government since 1868, by joint resolution, by proclamations of the Presidents of the United States, by enactment into law, is proposed to be swept aside, without hearing of the parties particularly in interest, and at whose instance the first and continued action of the Government was taken.

Person desiring these changes over principle and fundamental law have suggested and urged its enactment while those who stand for the present law, and who have thus far vainly asked for its extension have been given no opportunity for hearing, remonstrance, or protest.

The working people of our country recognize that our Government is committed to a law undertaking the construction of the Panama Canal, connecting the Atlantic and Pacific oceans; that it is one of the most important public works ever assumed by any nation; that it is designed to be American in ownership and control, and should, so far as possible, be American also in construction. Early last year your attention was respectfully called to the fact that there are numberless working people in the United States and its possessions adapted in every way to the class of work necessary in constructing the canal, and suggested that our people be employed thereon.

With others associated with me I have tried to be helpful to the Government and the officers in charge, so that no unnecessary impediment will be placed in their path in the performance of their work.

As you know efforts were made by some in charge of the canal construction work to rule that the eight hour law does not apply to the work of the Panama Canal construction; that the attorney-general has given an opinion contrary to that contention. The eight hour law applies thereto, and to overcome which Congress has passed upon the provisions of the bill declaring that the provisions of the eight hour law shall not apply "to alien laborers employed in the construction of the Isthmian Canal within the canal zone."

It is submitted to you that it is a misconception for any one to claim that the application of a longer work-day than eight hours in a torrid zone can either be wise, economic, or humane. When the Federal Government, by resolution and law, placed the eight hour law upon the statute books, it declared a fundamental, economic principle, as well as enacted a statute, and surely if an eight hour work-day was deemed wise and economic in the comparatively temperate climate of the United States, it must appeal with greater force that it is essential that a longer work-day should not apply in a territory under a burning sun and in a miasmatic atmosphere.

It is urged that, inasmuch as the provision referred to applies to alien laborers, that, therefore, Americans need not concern themselves. That, however, can have no place in our consideration, for in truth then the present eight hour law should not apply to alien laborers who are now employed by the Government or on work performed for the Government of the United States.

All who are acquainted with the enervation and enervating influences of torrid climates upon workmen realize that they do not and can not possess the energy and activity of workmen in moderate or temperate climates, and surely because men are physically weaker and are made weaker by reason of climatic conditions can not be argued in favor of their being required or permitted to toil longer than eight hours in a day. To enact into law a provision applying to alien workmen that is deemed wise and inhuman for Americans, is an exhibition of total disregard of human life.

It has been wisely said: "That if you want to get the most work out of a man in the shortest possible time you may work him 24 hours a day. If you want to get the very best work out of a man, then he should not be required or permitted to work more than eight hours in a day." To say that men, any sort of men, can do more work and better work in more than eight hours a day than they can under an eight hour work-day is to flagrantly fly in the face of every industrial experience.

In view of the foregoing, as well as further information which can be given should you desire it, and on behalf of American labor, I respectfully protest against the provision referred to being enacted into law, and urge that you may see the propriety of withholding your approval of the bill with the objectionable provision contained therein.

Very respectfully yours,
SAMUEL GOMPERS.
President, American Federation of Labor.

Many Belgian papers dwell upon the necessity for good milk as a preventive against sickness. Many experiments have been made there on the absorbing qualities of milk, and the Belgian Department of Agriculture is urging greater care in handling cows, and for sanitary tables, etc.

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Barry, James H., The Star Press, 429 Montgomery.
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Ben Franklin Press, 123 Seventh.
Benson & Liss, 776 Bryant.
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Stanley-Taylor Co., 656 Mission.
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General News.

Dr. Manuel Quintana, President of the Argentine Republic, died at Buenos Ayres, on March 11, aged 71 years.

Jean Marie Ferdinand Sarien has been chosen to form a new French Cabinet and has tentatively named his colleagues.

Princess Ena of Battenberg joined the Catholic Church at San Sebastian, Spain, on March 7, preparatory to her betrothal to the King of Spain.

A bill has been introduced in the Iowa Legislature, requiring physicians to put to death patients suffering from incurable diseases or injuries.

The editor of El Deluvio, a Spanish paper published at Barcelona, has been sentenced to eight years' imprisonment for printing an insulting dispatch concerning King Alfonso.

The steamer Dorothy, Captain White, which sailed from Philadelphia, Pa., recently, for Providence, will be operated on the Joy Line between Providence, New Bedford and New York.

President Roosevelt announced on March 10 that he has decided to appoint Wilfred B. Hoggatt to be Governor of Alaska. Hoggatt is a resident of Juneau, and will succeed John G. Brady, recently resigned.

The Colorado Supreme Court has denied the supercedeas proceedings in favor of James A. Hill and Leonard Imboden, convicted of conspiracy to wreck the Denver Savings Bank, and the two bankers will be taken to Canon City at once to begin serving their sentences.

James Slocum, a fireman on the freight steamer Massachusetts, was shot and killed by an officer of that vessel at Brooklyn, N. Y., on March 8. It is said that the trouble arose over repeated complaints of the firemen about their food. A number of arrests were made.

The British steamer Nelson, Captain Wilkinson, hailing from London, having a crew of twenty-one men and bound from Port Talbot, Wales, with 3000 tons of coal for St. Nazaire, France, sank near the island of Ushant, on March 10. The crew of the Nelson were saved by fishing boats.

Captain George Fred Tilton, of Martha's Vineyard, Mass., the man who walked 2600 miles across Alaska in the winter of 1898, will soon make a dash for the North Pole. For this purpose a 250-ton steam brig will be built for him in Maine and fitted out in New Bedford, Mass., for a long Arctic cruise.

Secretary Metcalf, of the Department of Commerce and Labor, has issued a statement showing that, despite the alleged boycott of American products, exports to China during the seven months ending January, 1906, increased by $5,429,732, as compared with a like period of the previous year. The totals for each year were $23,432,948, for 1905; and $28,862,680, for 1906.

J. Pierpont Morgan has bought for $50,000 of Lord Rosebery of England his collection of manuscripts of Robert Burns. It includes, among popular poems, "Auld Lang Syne." There are love-letters, literary notes and essays. All have been published. Morgan is said to be extremely proud of his acquisition, which he keeps secret in Europe. The Burns manuscripts are to be brought to the United States.

The British House of Commons, on March 7, carried by a majority of 238 a motion in favor of the payment to Members of Parliament of $1500 yearly. In the course of the debate Premier Campbell-Bannerman spoke cordially in favor of the payment of Members, but said the Government at present had neither the time nor the money to carry it into effect. For the reasons given, the Premier explained, no legislative effect will be given the motion.

World's Workers.

The French Chamber of Deputies unanimously voted $100,000 for the relief of the victims of the Courrieres coal-mine disaster. The Miners' Association has voted $40,000 for the same purpose.

A rescue party of seventeen men who descended for the purpose of recovering the bodies of the victims of the mine disaster at Courrieres, France, was overcome and the entire party lost their lives.

The Sydney (Australia) Labor Council has passed a resolution congratulating the workers of Great Britain upon their great successes at the recent elections, and expressing hopes for future victories.

The secretary of the New South Wales Tobacco Workers' Union recently told the Tobacco Commission that with the advent of the tobacco trust the male employes' wages in the Sydney factories had suffered.

Chinese autocrats have a way of their own of suppressing strikes. The Viceroy threatens to cut off the heads of the leaders of the Merchants' Guild at Canton if they order a strike in protest against his taxation scheme.

Reports of another general railroad strike in Moscow, Russia, are current. The Government is taking exceptional precautions, and battalions of sappers are being massed in that city to take the places or strikers, while military trains are held in readiness at various stations to proceed in any direction.

The new British Chancellor of the Exchequer has informed the Fifeshire Miners' Association that he favors the complete protection of trade-union funds from liabilities resulting from the judicial application of the law of conspiracy and agency, and that a bill dealing with the matter will be introduced in Parliament.

The Queensland Typographical Association's half-yearly report and balance-sheet show that it "is holding its own, both financially and numerically, and continues to rank as one of the premier trade-unions of Queensland." Notwithstanding the dull period passed through the assets are worth £823, an increase of £52, and the liabilities are, as usual, nil. There are 185 financial members.

Black labor sugar planters in Queensland, who are discharging their Kanakas wholesale, are very wroth at the authorities ordering that in case of the cancellation of agreements of three-year "boys" the employer must pay wages in full to the end of the term of agreement, plus £8 for the Kanaka's passage home, and that in the case of short-term "boys" half-wages are to be paid to the end of the agreement.

A meeting of Brisbane (Australia) employers recently decided to join forces with the Victorian employers in lining up to oppose the introduction of the trade-union label provisions of the Trade Marks Act, and resolved also to recommend employers in Queensland to refrain from utilizing the union label on their goods pending a test case to be placed before the High Court. It was also decided to establish a fund to defray cost of such test case.

The Argentine correspondent of the Pastoralists' Review, an Australian publication, refers to the tying-up of the local shipping by the recent dockers' strike, and says: "An Employers' Association, with a capital of £10,000, has been formed, with the object of protecting the employers against the numerous laborers' unions in the country." This is the "green land far away" that was regarded as the squatters' Eldorado on the strength of the allegation that there were no industrial unions there, and that workers were cheap and submissive.

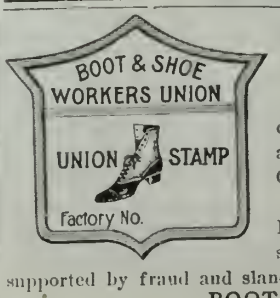
San Francisco Letter List.

Letters are advertised for six months and kept at the Sailors' Union Office for twelve months, all told. If not called for at the expiration of one year letters will be returned to the Postoffice.

Aagard, Chr.
Abrahamsen, A.
Absalonsen, O.
Agerup, Richard
Albrecht, Emil
Altonen, Fred
Andersen, And. S.
Andersen, Harald
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Andersen-1233
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Anderson-1061
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Baker, John
Barber, A.
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Behrendtg-1419
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Danielsen, H. H.
Dean, Thos. Stanley
Dehne, Paul
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Hallstrom, J.
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Jensen, Jens H.
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Jensen, Sverri
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Laws, Harry
Lemmel, H.
Leonard, John
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Madison, W.
Madsen, C.
Magnini, Frank
Magnusson, Mr.
Anderson, A. E.
Anderson, Axel P.
Anderson, Efraim
Anderson, J.
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Anderson, Victor
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Anderson-822
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Arntsen, Erik
Arvesen, Arut
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Attilla, J.
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Harriman, W. S.
Haugan, H.
Hazel, Wm.
Heart, Chas.
Helander, H.
Helgersen-1272
Hellesto, Carl J.
Henrikssen, R. F.
Hetebrugge, W.
Hetland, K. M.
Hill, John
Hillborn, Adolf
Hogland, Chas.
Holm, J.
Holmes, C. F.
Horan, Patrick
Hubner, Carl
Hughes, G.
Ingebretsen, T.
Itwalt, Fred.
Johansen, Joachim
Johansen, K. L.
Johansen, O. C.
Johansen, Mathias
Johanson-1688
Johanson, Fritz
Johanson, Hjal.
Johansson, Gust.
Johansson, K. F.
Johansson-1154
Johnsen-938
Johnson, Bert
Johnsson, J. H.
Jordfold, Theo.
Jorgensen, K. F.
Jorgensen, Theo.
Josefson, F.
Julsen, Jorgen
Jurginsen, W. P.
Knottner, Otto
Koff, Martin
Kokko, A. J.
Koop, J. T. O.
Kornellusen, J. J.
Krafft, Robert
Kressmann, M.
Kristianla, Gus
Kristensen-986
Krohnert, Alb.
Kuhl-478
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Lindholm, Erik
Lindkrist, C.
Lindstrom, Alex.
Luden, Wm.
Ludvigsen, A.
Luhrs, Ludvig
Luksie, Frank
Lundgren, Gust.
Lundkvist, O.
Lundstrom, Alex
Lustic, A. P.
Mahsing, John
Mahsing, W.
Malahoff, A.
Malmberg, Elis
Mannonen
Maren, Adolf
Markman, H.
Martin, Albert
Mathison, J. M.
Mathson, Olaf
Mau, Ludvig
Maule, G.
Mayor-1371
McKenzie, A.
McLaughlan, M.
Merila, Carl
Meyer, Fritz
Ness, Aksel
Neuser-831
Nielsen, Petter
Nielsen, Alf.
Nilssen-737
Nilsson, Carl
O'Driscoll, J. J.
Olesen, Marinus
Olesen-511
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Olsen, Anton
Olsen, Hans
Olsen, Hans J.
Olsen, Olof H.
Olsen-542
Olsen, C.
Olsen-791
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Olsen, Sevrin
Olsen-699
Olsen-504
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Salberg, Oskar
Salk, C.
Salvesen, Sam
Samuelsen, Ad.
Sauceda, Julian
Sawfaroff, N.
Schabethal, Fred
Schade, Wenzel
Schaefer, Thomas
Schimelphwenng
Schroder, F.
Schubert-887
Schultz, Carl
Schumacher, Wm.
Schwarz, G. A.
Schwencke, C.
Scherlau, R.
Selander, Gus.
Self, Arthur
Selzer, Max
Semberg, Claus
Senger, Geo.
Seppel, John
Taite, Geo.
Talbot, A. F.
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Tenzer, F.
Thomas, Ben
Thorsin, J. G.
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Moore, J. C.
Moore, J. C.
Mickelson, H.
Milos, Peter
Moller, Nils
Monson, A.
Munro-1397
Murry, Chas.
Musterton, Arthur
Nilsson, Sigfried
Noack, M. H.
Nordstrom, Ed.
Nothgedacht, H.
Nygaard, W.
Olsen, Olaf C.
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Olsen, Andus D.
Olsen, John
Olsen-584
Olsen, Erik
Olson, Ole
Olson-861
Olson, Olaf S.
Olson, Peter
Olsson, C. O.
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Out, Joe
Petterson, Alf.
Petterson, J. P.
Petterson, Sam
Petterson-875
Peterson-1037
Petterson-851
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Pestoff, Savaty
Pienkowsky, G.
Plinske, John
Pols, H. J.
Porzier, Jean
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Prat, Louis
Prinz, Chas.
Riis, M. P.
Roscheck, Paul
Rosengren, J. A.
Rosenblad, K.
Rosan, Oscar
Rommel, Mr.
Rundan, Edon
Rustad, S.
Showell, R. J.
Siebert, Rud.
Sillen, Geo.
Simensen-27
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Sjoblom, A.
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Snow, Harry
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Soderlund, A. L. K.
Soderman, O.
Sohst, Adolf
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Sorensen, Loren
Sorensen, John
Stenby-1872
Stephens, M.
Sterra, John
Stratten, James
Stubenrauch, R.
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Torngvist, St.
Tragde, C. J.
Troekel, Fritz
Tyrholm, Johan
Unruh, Paul
Vogel, Hans
Vrolbe, Leo
Vyfoinkel, L.
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Willman, Wm
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Wiseheropp, F.
Wolf, John
Zugehoer, Alex

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Ahlquist, Oscar
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Amundsen, Albert
Anderson, E. G.
Anderson, Gust.
Anderson, Joe-1251
Anderson, Chas.
Anderson, A.-650
Andersen, A. P.
Andersen, H.-1073
Andersen, W. T.
Andersen, David
Andersen, J. R.
Andersen, L.
Andersen, Oscar
Andersen, J.-934
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Barber, A.
Barnehow, A. O.
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Bowden, F.
Brandenburg, A.
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Carlson, Eric
Carlson, O.-942
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Christensen, Sam
Christiansen, Gust.
Cochran, Thos.
Clauson, A. J.
Christiansen, Frederick
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Connel, O.
Courtney, Ed.
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Danielsen, D. W.
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Duls, J.
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Enevolsen, I.
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Ellingsen, F.
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Evans, S.
Evensen, C.
Farley, Geo.
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Fredriksen, Hans
Friske, C.
Froitzheim, R.
Gabrielsen, M.
Gabrielsen, G.
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G. I.
Gjerlow, Ingaard
Gregeriusen, H.
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Gustafson, G. W.
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Hagen, C. L.
Hager, G. J.
Hahn, De. W.
Hahner, F.
Haleppa, O.
Halversen, Halvor
Hansen, Geo.
Hansen, J.-747
Hansen, A. S.
Hansen, H. A.-1211
Hansen, O. R.
Hansen, H. P.
Hanson, O. W.
Hanson, Wm.
Hansson, Oscar
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Jensen, Lauritz
Jensen, J.
Jensen, Christ
Jensen, Geo. L.
Johansen, K.-1552
Johnson, Harry
Johnson, August
Johnson, G. W.-1239
Johnston, John A.-724
Jorgensen, J. A.
Karlsen, Gustav
Karlsen, A. M.
Kienan, G.
Kiesow, Paul
Klemenstella, G.
Knox, Wm.
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Koester, T.
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Kristoffersen, Carl
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Kund, Oscar
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Lankow, E.
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Larsen, H.-1199
Larsen, H.-1701
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Larsen, H. J.
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Lehll, Emil
Leisen, W.
Lewis, Geo. H.
Lie, K. O.
Lie, Jens
Lie, J. L.
Lie, J. C.
Lie, S.
Lieberman, Geo.
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Lind, Frank
Lindman, Rudolph
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Lof, Oskar
Luhsie, F.
Maaek, H.
Maher, J.
Magnusen, K. E.
Marthinsen, K.
Martin, J. V.
Matiasen, M.
McAdam, J.
McArthur, C.
McCallowe, D.
McCarthy, John
McCarthy, D.
McCormaek, John
McDonald, Norman
McLael, Walter
Melgail, M.
Meyer, Wilhelm
Michalsen, A.
Miller, Jas.
Mogstad, Ed.
Moore, W. J.
Morgan, O. O.
Mortensen, A. F.
Munge, Anton
Myhre, Peter
Nilsen, H.-717
Nelsen, Ivar
Nelson, Jacob
Nelson, Nels-1219
Nellson, H. M.-754
Newman, J.
Nielsen, P.
Nilsen, Olaf-636
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Nilsen, Asmund
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Nordenberg, S.
O'Laughlin, M.
Olesen, E.-515
Olson, Geo.
Oleson, C. J.-573
Oleson, R.
Olsen, L.
Olsen, Andrew
Olsen, Anton
Olsen, Chas.-799
Olsen, C. E.-584
Oisen, John C.
Olsen, Harry
Olsen, P. O.
Olsen, H.-522
Olson, Oluf
Olson, Oben
Olsson, Oscar
Onu, J.
Orling, Gus.
Ostenberg, Carl-708
Owen, J. H.
Paar, E.
Paaversen, O.
Parls, Walter
Parveshig, H.
Paul, C.
Paulsen, P.
Pearson, Geo.
Pedersen, H. P.
Pedersen, Hans
Pedersen, Louis
Pedersen, F.
Pederson, Lars
Person, Bernard
Persson, Johan
Pestoff, S.
Peterson, Oscar-710
Petersen, C.
Peterson, John
Pettersen, Loren
Petterson, Fred-954
Petterson, Chas.
Pettersen, Ole P.
Petterson, Richard
Petterson, P. A.
Pledvache, Emil
Pilen, A.
Pirade, W.
Plantikon, W.
Polson, Carl
Pregler, F.
Radke, Frank
Rasmusen, C. D.
Rasmussen, J. F.
Rasmussen, E.
Rasmussen, O.
Rasmussen, J. T. C.
Ree, H. van
Relman, Carl
Relnink, H.
Rich, Frank
Rohertson, M.
Runke, Ben
Salberg, O.
Salmann, B.
Salonen, E.
Sandvih, Johan
Sarin, K.
Scherlau, Robert
Schu, Martin
Schuhert, Chas.
Schultz, E.
Schutus, E.
Seppell, P.
Serin, D.
Shane, J.
Simonsen, Fred
Sjoberg, Gustaf
Smevik, J. J.
Smith, Andrew
Smith, W.
Smith, Samuel G.
Smith, Emil
Soderstrom, A. A.
Solberg, B.
Solis, Ingvaid
Solrud, J.
Sonderman, G.
Sorensen, Hans
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Svensen, G. F.	Wichman, Cornelius.
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Svensen, J	Wight, U.
Svensson, John	Wike, Victor
Swansen, C. I.	Wilsen, P. S.
Swanson, H.	Williams, A.
Swanson, G.	Wiliams, H.
Swanson, Jack	Williams-765
Thila, Peder	Winknenski, S.
Thom, E.	Winzens, G.
Thomson, John G.	Wirstrom, C.
Timmey, K. H.	Vold, O. P.
Tornstrom, C. A.	Wolf, F.
Troitzheim, R.	Yanger, Oscar
Turner, Fred	Zunker, Paul
Vyhvinkel, L.	
Wahlfred, J.	
Walsh, J. A.	

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Abrahamsen, Asl.	Johnsen, Johan
Amundsen, D.	Kallio, John
Anderson, P.	Klingstrand, G.
Andersson, Charles	Kjellgren, John
Anderson, Gus-1243	Mikkelsen, Alf.
Anderson, Johan-12	Nelson, Nels C.
Anderson-512	Nielsen, N.-751
Burg, Mike	Nystrom, P. E.
Berthelsen, A.	Oetting, John
Bernhardsen, C.	Olsen, Otto
Bridgeman, Ben	Olsen, John
Bohm, Adolf	Petersen, H. P
Dishler, Peter	Pettersen, Corel
Dahlquist, Fr.	Rasmussen, N. C.
Drew, Wm.	Roni, Erik
Dittmayer, Ch.	Rion, Nic
Dybsland, P. Th.	Richards, L. V.
Eriksen, Axel	Richardsen, H.
Egeness, M.	Schwartz, G.
Fallin, Chas.	Schwenke, Carl
Ferraris, G.	Scudahl, Jens
Guscow, H.	Soderstrom. J. A.
Hahner, Ferd.	Sorensen, M.
Hansen, Ole	Taddiken, Anton
Hansen, Otto	Thompson, Chris
Holmes, C.	Tornstrom, Ed.
Jacobsson, John	Winter, John
Johanson-1219	Ziegler, Sam.

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Auer, A.	Lindstrom, Fred
Boose, C. P.	McLennan, Donald
Berg, Thos. A.	Naylar, Thos.
Ehlers, Henry	Olsen, O.
Hiinz, Fred	Petterson, Auztaf
Henriksen, S. N. O.	Steen, Hans
Ivers, John	Ramuty, August
Joansen, Hans	Styston, M.
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Andersen, Aleck	Helms, W.
Anderson, Eskil	Hinner, P.
Anderson, George	Hudson, M.
Ball, W.	Johansson, Leonard
Edlund, J. A.	Janssen, Oscar
Fleming, M.	Jansson, Frederick
Johnsson, Johan W.	Mitcheal, A.
Koster, Paul	Mikkelsen, Julius
Kalming, Jacob	Pettersen, Olaf
Karlsson, Artur	Petersen-1019
Larsen, Franklin	Leofem, Fred'k
Lundberg, K. H.	Thomsen, Thos.
Larsen, Jullus H.	Troos, John
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Anderson, Alf. J.	Murray, Willie
Brander, Wm.-1389	Muller, Harry
Froh	Olsen, C.-908
Groms, Karl	Olson, A.-586
Gustafson, J.-432	Olsson, Otto
Hang, Hans H.	Pedersen, Dick
Johansson, K.	Petterson, Oscar
Johannessen, Harry-1352	Pedersen, Gunder
Karvell, J. H.	Rosenvold, Isak
Knight, A.	Schubert, Chas.
Knudson, Hans	Sorensen, Loren
Kivstrom, J.	Schade, Wenzel
Loveland, Chas. H.	Strand, Chas.
	Svenson, Hugo
	Svenson, Jas.-802

EUREKA, CAL.

Andersen, Chas.	Larsen, Alfred
Arversen, Arturt	Lundholm, Abel
Bostrom, N. A.	Lindholm, Abl.
Bowman, Wm.	Olsen, Arthur G.
Brown, J. C.-1027	Olsen, H.
Gottberg, J.-622	Rosenvald, Isak
Hansen, Hans T.	Rundh, J. E.
Laine, W. L.	Sorensen, Thos.
Pettersen, C. A.	Thoresen, Petter
Polejaniski, R.	

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Bahr, Frank	Knudtsen, Hans O.-2
Cossalato, Mike	Lowe, Martin
Fabrisius, H.	Nelson, John
Jorgensen, Christian	Rasmussen, R.
Johnsen, Henry	Sterens, Vint.
Johanson, E. W.	Vogt, Wilhelm
Jacobsson, C. E.	Wilson, Harry

(Continued on Page 14.)

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INFORMATION WANTED.

George Bayliss, a native of Woodstock, England, aged about 38, last heard of ten years ago on the Pacific Coast, is inquired for by his brother. Any one knowing his past or present whereabouts will please notify the JOURNAL office.

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INFORMATION WANTED.

Wilhelm and Gustaf Jacobsen, sailing on the Pacific Coast, are inquired for by their half-brother, John Jacobsen at Port Ludlow, Wash.

News from Abroad.

Four hundred military executions have occurred in Livonia, Russia, as a result of the Government's repressive measures.

By the collapse of the gallery staging in Earl's mine at Raibl, district of Aarvid, Austria, on March 8, forty miners and one engineer were killed.

The war aaginst police officials at Lodz, Russian Poland, still continues. A captain and a sergeant of police were killed on March 6. The assassins escaped.

The Rouvier Ministry was defeated in the French Chamber of Deputies on March 7 and immediately resigned. The defeat of the Government resulted from a debate on church affairs.

The sentence of death imposed upon Anna Ismailovich, the daughter of Ismailovich, who attempted to assassinate Governor Conloff, at Minsk, Russia, has been commuted to imprisonment for life.

The Chinese Minister to Great Britain called on Foreign Secretary Grey on March 9 and reassured him that China is making every effort to prevent a spread of anti-foreign feeling.

It is reported that John D. Rockefeller recently offered to relieve Russia's immediate need of money by giving $200,000,000 in return for a large railroad concession. The offer was refused.

The British War Secretary has announced that henceforth Great Britain will economize in the matter of the land forces and fortifications and devote its expenditures mainly to the Navy.

The three men who on February 10 made an attempt to assassinate General Reyes, President of Colombia, were shot on March 6, at the spot where the attack took place. Complete calm prevails throughout the republic.

A battle took place between American troops and hostile Moros at Mount Dajo, near Jolo, P. I., on March 5-6. The Moros left 600 dead on the field. The American losses were eighteen killed and fifty-two wounded.

Lieutenant-Governor Linevitch arrived in St. Petersburg on March 6. Lieutenant-General Rudiger, Minister of War, and a few military officers were at the station to welcome him, but no demonstration was arranged in his honor. His reception was cold.

At the village of Fucecchio, twenty-three miles west of Florence, Italy, on March 5, a house where a dance was in progress, took fire. In the panic which ensued the floor gave way and sixteen persons perished, while many others were injured.

According to the London Chronicle's Constantinople correspondent, a struggle is proceeding between the British and German Embassadors over an attempt by Germany to secure the concession of a coaling station on the island of Thasos which Great Britain is trying to defeat.

The fears of a renewal of Jewish massacres in Russia on Easter, to which a deputation recently called Premier Witte's attention, appear to have real foundation. "The Black Hundred" organizations in the "pale" and elsewhere in European Russia are conducting agitation to slaughter the "enemies of Russia." Circulars have been prepared in St. Petersburg calling for the extermination of the Jews.

In the French Chamber of Deputies, on March 7, Minister of Marine Thomson, supporting the Naval Budget, compared the French and German navies, saying: "Although the composition of our squadrons is not perfect, our armament is superior to Germany's. We have 190 heavy, 296 medium and 780 small naval guns more than Germany. Two new battleships will be ready next year, and four a year after, as well as a number of cruisers, torpedo boats and submarine craft. This is the situation with which we are obliged to keep pace."

Labor News.

The Idaho Supreme Court, at Boise, on March 12, ruled that Moyer, Haywood and Pettibone, of the Western Federation of Miners, must stand trial for the murder of former Governor Stemmenberg. An appeal will be taken to the United States Supreme Court.

President Roosevelt is said to be taking no part in the negotiations to prevent a coal strike. Recently the President wrote an identical letter to Mitchell and Robbins, urging that a further conference be held, but since writing the letter the President has taken no steps in the matter.

With the passage by the Iowa Senate on March 14 of the Child-Labor bill, the measure will become a law, as Governor Cummins will sign it. The new law prohibits the employment of children under 18 years of age in any occupation injurious to health.

Operator Lively, who has confessed his responsibility for the collision on the Denver and Rio Grande railroad, on March 16, in which thirty lives were lost, says that his neglect was due to physical exhaustion, he having worked seventeen hours without rest.

The national convention of the United Mine Workers of America opened at Indianapolis, Ind., on March 15, with over 1000 delegates present, representing 1461 locals. President Mitchell reported that there was a prospect of reaching an agreement with the operators.

President Gompers of the American Federation of Labor and A. Furuseth, legislative representative of the International Seamen's Union, appeared before the House Committee on Judiciary on March 14 in opposition to the Gilbert Anti-Injunction bill, which would legalize injunctions in labor disputes.

The propositions of the United Mine Workers for a readjustment of wages and conditions in the anthracite coal fields, as a whole, have been denied by the committee representing the operators. The latter proposes the renewal of existing terms for a period of three years.

The national executive board of the United Mine Workers of America, at a meeting held at Indianapolis, Ind., on March 15, approved the finding of President Mitchell in the matter of the ousting of Patrick Dolan from the presidency of district 5, Western Pennsylvania.

Minister Denham, of Queensland, is reported to be formulating a scheme for meeting the alleged difficulty of obtaining white labor for the sugar industry. He proposes to settle men, with their families, upon small holdings, on which they may work during the off season, and so be available at cane-harvesting time.

Moyer, Haywood and Pettibone, the officials of the Western Federation of Miners charged with the murder of former Governor Steunenberg of Idaho, have been removed from the penitentiary at Boise to the county jail at Caldwell, upon their own request, made as a result of their dissatisfaction with the treatment accorded them by Warden Whitney, of the State Penitentiary.

Charles H. Moyer, William D. Haywood and George A. Pettibone were arraigned before District Judge Frank Smith at Caldwell, Idaho, on March 9, under indictments charging them with the murder of former Governor Frank Steunenberg in that city on the night of December 30 last. On the motion of counsel for the prisoners, who asked for time to prepare a motion to quash the indictments, further proceedings under the indictments were postponed until March 16, when the defendants were again brought into court to enter their pleas.

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LETTER LIST.

(Continued from Page 13.)

HONOLULU, H. T.

Anderson, Sigurd	Iverson, Carl
Anderson, Gilbert	Johnson, H
Baldvin, Melmer	Johannsen, Emil
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Gerdes, T	Molden, Jakot.
Flgel, George	Nilson, Olaf M
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Heller, Olaf	Olsen, Olaf
Hanson, Rudolph	Ramsey, Morris
Hakanson, F	Sundberg, John
Hakanson, Clars	Thorns, R

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With loss of deckload and leaking, the schooner Abbie and Eva Hooper, from St. John, N. B., for Philadelphia, before reported ashore on Little Cranberry Island, was recently towed to Southwest Harbor. She will later be taken back to St. John.

The schooner Alicia B. Crosby, recently arrived at Philadelphia, Pa., from Bridgeport, Conn., bringing the crew of the abandoned schooner John S. Deering. The shipwrecked men had been seventy hours without food, water and sleep when rescued.

The contract for making repairs to the British steamer Memnon, which was damaged in collision with the British bark Annasona near Marcus Hook on February 16, has been awarded the Cramps, of Philadelphia, Pa., the price being about $4000.

Captain John E. Milburn and crew, of the British steamer City of Gloucester, were landed at Boston, Mass., on March 5, by the Norwegian bark Gerd, from Bristol, Eng., the Gloucester having been abandoned on March 2 in north latitude 38.20, longitude 69 west.

The steamer El Dia arrived at New York recently from Galveston and reported passing the wreck of the schooner Jessie W. Starr. The schooner was bottom up. She was last reported from Norfolk on February 19, for Bridgeport, Conn., with lumber.

A gallant rescue was achieved on February 28 by Captain Meredith Partridge, who in the Norfolk towboat Jack Twohy rescued the crew of the four-masted schooner George M. Grant, of Westhaven, lumber-laden, which went ashore at Cape Henry, Va., and became a total loss.

The new steamer to be built for the Boston and Philadelphia Steamship Company's service between Philadelphia and Boston, to take the place of the Trojan, will have a speed of 15 knots and a capacity for 170,000 cubic feet of freight. She will be constructed of steel, and will be an up-to-date freighter.

The compilation of tables showing the inward and outward passenger movement at ports of the United States, heretofore made by the Bureau of Statistics, has been transferred to the Bureau of Immigration, and the figures will be published in connection with other Immigration statistics.

The United Steamship Company has been incorporated at Trentou, N. J., with an authorized capital of $1,000,000, divided into 10,000 shares at $100 each. The company is to operate steamship lines for freight and passenger purposes. The incorporators are Arthur Hill, James Jerome, Harry F. Jerome, Fillmore Condit, Arthur E. Waldradt and Joseph Kelly, all of Jersey City, N. J.

The Bureau of Navigation reports that fifty-four sail and steam vessels, of 21,586 gross tons, were built in the United States during February. The largest steel steam vessels included in these figures are the B. F. Jones, of 6939 gross tons, built at Ecorse, Mich., for the Great Lakes Engineering Works, and the Joseph Sellwood, of 6741 gross tons, built at Lorain, O., for the American Shipbuilding Company.

Judge K. M. Landis in the Federal Court at Chicago, Ill., on March 10, handed down a decision of importance to marine interests, it being in effect that when a boat is placed in such a position that it will cost more than one-half of the original price of the boat to pull her out of danger and make repairs, the owners of the boat are justified in abandoning her and calling upon the insurance companies for the full amount of insurance. The decision was given in the case of the steamer Argo, owned by Graham & Morton, of Chicago.

With the Wits.

The trolley car conductor
Needs not to go to college,
He needs no sage instructor.
For his take-nickel knowledge.

Had Had Enough.—"Why don't you sue him for libel?"

"And make him say it all over again? You're crazy."

In New Mexico.—"Are the people here law-abiding?" asked the newcomer.

"Well, generally we're lynch-law-abiding," responded the native.

Feline.—"When I was 16," said Miss Passay, "papa gave me the cutest diamond ring and—"

"My!" interrupted Miss Knox, "what a wonderful memory you have."

Ready to Mourn.—"It's strange to me how you got the rival bosses both to your banquet."

"Dead easy. We made each believe the affair was the other's funeral."

Just for Show.—"She behaves in such a silly way over her fiance, the Count. She always calls him 'dear' in public."

"Oh, it's just a bluff. As a matter of fact, he was comparatively cheap—only cost her father a paltry million."

Time Isn't Money.—"Give me a fiver on this ticker!"

The pawnbroker shook his head.

"Isn't it worth it?"

"It's worth more. Any Judge in town would give you five years."

Here negotiations ceased.

Clear Logic.—The oil magnate had disappeared.

"Could the earth have swallowed him up?" they asked.

Upon consultation they concluded that it could not, as, being his earth, he would not have permitted it.

Nothing Given Away.—The packer eyed his confidential clerk.

"You are discharged," he said, severely. "You have been giving away our secrets."

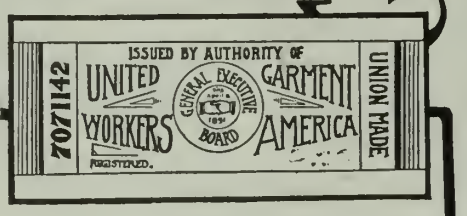
The accused man flushed.

"You are mistaken, sir," he replied, with dignity. "The truth is that I got a good price for them."

If this was intended to mollify, it signally failed.



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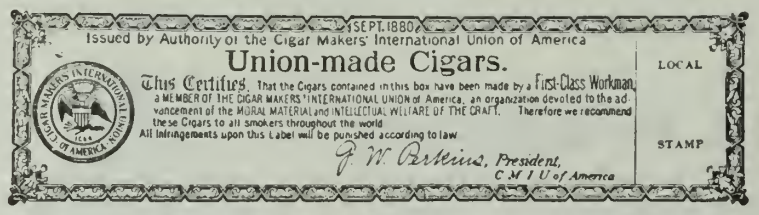
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For the pipe, don't bite the tongue, 2½ ounce pouches and 16 ounce cans.

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OFFICIAL PAPER OF THE INTERNATIONAL SEAMEN'S UNION OF AMERICA.

A Journal of Seamen, by Seamen, for Seamen. *Our Aim: The Brotherhood of the Sea.* *Our Motto: Justice by Organization.*

VOL. XIX. No. 27. SAN FRANCISCO, WEDNESDAY, MARCH 28, 1906. WHOLE No. 963.

COMPULSORY ARBITRATION.

Recent Developments of the System.

New Zealand Seamen Dissatisfied with Award.

COMPULSORY ARBITRATION is not a particularly pressing issue in the United States at the present moment. That subject has been up for discussion at various times in the recent past, and upon each occasion has been downed emphatically and, so far as immediate results are concerned, effectually. Just at present the interests concerned in the effort to place labor under some sort of duress are content to abide the prospects afforded by the scheme to legalize "Government by Injunction."

However, compulsory arbitration is "not dead, but sleeping." That institution is still very much alive in the country of its origin—the "country without strikes"—to wit, New Zealand. Recent developments in that country and other parts of Australasia justify recurrence to the subject at this time, in order that trade-unionists and other interested persons in the United States may be fully informed as to the progress of events.

Some months ago the JOURNAL printed the address of Fraternal Delegate Mosses to the convention of the American Federation of Labor, in which reference was made to the complaints of certain labor organizations in West Australia, concerning the workings of compulsory arbitration in that Colony. Brother Mosses took the position that these complaints constituted an offset to the favorable reports emanating from New Zealand and justified the trade-unionists of Great Britain in their opposition to compulsory arbitration. As a result of that publication the JOURNAL is in receipt of a communication, which is herewith reproduced, as follows:

Department of Labor,
Wellington, N. Z., Feb. 14, 1906.

Editor COAST SEAMEN'S JOURNAL—In your issue of January 3, 1906, you print a speech delivered by Fraternal Delegate Mosses to the American Federation of Labor. It is not for me to criticise any portion of that address except that which touches on the Colony of which I have the honor to be a citizen. I have a high respect for the powerful body to which the address was delivered, but that very respect prevents me from quietly and without denial accepting reports made to them by visitors whose information is (to put it very mildly) misleading. Delegate Mosses, while carefully reading aloud the words of a letter from some person hostile to the Arbitration Act in Western Australia, was good enough to say that this unknown person's opinion was "a very satisfactory offset to the experience gained in New Zealand."

We, sir, in New Zealand, after eleven years' practical experience of the working of the Act, would certainly never consider the opinion of a nameless individual as an offset to the enormous gain the Act has achieved for us. Wages have been raised, hours of work shortened, overtime rates fixed for everything above an eight-hour day, payment for statutory holidays insured, lost time traveling to work, etc., arranged to be paid for, strike and lock-out no longer mining trade and the homes of workmen, and, lastly, very high point of general prosperity reached.

Whether Americans adopt "compulsory arbitration" or not, let the issue be set plainly before them. Delegate Mosses did not state the case fairly; he either did not know or did not disclose the facts. He said: "The New Zealand Arbitration Courts so far have only dealt with one industry—the building industry."

So far is this statement from the truth that every trade in the Colony has been before the Arbitration Court. I send herewith the last volume (Vol. V) of the Awards of the Court and you will see therein that miners, tramway employes, tailors, tailoresses, sugar-workers, engineers, cooks and stewards, saddlers, meat-workers, printers, hairdressers, etc., have all had cases before the Court, and such trades can hardly be considered as included in the "building industry."

It is such statements as that of Delegate Mosses which make one believe that the workers of America would be glad to accept industrial arbitration if their leaders did not blind them through fear of losing personal power. I have left off trying to convince Englishmen—there is no material to work on; but I do not wish Americans to be led away by silly misstatements, especially if these misstatements concern a Colony which is not nearly so stupid in adopting industrial arbitration as the enemies of the principle would make it appear.

EDWARD TREGEAR,
Secretary for Labor.

The JOURNAL'S correspondent, by reason of his well-known devotion to the interests of labor, no less than by virtue of his high official standing in New Zealand, is entitled to every respect. It may be that Brother Mosses laid himself open to criticism in offering the opinion of an "unknown person" as an offset to the official reports referred to by Secretary Tregear. It is to be noted, however, that the letter quoted by Brother Mosses was not in reality anonymous. That document formed part of the Boilermakers' and Shipbuilders' Report, so that its authorship, if not its authenticity, may be safely vouched for. This, of course, is a mere matter of detail.

As to the facts, this much remains to be said. The reports of the New Zealand Department of Labor are voluminous and contain a great mass of data concerning the awards made under the Industrial Conciliation and Arbitration Act. It is doubtless true, as Secretary Tregear says, that these awards include a great variety of industries. It may also be true that in many instances the awards have conferred substantial benefit upon certain classes of workers, and at comparatively small cost to either party involved.

All this may be freely conceded, in the absence of proof to the contrary. So long as the workers affected do not themselves object, it may be presumed, for the sake of argument at least, that they are satisfied. To the extent that these workers permit the official reports to speak for them, Secretary Tregear is justified in offering the reports as evidence in defense of the compulsory arbitration system against the critics of that system.

It is rather remarkable, however, that so far as the workers have spoken for themselves, the showing is decidedly different from that made by the official reports. Simultaneously with the receipt of Secretary Tregear's letter the JOURNAL received from Mr. William Belcher, Secretary of the New Zealand branch of the Australasian Federated Seamen's Union, a copy of the award rendered by the Arbitration Court at Dunedin on February 14. The Union made a request for an increase of wages and other improvements, which request was denied. The award is printed with a mourning border, the reasons for this manifestation of sorrow being self-evident, as stated by Secretary Belcher in the following words:

For reasons which will be apparent, we have put the Award in mourning. It is also somewhat appropriate that it should come into operation on the 1st of April next, a day set out in the calendar as "All Fool's Day."

In the main the Seamen's proposal called for an increase of wages from £6 10s. to £7 per month for able-seamen, from £8 10s. to £9 per month for firemen, and a similar increase for other classes of labor. It was also proposed to increase overtime pay from 1s. 3d. to 1s. 6d. in certain instances and proportionately in other cases. Other improvements, such as half-holiday for firemen, preference to unionists, etc., were asked. The award of the Arbitration Court rejects these proposals, rules for the maintenance of existing conditions and makes the award binding for two years, ending April 1, 1908.

In stating its reasons for the award the Court said:

In the main the award repeats the provisions of the last award made between the same parties. The chief alterations asked for by the Union were an increase of 10s. per month in the wages and an increase of 6d. per hour in the overtime rate and the granting of preference to members of the Union.

The majority of the Court does not think that any substantially different circumstances are shown to have arisen since the last award justifying an increase of wages. Evidence was given as to the prosperous condition of the Union Steam Ship Company, the chief employer in this Colony. Such evidence is usually admitted by the Court as part of the general inquiry, but the Court does not settle the wages on a profit-sharing basis, as that might in many industries involve the necessity of fixing a differential rate as between employers, and would certainly lead to confusion.

As to preference, the majority of the Court thinks that the matter stands on the same footing as on the former occasions when it was asked for and refused, and does not see grounds for departing from those decisions.

Mr. Slater, the employes' representative on the Court, dissented from his two colleagues, stating his reasons, as follows:

(1) I think the wages should have been increased 10s. per month. Considering the nature of the seaman's occupation, he is not paid anything like equal to shore labor hour for hour, and the increase would only have meant 4d. per day. The uncertainty of the effect of the Federal tariff has been removed since the last award was made.

(2) I think that clause 19 should have been made to apply to all boats on the New Zealand coast, these boats being generally at sea all night and working in port all day.

(3) Some relief should in my opinion have been given to firemen in regard to the Saturday half-holiday, as the evidence of some of the engineers shows that it could be given in some instances.

(4) I consider that a good case has been made for preference to unionists, over ninety-five per cent of the men employed being members of the Union; and I do not think anything has been advanced to show that it would interfere with the discipline on board ship.

(5) I object to the terms of the award, as I think one year would have been long enough, seeing that the award runs on if no action is taken by either side to alter it.

As might be expected, the Seamen's Union is very much dissatisfied with the award. Secretary Belcher, writing to the Otago Daily Times, in reply to an editorial in that paper, indorsing the award, expresses himself vigorously, as follows:

All that the Seamen have said in connection with

the matter is that it would be the acme of stupidity to waste further time or money paltering with an Arbitration Court which pays no attention whatever to the evidence brought before it. The Union has a justifiable right to come to that conclusion if it thinks proper. And the opinion of the Union is every whit as valuable as your own—perhaps more so, for obvious reasons. So far the Union necessarily can't be in a position to say what shape its future actions are likely to take. This is a matter which can only be settled after months of correspondence and negotiations. * * *

In brief, the Union merely says it won't be bothered any more with so-called arbitration; and who can blame them? Outside of yourself, who never yet had a good word for Unions or workers, everybody is amazed at the Court's decision. Even the employers themselves are astonished at the lop-sided decision, for even they expected that the concession of the "forenoon watch below" would have been granted to the men engaged in the East and West Coast trades, where it was proved the men worked from twelve to twenty hours per day.

Writing to the Dunedin Evening Star, Secretary Belcher further presents the Seamen's views, in the following language:

"Or what man is there of you whom, if his son ask bread, will he give him a stone?"

The above quotation may be literally applied to the case just concluded, and aptly and concisely sums up the decision of the Arbitration Court. To designate the decision as a judgment would be a travesty on the word, unless we look at it from the point of view that the results are a judgment on the Seamen's Union for having the temerity to believe there was a possibility of securing some reforms from the Arbitration Court. We are now convinced by years of experience that, for the Seamen, at any rate, there is no hope of improvement with the Court, constituted as it is at present, and it would be futile to trouble the Court any further for reforms. To do so would simply be a waste of time, money, and energy. These remarks emanate from one who heard the dispute conducted by Mr. Young at Wellington, and on whom devolved the duty of conducting the case for the Seamen at Auckland and Dunedin. The writer has hitherto been under the impression that the Arbitration Court was a tribunal entirely unfettered by precedents, and decided all cases on the weight and value of the evidence adduced on either side. But, alas! this is another illusion which has been dispelled by recent events. * * *

To bring further disputes before a Court constituted as the Arbitration Court is at present is, as I have already said, wholly futile. The inattention, too, paid to the proceedings by one member of the Court was most noticeable. A person holding a high judicial position on a Court vested with powers superior to any other tribunal in the world should at least be able to refrain from sleeping during Court hours. The sittings of the Court only occupy about five hours a day, yet we have the spectacle of one of them sleeping while evidence is being given where it was proved beyond refutation that deckhands were worked anything between twelve and twenty hours per day. If the somnolent member of the Court gets weary with less than five hours' work, he surely could have shown some compassion for those who work eighteen and a half hours a day and get the munificent sum of 6d. in the shape of overtime. The hours worked by the deckhands are outrageously long; they are a menace to health and the safety of the lives of those on board. But that is a mere bagatelle. The marine superintendent of the Union Company stated that eighteen and a half hours' work a day was not too long for a sailor who could, in some corner, get as much rest out of one hour's sleep as a shore person would with a comfortable eight hours in bed. This may have been a compliment to the sailors' power of endurance, but the public generally will look upon it as an inhumane sentiment, and also gather from the remark the estimation in which the persons who make their profits are held by those in authority. And these hard-driven men are expected to be heroes in time of disaster and shipwreck. They get lots of encouragement to distinguish themselves in the hero line of business. The "white slaves" of England have had some prominence, but the history of the "white slaves" on some of the New Zealand steamers would make equally interesting reading. The evidence brought by the Union Company to try to disprove my statements regarding the crews' accommodation also discloses the fact that my strictures were true, and that dollars and the earning power of space are always considered before flesh and blood. I reiterate that in many instances the accommodation is disgraceful, and that time to clean some of the men's quarters is given with great reluctance. * * *

Referring to the award generally, the position is this: The Seamen have not gained one single concession. On the contrary, the Court have imposed further work on the poor fellows who now work eighteen hours a day, and deprived them of an overtime payment which they have hitherto been in receipt of. And this award has been made in spite of the fact that the evidence has proved the shipowners to be in an exceptionally prosperous condition. They are paying good dividends, are constantly adding large and costly vessels to their fleets—all paid for, on the evidence of Mr. Holdsworth, out of profits and earnings. Little wonder that the people of New Zealand and Australia are commencing to kick against the operations of a Shipping Ring which holds the producer and traveling public in a grip of steel.

The seamen of New Zealand have every reason to be dissatisfied with the Court's decision. The shipowners have won a victory not altogether unblemished. The odds the Union had to contend against have been enormous—the mighty shipowner and all the other influences that money and prestige can command. The fight has been unequal, and the power of the "almighty dollar" has again prevailed. I always believed that truth, right, and justice must prevail, but my faith in these virtues has been rudely shaken—so much so that my energies in future will be directed against arbitration which ignores truth and justice and throws its weight into the scale against the worker. All consideration has been shown the shareholder who merely risks his money in a commercial venture, and the man who risks his life to make dividends for the capitalist has been contemptuously ignored. I am satisfied that had the case just decided gone before any jury in the world the seamen of New Zealand would have won their case hands down. If this is the treatment to be meted out to the men engaged in one of the hardest and most dangerous occupations on earth, the sooner they look around for a more effective method of securing justice the better it will be for themselves.

It will be recalled by those who are familiar with the labor history of the Antipodes, that the Compulsory Arbitration laws now in operation in that part of the world had their inception in the great maritime strike of 1890. These laws were designed to prevent a recurrence of such disturbances. That that object has been attained may be admitted, but that the result has been beneficial to the workers may be seriously questioned in view of the experience of the Seamen's Union in the present instance. At any rate, the opinion of the latter is in no doubt. The Seamen's Union now believes that the time has arrived to look around for a "more effective method of securing justice." After all, the award in the Seamen's case may be no charge against the Arbitration law, which was designed, not to secure justice, but to "prevent strikes"!

Secretary Belcher's views indicate that dissatisfaction with the Arbitration Court is by no means confined to the Seamen and other litigants, but is shared by labor in general, and indeed by the public at large. At any rate, complaints from other sources are not uncommon and are becoming more and more frequent. A recent instance occurring in Sydney, N. S. W., may be cited. In this case the Wharf Laborers' Union had asked for an increase of wages. The award of the Arbitration Court, which was against the Union, is commented upon by the Waterside Workers' Gazette, official organ of the Union, as follows:

Last month (October, 1905), in dealing with the N. S. W. Arbitration Court's award in the claim made by the Sydney Wharf Laborers' Union, we ventured mildly to assert that it would cause widespread dissatisfaction in all directions. Our experience since the award came into operation has more than confirmed us in this view. There is perhaps not a Union member in the city whose earnings have been improved by the Court's award, and it is very certain that most men's earnings have been seriously reduced by it. Indeed, any benefits which may accrue from the Arbitration Court's decision have been derived by constantly employed men who are non-unionists, who were not previously dissatisfied with their lot, and who had made no application to the Court for an improvement of their conditions. The net result of the appeal therefore is as follows: Those who asked for bettered conditions have had them worsened. Those (men outside the Union) who were previously satisfied with their conditions have had them bettered. This is so far from being one of the "good awards" in Arbitration promised to us that the result of the Wharf Laborers' appeal can only be regarded as supremely ridiculous and manifestly unfair. * * *

The men are infinitely worse off than before going to Court, and the daily press and the employers seem inclined to drive them into that open revolt, against which the Union has firmly set its face.

The foregoing reference to the efforts of the press and employers to drive the Wharf Laborers into "open revolt (i. e., a strike), against which the Union has firmly set its face," is significant. The members of the Union, although greatly dissatisfied with the award, felt that they must continue at work under the terms imposed. In other words, they felt themselves subject to a more or less drastic form of involuntary servitude. On this point the views expressed by the Sydney Bulletin, a paper of large circulation throughout Australasia, and one which assumes to be devoted to the interests of labor, are interesting. That paper, speaking of the possibility of a strike against the award, and after declaring that "the whole purpose of Arbitration is to promote industrial peace, and to prevent strikes, or anything that even colorably resembles strikes," says:

Sydney wharf laborers nearly fell into the trap laid for them, but not quite. With the object of showing how Arbitration had failed again, numerous papers and people did all they knew to lead the men to strike, virtually against an award of the Arbitration Court. It was a cunningly-worked conspiracy. Day by day the men read the most definite statements that a majority of them had decided not to go to work; their objections to the award were dwelt upon; and objections that they had never thought of were put into their heads. If the mischief-makers had been really anxious to prevent the strike that they professed to regard as such a serious matter, their course was clear enough. They would have argued the men out of any objections they had, and pointed out the far-reaching consequences of anything in the nature of a refusal to accept the Court's award. But they wanted a strike, just as the same sort of hypocrites, during other strikes, and while shrieking for "law and order," have deliberately fomented lawlessness and disorder so as to turn public sympathy against the men. Those tactics have succeeded in other cases, and they nearly succeeded in this one. For a few hours the wharf laborers, gulled into believing that the members had decided individually not to offer themselves for work, held back. Then they reflected that their union had sanctioned nothing of the sort, so they resumed work, and on Tuesday—the day after all the trouble was to occur, according to the cunning newspaper reports of a week previously—"wharf laborers did nothing to hamper the steamship owners" (Sydney Telegraph report). The conspiracy to foment a strike, and supply the reactionaries with another stick to beat Arbitration with, had duffered out. But, not to be quite cheated out of the victory for which they had plotted, the enemies of Arbitration say—"Well, anyhow, the incident shows arbitration doesn't prevent strikes." It shows nothing of the sort. Granted that some individual men have less respect for an award of the Court than they should have (though, on the word of Maoriland Arbitration Judges, employers far more frequently seek to evade awards than employes), the fact still remains that the registered union must obey the award. STRIKES ARE ILLEGAL, AND A UNION DARE NOT ISSUE STRIKE-PAY. ITS WHOLE FUNDS MUST BE MAINTAINED WITHIN THE STATE AND WITHIN THE POWER OF STATE LAW, AND THIS IS THE GUARANTEE THAT NO STRIKE PAY WILL BE ISSUED. THE DISAFFECTED INDIVIDUAL MAY "STRIKE", BUT HE CAN GET NO STRIKE PAY; AND A REAL STRIKE WITHOUT STRIKE PAY IS SIMPLY IMPOSSIBLE. EVEN A MAJORITY OF THE MEN MAY ABSTAIN FROM WORK FOR A FEW DAYS; BUT THERE CAN BE NO ORGANIZED STOPPAGE. ARBITRATION DOES PREVENT STRIKES, THEN. IT EVEN PREVENTS THEM IN THE TEETH OF WIDESPREAD CONSPIRACIES TO KEEP IT FROM DOING ITS NATURAL WORK.

Here we have a very explicit statement of the purpose and operation of compulsory arbitration. It is certainly a beautiful system—for certain purposes! As we have before said, compulsory arbitration is "Government by Injunction" carried to its logical conclusion.

The instances here cited do not complete the list of complaints against that system. All students of the subject are familiar with the experience of the Australian Workers' (Shearers') Union, which body was defeated in a strike for higher wages and practically disrupted by the formation, under the New South Wales Arbitration Act, of a bogus union of shearers, composed of scabs and financed by the employers. The bogus union went into the Arbitration Court with a request for a certain wage-scale, which happened (?) to be precisely the wages which the employers were willing to pay and which the bona fide union was striking against. The award was made, with the result that the Australian Workers' Union, one of the oldest and strongest labor organizations in the country, was forced to accept the employers' terms. Secretary Macdonnell, of the Union, in reporting to his organization the result of the award, declared that the Arbitration law, from which they had expected peace, had brought them nothing but trouble. Afterward, when an appeal was made to the registrar under the Arbitration Act for cancellation of the registration of the bogus union, the Court ruled that inasmuch as the main purpose of the Act was to prevent strikes, or to suppress these after they had occurred, any organization the formation of which serves that end, must be regarded as a bona fide union within the meaning of the Act!

The opponents of compulsory arbitration are not entirely dependent upon the word of the "unknown person" in West Australia for evidence constituting a satisfactory offset to the successes of that system in New Zealand. Indeed, a good deal of evidence of the sort comes from New Zealand itself.

In its study of the question the JOURNAL has all along been actuated by a desire to get at the truth. Unlike the old woman who found a great many bad words in Dr. Johnson's dictionary, this paper has not been "looking for them"—that is, for evidence against compulsory arbitration. We have been looking for the actual facts. We repeat that, whatever satisfaction may be felt by the labor organizations in the matter of the awards rendered under compulsory arbitration, so far as we have learned all the unions that have expressed themselves publicly on the subject have expressed dissatisfaction with that system. Can it be that this fact is due entirely or in any material degree to the common disposition of mankind to accept the good thing as a matter of course, and without even a "thank you," while complaining loudly against the bad thing? Are the facts a mere matter of coincidence? We think they are not.

Secretary Tregear will hardly be surprised if hereafter he shall be forced to admit that the "material to work on" for the purpose of effecting a general adoption of compulsory arbitration, which material, we take it, consists in a simple faith in the justice and infallibility of governments, is just as scarce among Americans as among Englishmen.

The report of the commissioners appointed by the British Columbia authorities to inquire into the Valencia disaster was delivered on March 20. The report found that Captain Johnson was blamable in not having located his position by the Umatilla Reef lightship before attempting to enter the Straits, and held him guilty of grave error of judgment also in not having made due allowance for the northward set of the current, well known to Coast navigators. Censure was passed upon the lack of discipline prevailing after the wreck as well as the broken cork and tule life-preservers, and the inefficiency of the drill.

The keel of a steam-schooner has just been laid at Oakland by the firm of W. A. Boole & Son, the vessel to be one of the best of her class on the Coast. The name of the owner has not been made public. The vessel is to be 215 feet in length over all, with a breadth of 44 feet and depth of 16.6 feet, with a capacity for carrying 1,250,000 feet of lumber. The schooner will have a wooden hull, and will be an oil-burner.

The side-wheeler Olympian is reported to have gone ashore in Magellan Straits while in tow of the Zealandia, from San Francisco to Boston. It is believed that the Olympian will be floated without much damage.

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions.)

Ship Subsidies.

Few measures now pending in Congress are being so unmercifully knocked and ridiculed by the independent press as the Ship Subsidy bill. The following from the Wilmington (Del.) Every Evening is typical of the sentiments expressed by the majority:

When steel plates manufactured in this country are delivered in Belfast $10 a ton cheaper than any shipyard in this country can obtain them for, the question that meets the subsidy seeker is: Will it not be better to bring about a reduction in the cost of shipbuilding materials than to attempt to force the business by subsidies from the National Treasury?

To quote the New York Herald on the subject: "That sort of question is not so pretty as rhetoric about 'the flag on the sea,' but it is decidedly more to the point." However, rhetoric is cheap, and goes a long way with those who are too busy, or too indolent, to look into the merits of a case; and for that reason rhetoric will probably win out in the end against argument in the fight for Ship Subsidies. Money talks, and as the billion dollar Steel Trust is behind the Ship Subsidy measure it goes without saying that if money can turn the trick it will be turned. It is the knowledge of their strength in this particular which, no doubt, makes the promoters of that measure so indifferent to the requests of the seamen of the country that their interests, in so far as these are bound up with Ship Subsidies, be considered from their own standpoint, rather than from the standpoints of the Steel Trust and the Government. As their interests are now provided for by the Ship Subsidy bill, the seamen are very much in the position of that part of a bargain which comes under the head of being thrown in for good measure, a sort of sop offered by the Steel Trust to the Government Cerberus watching the entrance to the National Treasury. That the seamen of the country are resentful at being compelled, nolens volens, to play this humiliating role in the copyrighted trust drama, "Subsidy Grabbing," is hardly to be wondered at, but against the combination of the Steel Trust and the Government they have a hard row to hoe.

When our reverend friends in the pulpit seek, like President Eliot, of Harvard, and other laymen of his peculiar persuasion, to prove that trade-unions are indeed very sinful institutions, they stand at any rate on the unassailable ground that trade-unions, being human institutions under human guidance, must necessarily, both in their organic structure and in their methods, be afflicted with many of the weaknesses and shortcomings of our common humanity. But, when these learned gentlemen attempt to prove, as Archbishop Keane recently attempted, that "the principles of trade-unionism are against Christian doctrines," then surely the reductio ad absurdum is reached. On the other hand, it is a comparatively easy matter to prove that the "Christian doctrines" taught—and practiced—by the average, sleek, unctuous, well-fed, high-salaried, clerical gentlemen of today, are even further from the teachings of the Founder of Christianity than is our brand of Democracy from the Democracy preached by the founders of this Republic—which is saying a good deal, as we all know to our sorrow.

Miscellaneous.

The Seamen's Church Institute has purchased, at a cost of $200,000, a plot of land at the northeast corner of Coenties Slip and South street, New York. On this plot the Institute will erect, at an estimated cost of $350,000, a "Sailors' Home," modeled after the Seamen's Palace in London. The specifications provide for a ten-story building capable of accommodating not less than three hundred seamen, and, as now planned, the space will be divided as follows: Free shipping office; club-room, with games, newspapers, and other reading matter, as well as stationery and conveniences for writing and receiving letters: department where seamen can deposit their wages, either for safekeeping or for transmission to their families or friends; large hall for lectures, entertainments, religious services, etc.; rooms for three hundred seamen, each man to be provided with a separate bedroom; clubroom and sleeping apartments for masters and mates; navigation school; first aid to the injured clinic; restaurant; gymnasium; library.

An order to show cause why an injunction should not be granted against the Mason Builders' Association and the Bricklayers' Unions of New York City, restraining them from continuing an alleged conspiracy against the National Fire Proofing Company, has been obtained from Judge Lacombe, of the United States Circuit Court (N. Y.). The Fire Proofing Company alleges that a conspiracy exists between the two aforesaid organizations to prevent it from doing business in New York. By reason of the conspiracy referred to in the complaint, it is alleged that the moment the plaintiff attempts to install its own material a strike is declared on the building by the defendants, not for any grievance against the plaintiff, but because the builder has sublet his fire-proofing contract.

Ray Stannard Baker has one of his characteristic "labor problem" stories in Collier's Weekly of February 24, which he concludes as follows:

This, indeed, is the problem of the century: Where shall we set limit upon the individual, and where admit the power of collective action? And can we in any sphere of life possess to ourselves the good of either without the evil?

What is the matter with the good, old-fashioned "happy medium," as practiced by every liberal, up-to-date trade-union—conserving the rights and liberties of the individual by the power of collective action? This power, when exercised by a body of intelligent men, can always be trusted not to trample on the rights of the minority.

The organized longshoremen of Boston, Mass., have secured an all-round increase in wages of 5 cents an hour. This makes their pay 35 cents an hour for day work, 45 cents an hour for night work up to midnight, and 50 cents an hour from midnight to 5 a. m.

A bill to limit employment upon public works in Baltimore to registered voters only has been favorably reported to the Maryland Legislature by the committee having the measure under consideration, and has been approved by the Baltimore Common Council.

Fag Ends.

Where ignorance dwells conceit loves to tarry.

The mind which habitually indulges in great expectations is usually the kind which first breaks down under the strain of great disappointments.

The passage of the Pure Food bill by the Senate after more than fifteen years of debate and agitation on the subject suggests that the law's delays are not in a class by themselves.

The refusal of Congress to adjourn on Washington's birthday is about the most significant commentary made in years on the estimation in which the political institutions bequeathed to us by the "Father of his Country" are held by the statesmen of this generation.

Fellow-workingmen, when times are hard and wages low, and the landlord and grocer and butcher won't trust you any longer, just console yourselves with the thought that such wise men as Andrew Carnegie and President Eliot of Harvard are firm believers in—and preachers of—the blessings and moral benefits of poverty.

The clumsy-looking and ill-fitting brogans hitherto worn by the seamen of our navy are to be replaced with up-to-date laced shoes of the Oxford-Blucher type. This is good news, for, as the Boston Globe says, "what conduces to the good appearance and the comfort of our sailors and soldiers can not but add to the dignity of the uniform."

Mayor Weaver of Philadelphia is now accused by those who helped him to smash the political machine of the other fellows with building up a machine of his own. There are apparently as many ways to fool the people as there are people to be fooled, and we have it on good authority that "there is a sucker born every minute."

"Charity, as the word is understood today, is only a bribe of moneyed men to make a community forget the wrongs heaped upon it," says Dr. Emil Hirsch, of Chicago, "Tainted money" must be greatly in evidence in that neighborhood, to cause such uncharitable remarks, which reminds us that the distribution of the durned stuff is not nearly equitable enough to satisfy the demands of all the colleges and churches.

As a rattler off of pompous platitudes of soft sawder President Roosevelt is a Sam Slick of no mean order. For instance, when he says that "there is no body of men which merits so well of the country as the body of officers and enlisted men in the army and navy of the United States," we are reminded that that is substantially what he has said about every other body of men in the United States. Diluted compliment, like diluted whisky, is the meanest kind of substitute for the real article, but with Mr. Roosevelt it is evidently a case of last come, first served with the blarney.

Home News.

By a vote of 40 to 28 the Chicago City Council passed an ordinance raising the annual saloon license from $500 to $1000.

Twelve miners employed at the Shenandoah mine, near Silverton, Col., were caught by a great snowslide on March 19 and swept to their death.

Returns to the United States Geological Survey from all the producers of zinc in the United States show that the production in 1905 was 202,536 short tons.

Susan B. Anthony, the noted Woman Suffragist, died at Rochester, N. Y., on March 13, aged 86 years. Miss Anthony had been engaged in suffrage work since 1848.

Three members of a United States marshal's posse were killed by Cherokee Indians in an ambush in the Night Hawk Indian settlement near Vinita, I. T., on March 11.

Fred R. Green, former cashier of the defunct Fredonia National Bank, pleaded guilty to embezzlement at Buffalo, N. Y., on March 13, and was sentenced to six years in Auburn Prison.

The Senate Committee on Pensions has voted to raise the pensions of Mexican War veterans from $12 to $20 per month, and a favorable report will be made on Senator Gallinger's bill for that purpose.

The American Red Cross, on March 12, sent to the Japanese Red Cross an additional contribution of $5000. This makes a total of $45,000 which has been contributed for the famine-stricken provinces of Japan.

The house of the Ohio Legislature, by a vote of 66 to 46, has passed the Aikin bill increasing the tax imposed upon saloons from $350 to $1000. The passage of the bill is attributed largely to the recent riots in Springfield.

Leonard B. Imboden and James A. Hill, convicted of conspiracy to wreck the Denver (Colo.) Savings Bank, were taken to the State penitentiary at Canyon City on March 13 to serve their sentences of nine and ten years, respectively.

The production of Pennsylvania anthracite coal in 1905, as reported to the United States Geological Survey, was the largest on record, amounting to 69,339,152 long tons, valued at $141,879,000. The production in 1904 was 65,318,490 long tons.

Representative Shackleford, of Missouri, on March 16, severely arraigned the Speaker of the House of Representatives, characterizing him as an "enthroned despot, subjecting the reports and destinies of this great people to the dictates of his own unbridled will."

A dispatch was received at the Harvard Observatory, at Cambridge, Mass., on March 19, from Professor Kroutz, at Kiel, announcing the discovery of a comet by Professor Ross at Melborne on March 17, 9:14 o'clock Greenwich mean time, in right ascension 2 hours 3 minutes 52 seconds and declination minus 7 degrees 41 minutes.

Representative Brooks, of Colorado, explaining his bill to lease 5000 acres of arid lands in La Plata county, Colo., to the P. F. U. Rubber Company for the purpose of rubber cultivation, said that there was evidence of a rubber famine in this country; that last year 75,000,000 pounds of rubber was imported, and that the price had increased 300 per cent during the past three years.

Much criticism has been directed against Major-General Wood on account of his dispatch showing that a large number of women and children were killed by the American troops in the recent battle with Moros, at Dajo Hill, near Jolo, P. I. Wood has explained that the children were killed because their mothers carried them as shields, and the mothers were killed because "their sex could not be distinguished."

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INFORMATION WANTED.

Theodore Blackwell, colored, last heard from two years ago when running an engine for the U. S. Government, is inquired for by his mother, Mrs. Elvira Conley, 814 N. Campbell street, El Paso, Texas.

Joseph Clark, native of County Rush, Dublin, Ireland, is inquired for by his mother. Any one knowing his whereabouts will please communicate with the JOURNAL office.

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Pacific Coast Marine.

E. Fatrell, a waiter on the United States Army transport Logan, committed suicide on March 8 by jumping overboard.

Secretaries Metcalf and Shaw have united in a request to Congress for a $150,000 appropriation for the construction of a relief light vessel for the Pacific Coast.

The British four-masted ship Drummuir arrived at San Francisco on March 15, after a long passage of 102 days from Newcastle, N. S. W., caused by light winds.

The steamer Indiana, Captain Harry Struve, sailed from Delaware Breakwater, Pa., on March 14 for San Francisco. The steamer will be used in the northern trade on the Coast.

Governor Pardee of California has appointed a committee to raise funds with which to purchase a silver service for the United States cruiser California, which will soon be placed in commission.

A Census bulletin on the preserving and canning industries in the United States for 1904 shows 2687 establishments, with a capital of $69,599,316, an increase in capital over 1900 of 45 per cent.

A telegram from New York on March 16 reported that the American ship I. F. Chapman, bound from Philadelphia for Manila, P. I., was anchored near the Sandy Hook lightship on the 15th, partially dismasted.

Representatives of all the fishermen unions of Oregon, Washington, California and Alaska met in special session at Astoria, Or., on March 12 to consider a means to better unite the fishing interests of the entire Pacific Coast.

The schooner Mary E. Foster, with a cargo of 27,200 bags of sugar, ran aground on the western side of the channel in Honolulu harbor, several hundred feet seaward of the lighthouse while being towed to sea on March 6. The Foster's rudder and rudder-post were damaged.

A telegram received at San Francisco on March 13 from Sydney, N. S. W., by way of London, reports that the bark Emily Reed arrived at the first-named port on March 13, having experienced heavy weather on the passage and being compelled to jettison a portion of the deckload of lumber.

The steamer Amur, at Victoria, B. C., on March 16, from Skagway, Alaska, brought news that salvage work is proceeding rapidly on the wrecked German steamer Marie Chanin, in False Bay, and the wreckers are confident of success. They say the steamer will be brought to Esquimalt for repairs within thirty days.

Captain John B. Mathieson, a retired pilot, died on March 12 at the home of his son, Captain Fred Mathieson, in San Francisco. The deceased was a pioneer of California, having come to that State in 1849, and he had been a pilot for twenty-eight years up to the time of his retirement from active service, about eight years ago. He was 71 years of age.

Following is the reinsurance list, as posted at San Francisco on March 25: American bark Pactolus, 78 days from Newcastle, Australia, for Honolulu, 15 per cent. American bark Sea King, 69 days from Newcastle, Australia, for San Francisco, 15 per cent. Italian ship Elisa, 190 days from Hamburg for San Francisco, 15 per cent. British ship Torridon, 121 days from Iquique for the Channel, 8 per cent.

The British sealing schooner Zillah May, which put into San Francisco on March 12 to land a sick seaman named Frank Fuller, went to sea on the 14th to resume her cruise in search of seals and sea-otter along the Coast outside the three-mile limit. Captain Dodd expressed the opinion before departure that he would make a very profitable catch before returning to Victoria, B. C., his home port.

In the port of Stanley, Falkland Islands, the crew of the German bark Paul Isenberg has caused the indefinite delay of the vessel. The bark put in there some weeks ago in distress, while bound from Europe for a Pacific port, and after repairs had been completed, on January 25, was ready to proceed, when the crew refused to do duty. Particulars of the trouble have not been received.

The steamer Massachusetts, under charter to the American-Hawaiian line, and bringing a large cargo of merchandise from New York, is reported to have left St. Thomas, West Indies, on March 16 for San Diego, en route to San Francisco. The Massachusetts is 490 feet in length, built in 1903 for the Atlantic Transport Company, and has twin screws and other equipments of a modern freighter.

The heavy weather that prevailed along the Coast the past week drove many coasting vessels into San Pedro. Fourteen lumber-laden craft arrived at that port on March 16, some of them bound for other ports, but put in on account of the weather. The arrivals were the Espada, Lunsman, Expansion, Anna E. Shale, Louise, Caroline, Windsor, Retriever, Melrose, S. J. Wood, Alvina, Okonagan, Meteor and Borealis.

The first vessels of the Alaska Packers' Association's extensive fleet cleared from San Francisco on March 16 for the North, the steamer Jennie being bound for Odlak via Kussiloff, the ship Llewellyn J. Morse for Kussiloff and the bark Levi G. Burgess for Bellingham, on the way to the Alaskan canneries. Fifty or more vessels of all descriptions will be sent to the canneries from San Francisco within the next few weeks.

The barkentine Arago, at San Francisco on March 14 from the northern coast, reported that at a point fifteen miles northwest of Point Reyes she spoke the schooner A. M. Coats, four days from San Pedro for Gray's Harbor. The schooner had made exceptionally fast time, almost to the speed of a coasting steamer, evidently having taken every advantage of the southerly winds that have been prevailing on the Coast for some days previous.

A lifeboat of the United States Life-Saving station at Umpqua, Or., was entirely destroyed on February 22. The boat had taken off the crew of the waterlogged schooner Sadie, and after putting them on board again, when the schooner appeared to be safe, was being towed in over the bar by a tug-boat when the hawser parted, the boat capsizing and going adrift. Two days later it went on the beach, a total wreck, with most of its gear.

It is reported from the northern coast that Captain Omar J. Humphrey has purchased the steamers Bertha and Portland from the Alska Commercial Company, and that he will use them in regular trade between Puget Sound and far northern points. It is also reported that the gasoline schooner Oakland has been purchased by the Northwestern Steamship Company and will be sent to the coast of Siberia for service there, where the steamship company owns valuable concessions.

A telegram received at San Francisco on March 22 from Punta Arenas, in the Straits of Magellan, reports that a contract has been awarded to local salvors to float the ferry sidewheeler Olympian, which recently left San Francisco in tow of the steamer Zealandia, and which went ashore in Possession Bay, in the Straits, on March 13. The vessel is to be floated for $17,500, and if the task cannot be accomplished the salvors are to receive nothing, on the "no cure, no pay" basis.

Shipping men on Puget Sound have joined in an effort to have the Government place a whistling buoy off Cape Flattery, in the hope that it may prevent another such disaster as the loss of the steamer Valencia. In the opinion of the best authorities the buoy should be placed at a point thirteen miles west by north, a quarter north of Flattery, and eleven miles southeast, one-half east of the wreck of the Valencia. It is believed that had such a buoy been in position when the Valencia crept along the Coast in a dense fog on the morning of January 23 she would not have gone on the rocks of Vancouver Island.

A record for fast passages is being made by the American ship Manga Reva, owned by Captain I. E. Thayer of San Francisco. The vessel was formerly the British ship Pyrennes, and was abandoned at Manga Reva, in the South Seas, after having taken fire at sea. She was bought by Captain Thayer, who brought the ship to San Francisco, after a great deal of trouble. There was still more trouble experienced before American registry could be obtained by Act of Congress, but since that time things have gone along swimmingly with the Manga Reva. On her first trip out of port she ran to Honolulu in twelve days, going thence with a cargo to Philadelphia in 107 days—the best Cape Horn passage last year by any of the Honolulu sugar packets—and now the ship makes the run from Philadelphia to Cavite in 123 days, as reported on March 16. This passage is in great contrast to that of the large ship Daylight, now 208 days out on the trip from New York for Japan.

DIED.

Anton Emil Andersen, No. 1068, a native of Finland, aged 29, died at the U. S. Sanitarium, Fort Stanton, N. M., on March 18, 1906.

Jesse F. Devanna, No. 448, a native of Boston, Mass., aged 40, died at Port Townsend, Wash., on March 19, 1906.

Olaf Olsson, No. 840, a native of Sweden, aged 34, died at San Francisco, Cal., on March 26, 1906.

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F. R. Wall, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. Merchants' Exchange building, California street, near Montgomery; rooms 208-209. Phone Bush 508.

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British Exclusion Act.

The details of the British Aliens Act which was passed at the last session of Parliament, and put into effect on January 1, are of interest to the United States. As so many immigrants come via England to America, it is believed that the steamship lines will cull out more closely the undesirable persons heading for this country.

The Aliens Act will be administered through the Home Office. Thirteen immigration ports are named, 10 being in England, 1 in Wales, and 2 in Scotland. As 11 are on the east coast of the island it is evident from what direction objectionable aliens are expected to arrive. At all these ports immigration boards have been established, consisting of from 12 to 30 local men. Customs officials will serve as port immigration officers with a medical officer at each port. The immigration and medical officers will inspect aliens, and the local board will hear appeals from rejected immigrants and shipowners or officers. No ship bringing 20 alien steerage passengers, or such lesser number as may be fixed from time to time by the home secretary, will be allowed to land them except at a port where there is an immigration officer on special leave given by him. All but first-class passengers will be examined by an immigration and a medical officer.

An immigrant may be rejected as undesirable if—

1. He can not show that he has in his possession, or can obtain, the means of decently supporting himself and his dependents;

2. He is a lunatic or an idiot, or, owing to disease or infirmity, appears likely to become a charge upon or otherwise a detriment to the public;

3. He has been sentenced in a foreign country for an extraditable crime.

To permit his entry into this country, an alien must possess a minimum of £5 ($24.33), with an additional £2 ($9.73) for each dependent. But this provision will not be insisted upon in the case of political and religious refugees. Where leave to land is withheld, the immigrant will be given a notice of refusal, setting out the reasons therefor, and stating that he has a right of appeal. If his appeal be unsuccessful, the owner of the ship must retransport him.

Immigrants passing through this country en route to the United States, and having through prepaid tickets, will be admitted without examination, provided that security be given by the shipping companies concerned that they will proceed out of the United Kingdom, or if rejected by another country will not re-enter the United Kingdom except for the purpose of transit. It is believed that one result of this provision will be greater care by shipping companies in the selection of immigrants for America. The new law is wholly experimental, but the general public approves it, expects much from it, and will be sorely disappointed if it fails to remove some evident evils due to the untrammeled admission of aliens to this country.

Conditions of labor in Italy are getting more difficult, with scarcity of workmen, especially in the textile industry. Wages have reached a very high point, probably in some parts not much less than in the United States, making the labor question about the most difficult one for the manufacturer. There are many Italians employed in South Germany, probably 6,000 altogether. These are imported because it is impossible to get a sufficient supply in Germany.

COAST SEAMEN'S JOURNAL

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Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, - - - - - MARCH 28, 1906.

SEAMEN AND SUBSIDIES.

When the Ship Subsidy bill was under discussion in the United States Senate, the organized seamen of the country, being convinced that the terms of that measure are inimical to their interests, determined to protest against these terms and to suggest improvement therein. With this object the seamen's unions affiliated with the International Seamen's Union of America adopted resolutions and forwarded them to the Senators and Representatives from their respective localities. A large number of other labor oganizations supported the seamen's protest by similar means. These protests have been acknowledged in the usual way—generally by a formal promise of "careful consideration." An exception to this rule is noted in the reply of Representative Humphrey, of Washington. That gentleman, acknowledging receipt of the resolution adopted by the Tacoma agency of the Sailors' Union of the Pacific, writes as follows:

House of Representatives,
Washington, March 12, 1906.

H. L. Peterson, Agent,
Tacoma Branch of the Sailors' Union of the Pacific,
Tacoma, Washington.

Dear Sir:—Copy of resolutions passed by your body, protesting against the passage of Senate bill 529, received. I am very much disappointed and very deeply regret your action in this matter. I am satisfied that you did not pass these resolutions because you had studied the bill, but that you did it simply because you were asked to do so for some one else.

Senate bill 529 is, as you know, the bill prepared by the Merchant Marine Commission, which was appointed in accordance with an Act of Congress, following the recommendation of President Roosevelt. As you also know, I was a member of that commission, and this bill is the result of more than two years of hard work on behalf of the commission, and for you to ask me now to vote against this bill is to ask me to stultify myself.

The statements made in the different paragraphs of the resolution are, most of them, incorrect. It states: "Whereas, said bill, if enacted into law, will compel the seamen to become members of the Naval Reserve in time of peace." This statement is absolutely absurd. It would no more compel seamen to become Naval Reserves than the law to-day compels the ordinary citizen to belong to a Militia company.

In another paragraph you lament the fact that the bill does not provide for the proper manning of vessels. Possibly this may be true. But the bill does provide for a constantly increasing number of seamen each year.

Now, if your organization will tell me how you are going to man American ships with American seamen without having the ship, then I am willing to concede your demands upon this question. In other words, don't you think that it would be wise to take some steps toward building a ship before making impossible demands as to how it should be manned?

As one member of the House Committee on Merchant Marine, I have always been anxious, and am now, to do what I can to better the condition of the American sailor. But it is a deep disappointment to me, as well as to many other members of this committee, that anything that looks toward the upbuilding of American shipping, has been constantly and energetically opposed by the Sailors' Union.

Ever since I have been a member of this committee, your Union has promptly joined hands with foreign shipowners to prevent anything being done toward placing the American flag on the sea.

I trust that hereafter, before your organization passes resolutions of this character, that you will study the question that you are asked to resolve about, and not simply do the bidding of others. I am satisfied who inspired, if he did not actually write, the inclosed resolution.

Yours truly,
W. E. HUMPHREY,
M. C.

Representative Humphrey's letter is peculiar. It begins with an insult and ends with an insinuation. The gentleman begins by saying, in effect, that the Tacoma ageney did not know what it was doing; that it acted by request or under direction of some one else. The gentleman ends by saying that he knows the real author of the Tacoma resolution. Of course, as the gentleman is satisfied to insinuate, instead of naming names, it is impossible to judge the correctness or otherwise of his guess. We can only express our satisfaction that the gentleman is wrong in that regard.

As to Mr. Humphrey's statement that to ask him to vote against the Ship Subsidy bill is to ask him to stultify himself, it may be pointed out that, notwithstanding his two years' hard work on the Merchant Marine Commission, he still has much to learn on the subject of American shipping. If, upon further information, a member of that commission should find that the Ship Subsidy bill is radically defective, and should therefore vote against that measure, wherein would lie the stultification? By what rule are members of commissions irrevocably bound to vote for commission bills? If any such rule exists, it must be a political one, for certainly it can have no basis in reason.

Mr. Humphrey challenges the correctness of the statement contained in the resolutions, to the effect that the Ship Subsidy bill would compel seamen to join the Naval Reserve. This statement, we are told, is "absurd." Let us see. The bill provides that subsidized steamers shall carry a certain proportion of Naval Reserve men in their crews. It follows, then, that the seaman, in order to secure employment on these vessels, must be a member of the Naval Reserve. The general law does not compel the ordinary citizen to join the Militia. Quite true. But suppose that a given State were to enact a law subsidizing a certain industry, with the proviso that such industry should employ members of the Militia, would not such law compel the workers in that industry to join the Militia in order to secure employment? Obviously, Mr. Humphrey hasn't thought of this.

The gentleman says that the Ship Subsidy bill provides for a constantly increasing number of seamen each year. We emphatically deny that statement. The men provided for by the bill are not seamen, but just men—any kind of men, or even boys. As the bill now stands, the subsidized vessels may be, and doubtless will be, manned, in by far the greater part, by men and boys of little or no experience at sea.

The organized seamen of the United States may not be able to tell Mr. Humphrey how to man a ship before the ship is built, but they know how to man the ships that are already built. That is, in fact, the main question, the first question. We certainly do not think it wise to "take some steps (i. e., by the payment of subsidies) toward building a ship before making impossible (!) demands as to how it should be manned." Experience in the case of ships already built tells the seamen that unless the Ship Subsidy bill is so worded as to compel the employment of seamen—practical seamen—said seamen will not be employed AFTER the ship is built.

When Mr. Humphrey says that "anything that looks toward the upbuilding of American shipping has been continually and energetically opposed by the Sailors' Union," he states a "fact that ain't so." The sum of the Union's real offending consists in its opposition to all schemes that "look" but don't mean anything toward the upbuilding of American shipping. When Mr. Humphrey says that the Sailors' Union has "promptly joined hands with foreign shipowners," etc., he deliberately falsifies, either wantonly or under the inspiration of the seamen's enemies in and out of Congress. It is an old trick of the Subsidy men to charge the opponents of that scheme with lack of patriotism, with "joining hands" in the interest of foreign shipowners. The Subsidy men would have the country believe that they are the sole repositories of the Nation's interests. Considering the connection in which the claim of patriotism is now made, the well-known definition of that term affords a very justifiable description of the present claimants.

Concluding these comments upon Mr. Humphrey's letter, we can only say that that effusion is written in extremely bad taste and indicates an attitude of mind that is indefensible on the part of a representative of the people toward his constituents. These constituents may be humble; they may constitute but a small factor in the District, but they are at least entitled to a respectful hearing of a petition respectfully submitted—the more especially since they are personally and vitally interested in the subject whereof they speak. By what right does Mr. Humphrey presume to scold the seamen of Tacoma, to insult them by a charge of ignorance concerning their own immediate affairs, and accuse them of acting under "inspiration"? By what right does Mr. Humphrey question the bona fides of the resolution submitted to him by the Tacoma agency of the Sailors' Union of the Pacific? Because that resolution is couched in terms similar to those adopted by the seamen in other ports? Is it, then, an offense for men to act and speak in unison? Does the simple fact that men in different localities express themselves in the same terms upon a subject in which all are equally interested imply of necessity, or even justify the inference, that they speak without knowledge of their own, and merely upon the say-so of some one else?

Who is Mr. Humphrey, anyway? Is he master or servant in his District? If Mr. Humphrey can't answer these questions, the people whom he is supposed to represent ought to make answer for themselves.

Concerning the attitude of the organized seamen generally toward the Ship Subsidy bill, a word or two may not be amiss. That bill is essentially a measure in the interest of shipowners. Such is the plain fact, notwithstanding the pretense of benefit to other classes, made by the proponents of that measure. The seamen are not opposed to the interests of the shipowners; on the contrary, they favor these interests, so far as that can be done without injuring their own. If the Ship Subsidy bill were frankly advocated as a shipowners' bill, the seamen might be willing to let it pass without protest, notwithstanding their disapproval of its principle. But when that meas-

ure includes the seamen themselves, and, under pretense of benefiting them, imposes upon them conditions subversive of their rights as citizens and injurious to their interests as seamen—in these circumstances the seamen feel in duty bound to protest. Therefore, the seamen do protest, and will continue to protest as long as the fraud persists. The conviction that they are being used by the advocates of the Ship Subsidy bill as a makeweight to serve the double purpose of fooling the public into the belief that the bill will provide seamen for National defense, and as so many catspaws to pull the chestnuts out of the fire (i. e., the Treasury), increases the obligation of the seamen to protest as vigorously as possible.

The organized seamen of the United States, by reason of their direct personal interest in Ship Subsidy legislation, have a right to express themselves according as their knowledge dictates, which knowledge, by the way, is the result of many years' acquaintance, both practical and theoretical, with the subject. Whatever may be said concerning the seamen's attitude in this matter, it is gratifying to know that that attitude is shared by many of the ablest men in Congress and in the country at large.

The question: "Resolved, That the issuance of injunctions by courts in labor disputes should be prohibited by law," was debated by the Humboldt Evening High School and the Lowell High School, at San Francisco, on the evening of March 24. The debate, which was held in the auditorium of the Girls' High School, attracted a very large audience and proved a highly instructive treatment of the important subject. Humboldt, which argued for the affirmative, was represented by L. N. Jones, Richard Felchlin and L. Earle Nathan. Lowell was represented by Miss Edna Owens, Douglass M. Barrows and Leslie B. Henry. After a very spirited contest the decision was awarded the affirmative. The enthusiasm which greeted the verdict indicated the interest with which the debate had been followed. The young men, and by no means least, the young woman, who participated in the debate, are to be congratulated upon the very able manner in which they handled a difficult subject. As public interest and information increases it becomes quite apparent that the days of "Government by Injunction" are already numbered, although we may not yet be able to count them on the fingers of one hand.

Seamen and other interested parties are informed that the office of the United States Shipping Commissioner at San Francisco has been removed from the Appraiser's Building to the building formerly occupied by the Postoffice, on East street, just south of the Ferry Building.

Do your shopping early (before 6 p. m. on week days and 10 p. m. on Saturday and evenings preceding holidays), and thus aid the Retail Clerks to secure and maintain an opportunity of becoming acquainted at home.

Every good trade-unionist, every real trade-unionist, smokes only cigars bearing the blue label of the Cigarmakers' International Union. What kind do you smoke?

If you have not yet forwarded a protest against the Foster Pro-Chinese bill, do so at once; if you have, do so again! The more the merrier.

SHIPOWNERS' LIABILITY.

Judge J. J. De Haven has decided against Victor Mattson in his suit for damages against the steamschooner Fulton. Mattson, while working on the boat, was seriously injured by the breaking of a rope sling by which lumber was being hoisted from the Fulton. It was known that six or eight slings were used on board of the boat, and that some of them, becoming worn, were replaced by new ones. The one that broke, however, was an old one. The Court, in deciding against Mattson, held that while it was incumbent upon the master of a vessel to provide reasonably safe and fit material for appliances, he was not compelled to procure the very best obtainable. He held, too, that it is to a large extent the duty of employes to look out for the safety of appliances, and that it is not the duty of the master to look out for matters of mere detail, and that, during the absence of the owner or master, the crew should have taken precautionary measures. Considering that the master of the Fulton had taken all the precautionary measures required of him, the action was dismissed.—S. F. Press item.

The foregoing is another evidence of the one-sided and absurd state of the employers' liability laws, as applied to shipowners and seamen. The seaman is bound to obey "all lawful orders of the master," yet in cases such as that here alluded to the seaman is told that it is his duty to "look out for the safety of appliances." These statements—the law and the judgment—are inconsistent and irreconcilable. In this connection may be noted the further inconsisteney involved in such cases, by which the master is classed as a "fellow-servant" of the seaman. The procedure simply amounts to this: The master is an employer for all the purposes of enforcing obedience to his commands, and a fellow-servant for all the purposes of evading liability for injuries received by the seaman in the course of obeying these commands! This condition is manifestly unjust to the seaman, since it places his life and limbs completely at the mercy of the shipmaster, at the same time encouraging the latter in an attitude of indifference toward the safety of his crew. Decisions such as that in the Mattson case, and these are unfortunately quite common, prove the need of a reform in the law. The natural and unavoidable risks of the seaman's calling are too great to permit of additions due to sheer carelessness and the desire for "quick dispatch."

The Japanese and Korean Exclusion League, of San Francisco, has completed the publication of two pamphlets on the subject of Asiatic immigration. One of these works, written by Mr. W. K. Roberts, for a number of years employed in the Chinese Maritime Customs Service, deals with the origin and migratory habits of the Chinese, besides containing a large amount of information concerning existing conditions in China and Japan. Mr. Roberts writes from personal and official knowledge of his subject, and his treatise will prove of great educational value. The other publication issued by the League contains a compilation of data on the subject of "Asiatic Immigration to the United States, Its Numbers, Characteristics and Effects." These pamphlets have been issued in large numbers for circulation throughout the country. Persons interested in the subject of Asiatic Exclusion may secure copies of these works upon application to Secretary A. E. Yoell, 927 Market street, San Francisco.

Alaska fishermen should see to it that their "skins" bear the label of the United Garment Workers, so as to insure themselves good luck for the season.

ATLANTIC COAST MARINE FIREMEN'S UNION.

HEADQUARTERS, BROOKLYN, N. Y., Mar. 14, 1906.
Situation fair.
DANIEL SULLIVAN, Secretary.
15 Union st.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

HEADQUARTERS, SAN FRANCISCO, Mar. 26, 1906.
Regular weekly meeting was called to order at 7:30 p. m., J. Kean presiding. Secretary reported shipping fair. A donation of $100 was made to the striking Stablemen's Union of San Francisco. The reports of the committees on agreement with the Steamship Association and the Shipowners' Association were received as progressive. A committee was appointed to draw up resolutions protesting against the action of the Idaho and Colorado authorities relating to the kidnaping of the officers of the Western Federation of Miners.
E. ELLISON, Secretary pro tem.
S. W. cor. East and Mission sts. Tel. Main 5397.

TACOMA AGENCY, Mar. 19, 1906.
Shipping dull; prospects uncertain.
H. L. PETTERSON, Agent.
3004 McCarver st. Tel. Main 808.

SEATTLE AGENCY, Mar. 19, 1906.
Shipping dull.
P. B. GILL, Agent.
1312 Western ave. P. O. Box 65. Tel. James 3031.

PORT TOWNSEND AGENCY, Mar. 19, 1906.
No meeting; no quorum. Shipping and prospects poor.
WM. THORBECK, Agent.
114 Quincy st. P. O. Box 48. Tel. 443.

ABERDEEN AGENCY, Mar. 19, 1906.
Situation unchanged.
WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

PORTLAND (OR.) AGENCY, Mar. 19, 1906.
Shipping and prospects medium.
CHAS. BOCK, Agent.
40 Union ave. Tel. East 4912.

EUREKA AGENCY, Mar. 19, 1906.
No meeting; no quorum. Shipping and prospects good.
C. SORENSEN, Agent.
222 C street. P. O. Box 327. Tel. Main 566.

SAN PEDRO AGENCY, Mar. 19, 1906.
Shipping and prospects fair.
HARRY OHLSEN, Agent.
P. O. Box 2380. Tel. Main 774.

HONOLULU (H. T.) AGENCY, Mar. 12, 1906.
Shipping dull; prospects uncertain.
C. COLDIN, Agent.
Cor. Queen and Nuuanu sts. P. O. Box 96.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

HEADQUARTERS, SAN FRANCISCO, Mar. 22, 1906.
Regular weekly meeting was called to order at 7:30 p. m., Dan Fulton in the chair. Secretary reported shipping improving. The collections taken up for the benefit of Mrs. Patterson were as follows: At Headquarters, $242.50; Seattle, $20.75; San Pedro, $25.50; by the S. F. Chronicle and the Daily News, $1,766.70; total, $2,055.45, which amount was turned over to the widow. Comrade Leonard Norkgauer was elected Agent for Seattle.
EUGENE STEIDLE, Secretary.
54 Mission st.

SEATTLE (WASH.) AGENCY, Mar. 15, 1906.
Shipping fair; few men ashore.
EUGENE BURKE, Agent pro tem.

SAN PEDRO (CAL.) AGENCY, Mar. 15, 1906.
No meeting. Shipping good.
CHAS. M. DAWSON, Agent.

FISHERMEN'S PROTECTIVE UNION OF THE PACIFIC COAST AND ALASKA.

HEADQUARTERS, SAN FRANCISCO, Mar. 23, 1906.
Regular weekly meeting was called to order at 8 p. m., Ed. Andersen in the chair. Secretary reported that an amicable settlement had been reached with the Alaska Packers' Association for the coming season. Articles of the Alaska Packers' Association, as changed, were read and accepted. Constitution of the United Fishermen of the Pacific was adopted as acted upon.
I. N. HYLEN, Secretary.
9 Mission st.

LAKE SEAMEN'S UNION.

HEADQUARTERS, CHICAGO, ILL., Mar. 19, 1906.
Condition in general fair.
WM. PENJE, Secretary.
123 North Desplaines st.

ATLANTIC COAST SEAMEN'S UNION.

HEADQUARTERS, BOSTON, MASS., Mar. 20, 1906.
Shipping medium.
WM. H. FRAZIER, Secretary.
1½A Lewis st.

On the Great Lakes.

(Contributed by the Lake Seamen's Unions.)

Seamen and Longshoremen.

The meeting between the Dock Managers and the International Longshoremen Association came to an abrupt end on March 14. The cause, as given out, was the refusal of the Dock Managers to compel the vesselowners to recognize the I. L. A. branch of licensed pilots. A general strike, to affect all docks at both ends of the line is threatened for May 1. The President of the Longshoremen, a Daniel J. Keefe, of Detroit, Mich., claims to be able to tie up the entire industrial system of the Great Lakes. He, as I am informed by one of the committee, told the agents of the Package-Freight boats that he controlled the entire labor of the Lakes, including the wheelsmen, watchmen and ordinary-seamen. He claims that 1500 licensed pilots belong to the Licensed Pilots' Protective Association, of which Chas. A. Bush is the head.

The vesselowners, on their side, claim to have all the licensed pilots they can use and that their men are already under contract for 1906. Of the Seamen's branch of the Licensed Pilots much could be said. Of the justice of their cause there can be no doubt. Organized at 94 Superior street, on December 22, 1904, they have the first charter. The charter of the I. L. A. branch of Pilots was issued on February 15, 1905. Therefore, according to the rules of trade-unionism, the latter is a dual charter. The fact that the American Federation of Labor has seen fit to recognize it does not alter the matter. The charter which they hold from the American Federation of Labor was obtained through misrepresentation. Therefore the members of the Lake Seamen's Union, and the Marine Cooks and Stewards' Union of the Great Lakes, do not feel under any obligation to assist the International Longshoremen's Association in its fight for recognition of their branch of the licensed pilots. Quite the contrary. But the article published in the Cleveland Leader, of the 15th inst., is equally untrue. That article states, in short, that the Seamen will enter the fight against the Longshoremen. This is untrue. The Seamen will simply attend to their own affairs and politely request others to do the same. The Seamen will have a meeting with the vesselowners before their remarks are printed, and, I hope, will have obtained contracts for 1906 and have entered another prosperous and peaceful season. If the International Longshoremen's Association ties up the docks, all right. The Seamen will do their duty to the vessel, but will not interfere in any way with the perogatives of the Longshoremen.

The Seamen can look only to themselves for the betterment of their conditions. The Seamen are in a class by themselves. No man on shore knows their wants, likes or dislikes. And no man on shore cares, anyway. You pay your per capita tax to the American Federation of Labor; you spend thousands every year, sending delegates to the Federation conventions. Then, when you ask simple justice, you get nothing. Therefore we should go our own way, live our own life and keep out of all entanglements with shore organizations.

These remarks are written in explanation of the attitude of the Seamen in the threatened strike on the Lakes and in justice to the atitude of the Seamen towards the International Longshoremen's Association or so-called "I. L. M. and T. A." I have received a letter written and signed by Mr. C. M. Conley, late General Secretary of the Marine Passenger, Freight and Steamer Cooks of the Great Lakes. It will be remembered that Mr. Conley was business-agent of the Marine Cooks and Stewards of the Lakes, that through influence, specious promises, etc., he was induced to withdraw from the parent organization and start a dual organization of cooks and stewards, and that, in spite of the fact that the gentleman from Detroit knew there was already an organization of marine cooks, the latter issued a charter to those people and did everything in his power to disrupt the Marine Cooks and Stewards of the Great Lakes. He tried in the spring of 1904 to get the vesselowners to give his fake organization of cooks a contract. He tried again in 1905, and failing, threw his deluded victims overboard. This letter written to Mr. Frank Place, of Cleveland, Ohio, explains the methods of the "I. L. M. and T. A." toward the Cooks and Stewards and warns the Pilots against allowing themselves to be similarly deceived.

Cleveland, O. W. H. J.

Marine Notes.

The Parker Brothers Company (Ltd.) will build a new fuel dock at Detroit, between Dubois street and Staubin avenue.

The name of the steamer Chas. H. Hackley, recently purchased by the Goodrich people, is to be changed to Carolina.

The contracts for 1906 between the Lake Seamen's Union and the Lake Carriers' Association and Lumber Carriers' Association will be published in the JOURNAL as usual. Look out for them!

Cornelius Wilde has been defeated for reelection as President of the Marine Firemen, Oilers and Water Tenders' Benevolent Association. Edward Stack has been elected. Michael Casey, the old war-horse, was reelected secretary. Several other changes in officers were made.

The Cleveland Plain Dealer, of March 18, in an editorial on the subject of the boycott by Chinese merchants in China against American manufacturers, says: "In the last seven months of 1905 we sold to China goods to the value of $28,863,000, an increase of $5,430,000 for the corresponding period of 1904. There is not the slightest indication that the falling off of business was due largely, or at all, to the boycott. Our loss in mineral oils and raw cotton was compensated by gains in cotton manufactures and copper. At all events, our trade with China has increased in spite of the boycott." Thus the pet argument of the pro-Chinese is exploded. That any attention will be paid to the truth of this article is too much to expect from such rabid pro-Chinese as Judge Wing and Secretary Taft. By the way, what influence on the Chinese Exclusion Act will Supreme Court Judge Taft have?

Postage rates to Cuba from the United States are the same as domestic. Many people mailing letters to Cuba forget this, and place a 5-cent stamp on a letter of 1 ounce or under when a 2-cent stamp would suffice.

Drifting Across the Pole.

Two of the drift casks which were set loose in Bering Sea at the instigation of President Henry G. Bryant, of the Geographical Society of Philadelphia, and of Admiral George W. Melville some years ago have been recovered. One of them was found on the coast of Iceland, 2,500 miles from the point where it was cast overboard on the Alaskan coast. In its tortuous course it probably traveled 4,000 miles. Its drift across the Arctic ocean proves once more the existence of an Arctic current flowing from Bering Sea across the North Pole region.

Fifty spindle-shaped casks were constructed from designs submitted by Admiral Melville and were sent north on United States revenue cutters and whaling ships to Bering Strait and there dropped overboard in 1899, 1900 and 1901.

Each cask was numbered and contained a message in four languages, requesting the finder to notify the Geographical Society of Philadelphia if the cask turned up.

An examination of the first record shows that it was cast adrift by Captain F. Tuttle, of the United States revenue cutter Bear, on August 21, 1901, about eighty-five miles northwest of Wrangel Island, and recovered by Captain A. G. Christianson, on August 17, 1902, near the mouth of Kolyuching Bay, on the Siberian coast. It is evident that this particular cask did not get a good start, and in one year, less four days, of its drift, the course it followed of 380 miles to the southeast was probably influenced by local currents which exist near Bering Strait.

The other representative of this silent fleet which has been traveling the desolate wastes of the Arctic seas, had a longer voyage, and doubtless a more eventful history. Placed on the floe ice northwest of Point Barrow, Alaska, in latitude 71 degrees 53 minutes north, and longitude 164 degrees 50 minutes west, by Captain B. T. Tilton, of the steam whaler Alexander, on September 13, 1899, it was recovered one mile east of Cape Rauda Nupr, on the northern coast of Iceland, on June 7, 1905.

More of the casks have come through, but have not been found, while others, no doubt, have been found but not reported. There is no telling how long the cask found on Iceland drifted about in open water before it was cast ashore.—National Geographical Magazine.

Nachrichten fur Handel und Industrie, a leading German commercial paper, says the Mexican Government has made public the arrangement it has concluded with Elder Dempster & Co., relating to a subsidized line of steamers between the Canadian ports of Montreal, Canada, Charlottetown, Prince Edward Island, Halifax, Nova Scotia and Tampico, Vera Cruz, and Progreso, and other Mexican ports. Elder Dempster & Co. agree to inaugurate the service within six months. The subvention paid by the Mexican Government is $100,000 per annum. The present contract is to remain in force for one year.

The statistics of the German Postoffice Department show that 10,549,100 pieces of mail matter were sent to Germany from the United States, and 11,722,000 pieces were sent to the United States from Germany in 1904.

Height of Ocean Waves.

Every now and then in the winter months an ocean steamer comes into port with twisted stanchions or a broken bridge, testifying to the tremendous force hurled against the ship by a big wave or two. It is fortunate for the vessels plying on the greatest commercial waters that their paths over the sea are far to the north of the most tremendous waves that have been recorded.

No such waves are met in any other part of the oceans as those that form in the southern seas south of Cape Horn and the Cape of Good Hope. The winds there have a clean sweep of the oceanic region that girdles the earth south of the continents; these winds have an average force greater than those we know north of the equator, and there is no solid obstacle in the way of the surges they raise.

Sailors in modern times have never seen such waves as those which the early navigators declared attained heights of 100 to 130 feet. La Perouse asserted that he saw waves towering in the Pacific to a height of nearly 200 feet. In these more scientific days we may say that the highest wave yet measured had an altitude of about fifty-two feet. This was in the southern ocean a little north of the Antarctic regions; and it is quite certain that the highest waves ever seen in that region did not surpass fifty-eight feet in altitude. A wave of that height would certainly be a formidable looking object and its crest would wash the windows of the fifth story of many New York buildings.

The average height of the waves in different oceans has been ascertained with some approach to accuracy as the result of a great many measurements. The highest waves observed in the Indian ocean, for example, are about forty feet. The highest waves in the North Atlantic are from twenty-five to twenty-nine feet, and in the Mediterranean from sixteen to nineteen feet.

Evn the smaller of these great waves has considerable destructive power. Some of them travel along at a speed of twenty-five miles an hour. A wave about thirty feet high contains thousands of tons of water, and when this immense force is dashed against any structure the ruin wrought is likely to be impressive.

The German railway statistics for the fiscal year show that the net income on the invested capital was 6.11 per cent, against 5.07 per cent in 1894. The mileage increased in this time 22.4 per cent, to 33,594 miles of broad-gauge lines.

Demand the union label on all products!

INFORMATION WANTED.

Clarence Elmer Pederson, who was in the United States Navy two years ago, will please communicate with the Lake Seamen's Union, 121 N. Desplaines street, Chicago, Ill.

Carl Knudsen, No. 6212, will please communicate with his brother, Bernt Knudsen, 92 South Halstead street, Chicago, Ill.

Robert Reesor, No. 5174, Lake Seamen's Union, will please write his brother, George Reesor, 103 Fuller street, Toronto, Ont., Canada.

Geo. T. Hurley, No. 13,845, Lake Seamen's Union, will please write his mother, Mrs. Maria Hurley, 198 Georgia street, Buffalo, N. Y.

Comrade Oscar Lavett, No. 7347, Lake Seamen's Union, last heard of in Buffalo, N. Y., in October, 1903. Please send information or address to Thos. A. Hanson, Treasurer Lake Seamen's Union, 121 N. Desplaines street, Chicago, Ill.

BAY CITY LETTER LIST.

Fred C. Hubbard,
Thos. F. Ronley, 2 letters
Sandy McDonald
Andrew Wood
William Smith
Harry Smith, 3 letters
Fred Willie
Chas. Knowlton

LAKE SUPERIOR LETTER LIST.

Lake Superior
Boose, Paul
Bickford, Ezra
Butler, J. W. E.
Cornell, Robt.
Cormoley, Ed.
Chapman, F. J.
Harrison, Henry
Hay, A.
Hanson, John
Gilness, Peter
Graibner, R.
Iaeger, Louis
Jorgenson, Hans
Jacobson, A. B.
Johanson, F.
Johnson, Anton
Kiley, Paul
Lane, Dawson
Leroy, Philip
Lesmore, Wm.
Larson, Jas.
McLeod, Murdock
Millan, M. John
Niermi, Eli
Nilson, Carl
Nilson, Nels
Olson, Fred
Olson, John
Platenoff, Wm.
Peterson, Peter
Rider, Homer
Rahkala, Matt
Roberts, Henry
Svensen, A. E.
Smith, A. W.
Sherod, Ralph
Selstad, A. E.
Shaver, Claude
Stephenson, Matt
Tinsler, John
Thomas, J. G.
Wiese, Sam
Westphall, L. W.
Wahlers, Carl

TONAWANDA LETTER LIST.

Andresen, A.
Andreasen, Niles S.
Borgesen, David
Bristow, E. H.
Brinniers, K.
Bondon, Fred
Brown, Joe
Brown, Clarence J.
Brown, Fred C.
Berryman, J.
Burgess, James
Brick, James J.
Carlson, Chas.
Carron, F.
Clare, Frank
Conger, Joseph
Cunningham, John
Cattanact, Ralph
Christensen, Chas.
Currie, John
Delahage, Horace
Drucks, Louis
Dougherty, James
Eby, Albert
Erikson, Andrew
Engelsen, T. M.
Evensen, Ed.
Flaherty, Wm.
Gillgren, Peter
Gay, Harry B.
Green, J. S.
Heeley, Edwin
Hansen, Martin
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Australian Notes.

(For the Coast Seamen's Journal.)

The citizens of Sydney are about to have a real good time in the very near future, as our good old "yes-no" politician, the Hon. G. H. Reid, Federal leader of the Opposition, is taking the platform on the anti-Socialist question, and is to be met by W. A. Holman, a noted Socialist. Mr. Holman, who is a member of the State Labor party and is now practicing as a barrister, is quite a young man and is Deputy-leader of the State Laborists in Parliament, and a very able debater. About twelve years ago he was following his trade, that of a cabinet-maker. So you may readily see what is possible for an energetic straight-goer in the labor movement. Do not think for a moment that he has reached his present position without the most strenuous opposition from the enemies of labor in politics and the anti-Socialists, although the Labor Leaguers and Socialists do not pull together. There is just the same want of unity here in Australia as in America. I am extremely sorry to admit that fact, but it is only too true.

What a great day for the workers of Great Britain, as the results of the late elections go. Just picture the heavy blow which has caused the death of the great Conservative party! Astonishing is no word for the result. It surely goes to prove that the working masses are not now so apathetic as of yore. Just draw a picture in your mind of a railway guard, compositor, factory worker, engineer, collier, newsboy, mill-worker, civil servant, lithographic printer, steel-smelter, cabinet-maker, soldier, navvy, railway clerk and shipwright, all being sent to the British Parliament.

After all, the introduction of Chinese on the Rand has now proved of immense service. It is to be hoped that, in time to come, we will see the Boer and British worker in South Africa united in the returning of Labor representatives to their local Legislature, so that even Chinese slavery will be abolished, and that even in South Africa, as in Australia, the question of Home Rule will be given to all dependencies, as it should also apply to that persecuted country, Ireland.

The case of the Land frauds is now in a very peculiar position, as it seems to the man on the corner that a quibble can at any time be raised by any of the people who compose that conservative union of lawyers, otherwise termed the "Devil's Brigade."

G. H. Reid, of "yes-no," or somersault fame, is now supporting the Tobacco Trust here, and trying to prove that were this particular industry taken over by the Government, it would mean the squeezing of the smoker, as it would then become a crime for any person to manufacture tobacco in any shape or form outside the Government. It can be easily pointed out that we have a state clothing factory and nevertheless there are as many tailor shops and clothing stores in Sydney as in any other portion of the world. New South Wales has her poor-houses at Rockwood, and there are as many poor persons here as elsewhere. We have a Government employment agency at Dawes Point, and yet in Sydney, in proportion to population, we have more unemployed to the square inch than other countries to the square mile.

The object of the State factories, as we look at it, is that in any trade where the capitalist has the upper hand of all, he shall not be allowed to be a sweater. All that the average worker, or even the fanatic, as the Socialist is termed, asks for is "equal opportunities for all."

Things along the water front are just now beginning to ease a little, although there is no shipping, practically speaking, in port at present in the oversea trade. Matters coastwise are about the same as when the last mail left. That is to say, shipping is fairly brisk and not many coastwise seamen or firemen ashore. The other maritime workers are just pegging along, thanks to the Arbitration Court judge, who has left nothing to them, only worse conditions than before he came on the bench. The Arbitration Court judge is now becoming interested in choral societies. I am under the impression that, taking his recent decisions on union matters as a criterion of his knowledge of the working masses and their conditions, it would be in our interests if he could only see his way clear to follow up the choral societies, as in that sphere I do not doubt his ability and philanthropy.

We still have a visit occasionally from our friend, the bubonic plague. It has now struck Western Australia, that is close to the gold fields at a place called Geraldtown, a small shipping port or bay commonly called by seamen the Nor'west Coast. The plague is also in the island of Noumea, one of the French possessions.

THE COMMODORE.

Sydney, N. S. W., February 25, 1906.

Shipping of Hull.

The steamboat line of Thos. Wilson, Sons & Co., between Hull and the ports of Hamburg, Antwerp, Ghent, and Dunkirk, will in future be run by this firm and the North Eastern Railway Company jointly. The latter will have financial control, while the shipping business will be conducted, as heretofore, by Messrs. Wilson. This new combination is one phase of the rivalry for the trade centering on the Humber River. The establishment of a more modern passenger service is also contemplated, which will offer increased conveniences for traveling between Hull and Hamburg, Antwerp, Copenhagen, Christiania, Stockholm, and St. Petersburg, and so provide a direct route from Liverpool across England to Hull, and thence to northern Europe. This would make a most desirable route for passengers from America traveling by the way of Liverpool to the Continent. To facilitate this traffic a new dock is to be built at Hull and the Humber River is to be dredged so that passengers and light freight can be landed at all stages of the tide. It is also proposed to construct a new line of railway by which trains can be brought direct to this dock and goods transshipped from train to steamer with a minimum handling and passengers embarked from train to steamer, or vice versa, without "cabbing" through the city.

The new arrangement will probably result also in the diversion of trade from the Tyne to the Humber, as the route from this port to northern Europe is much the shorter, and the means of distributing goods landed in Hull throughout central England are superior to those at Newcastle. Three of the four railroads centering on the Humber River have now absorbed private steamship lines running to the Continent. Only one other railroad lacks such facilities.

The United States floating drydock Dewey sailed from Las Palmas, Canary Islands, on March 17, en route for Manila, P. I.

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BOOT & SHOE WORKERS UNION
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General News.

Nineteen persons perished in the terrific norther which swept the coast of Vera Cruz, Mexico, on March 19.

In high Russian circles the rumor is current that Count Witte has definitely decided to retire from the Premiership.

A severe earthquake occurred at Kagi, Formosa, on March 17. Hundreds of buildings were destroyed, and many hundreds of people were killed.

The Cuban Presidential Electors formally met at Havana on March 19 and unanimously elected Tomas Estrada Palma President of the Republic.

The House Committee on Naval Affairs has decided to make a favorable report on the Foss bill for the establishment of Naval Militia by the various States.

According to the London Daily Telegraph's correspondent at Tokio, it is now estimated that several thousand persons were killed by the recent earthquake in Formosa.

The South African compensation committee examining claims for Boer war losses has completed its labor. The claims aggregate $310,000,000, for the settlement of which $47,000,000 has been allowed.

The long-promised bill amending the Merchant Shipping Acts so as to place British and foreign ships on the same footing was introduced in the House of Commons on March 20 by David Lloyd George, President of the Board of Trade. The bill undoubtedly will pass.

An indeterminate sentence of two to fourteen years was recently imposed on Thomas Baseom, of Springfield, Ill., who, as a telegraph operator in the service of the Baltimore and Ohio Railroad, became intoxicated and threw a switch at Summan that caused a disastrous wreck.

United States Attorney Breckons, assisted by Attorney Beehtel, of Honolulu, T. H., is investigating an alleged conspiracy to unlawfully land Chinese in San Francisco. Two arrests have been made on a charge of perjury and two persons accused of conspiracy have been arrested.

Lieutenant Schmidt, leader of the naval revolt at Sebastopol in November last, was tried by court-martial and shot near Otchakoff fortress, South Russia, on March 19, with three sailors sentenced to death for mutiny. Schmidt faced the firing squad with his eyes uncovered and did not fall until after the fourth volley.

The British ship Speke, the largest three-masted ship under the British flag, has been wrecked on the south side of Point Phillip Island, South Australia. Advices received on March 19 report that the Speke went ashore on February 22, all of the twenty-five men on board getting safely ashore except Frank Henderson, a seaman, who was drowned by the smashing of a boat.

All the packers who were indicted by the Federal Grand Jury last summer upon charges of being in conspiracy in restraint of trade and commerce have been granted immunity from criminal prosecution under the indictment. While the individuals are to go free, the indictments found against the corporations of which some of the indicted individuals are members and others are employes are to stand.

One of the most hazardous passages ever made by the Cunard liner Saxonia across the Atlantic ended on March 2 when that steamer arrived at Boston, Mass., twenty-four hours late. She was covered with ice and had lost her wireless apparatus. For more than ten hours on February 22 she was helpless in gale and snowstorm on account of disabled engines. After repairs had been made the storm abated and the vessel had good weather until the 28th, when she ran into another gale, which further retarded her progress.

World's Workers.

The New South Wales Boot Trade Union has decided to thoroughly organize the country centers.

One hundred and fifty thousand Lancashire weavers and winders, and operatives in kindred trades, have obtained an advance in wages. They are now receiving the full standard wage for the first time since 1878.

Father Gapon was arrested at St. Petersburg, Russia, on March 12, on the eve of the inquiry demanded by him into the scandal involved in the charge that his labor organization was subsidized by the Government.

At the District Court, in Melbourne, Australia, recently, three defaulting members of the Federated Sawmill, Timber Yard and General Wood Workers' Employes' Association were ordered to pay up arrears of dues, etc.

By a majority decision the New Zealand Arbitration Court has refused the Seamen's Union claims for an increase in wages, also preference to unionists. The union asked for a 10s. increase per month, and 6d. per hour overtime.

The Federated Sawmill, Timber Yard, and General Wood Workers' Association (Adelaide branch) and the Australian Federated Butchers' Employes' Union (Victoria branch) have been registered under the Federal Arbitration Act.

The Maryborough (Queensland) Alert complains that the local white lanndresses are being ousted by the low-living Japanese "washermen." Pretty much the same disgraceful state of affairs obtains in most large centers of Queensland, Brisbane being an easy first.

To encourage working people to establish homes of their own, Norway has founded a bank for workingmen. It lends money at 3½ and 4 per cent, and gives the borrower forty-two years in which to pay the loan. The total cost of the house must not exceed £160, and the area of land must not be more than five acres.

The workmen in one of the mills in St. Petersburg, Russia, to render the elections ridiculous, formally chose as their delegate a pet dog called Rosa, declaring that the selection was made in a spirit of economy, as if she should be elected it would cost the Government only 7 cents a day. The workmen of another foundry designated as their delegate the factory chimney, on the ground that it would not suffer from machine gun fire.

The Australian Federated Stewards' and Cooks Union and the Steamship Owners' Association have fixed up an industrial agreement providing for the following minimum monthly rate of wages. Second stewards, class A, £7; class B, £6; saloon stewards, class A, £5 10s., class B, £5; bedroom stewards and saloon waiters, £5; bathroom and messroom stewards, £4; second cabin assistants, £3; boys, £2; chief cooks, £12; second, £7; third, £4; cargo steamer cooks, £8 and bonus. The agreement is to be filed in the Commonwealth Arbitration Court.

The industrial agreement fixed up by the Canterbury (New Zealand) Shearers' Union and the Sheepowners' Union provides for the following rates: Machine shearing, 16s. 8d. per 100, with rations; hand, 17s. per 100, with rations; where shearers find board themselves, 3-4 extra per 100; hogget rams, rate and a-half; other rams, double rates; stud sheep as per arrangement. Sufficient food of good quality to be supplied the men by the employer, including not more than one pound butter per week to each shearer. No employer shall discriminate against unionists, nor do anything for the purpose of injuring the union, whether directly or indirectly.

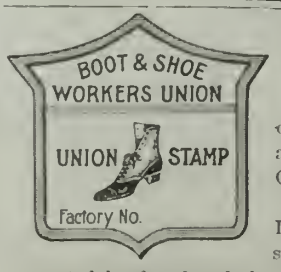
San Francisco Letter List.

Letters are advertised for six months and kept at the Sailors' Union Office for twelve months, all told. If not called for at the expiration of one year letters will be returned to the Postoffice.

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Pestoff, S.
Peterson, Oscar-710
Petersen, C.
Peterson, John
Pettersen, Loren
Petterson, Fred-954
Petterson, Chas.
Pettersen, Ole P.
Petterson, Richard
Petterson, P. A.
Piedvache, Emil
Pllen, A.
Pirade, W.
Plantlkon, W.
Polson, Carl
Pregler, F.
Radke, Frank
Rasmusen, C. D.
Rasmussen, J. F.
Rasmussen, E.
Rasmussen, O.
Rasmussen, J. T. C
Ree, H. van
Reiman, Carl
Reinink, H.
Rich, Frank
Robertson, M.
Runke, Ben
Salberg, O.
Salmann, B.
Salonen, E.
Sandvih, Johan
Sarin, K.
Scherlau, Robert
Schu, Martin
Schubert, Chas.
Schultz, E.
Schutus, E.
Seppell, P.
Serln, D.
Shane, J.
Simonsen, Fred
Sjoberg, Gustaf
Smevik, J. J.
Smith, Andrew
Smith, W.
Smith, Samuel G.
Smith, Emil
Soderstrom, A. A.
Solberg, B.
Solls, Ingvald
Solrud, J.
Sonderman, G.



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Strand, Oscar	Weber, C. A. W.
Sullivan, Ed.	Weger, P.
Svensen, F. O.	Westerholm, K.
Svensen, G. F.	Wichman, Cornelius.
Svensen, Ivan	Viedeman, C.
Svensen, J.	Wight, U.
Svensson, John	Wike, Victor
Swansen, C. I.	Wilsen, P. S.
Swanson, H.	Williams, A.
Swanson, G.	Williams, H.
Swanson, Jack	Williams-765
Thila, Peder	Winknenski, S.
Thom, E.	Winzens, G.
Thomson, John G.	Wirstrom, C.
Timmey, K. H.	Vold, O. P.
Tornstrom, C. A.	Wolf, F.
Troitzheim, R.	Yanger, Oscar
Turner, Fred	Zunker, Paul
Vyhvinkel, L.	
Wahlfred, J.	
Walsh, J. A.	

ABERDEEN, WASH.

Abrahamsen, Asl.	Johnsen, Johan
Amundsen, D.	Kallio, John
Anderson, P.	Klingstrand, G.
Andersson, Charles	Kjellgren, John
Anderson, Gus-1243	Mikkelsen, Alf.
Anderson, Johan-12	Nelson, Nels C.
Anderson-512	Nielsen, N.-751
Burg, Mike	Nystrom, P. E.
Berthelsen, A.	Oetting, John
Bernhardsen, C.	Olsen, Otto
Bridgeman, Ben	Olsen, John
Bohm, Adolf	Petersen, H. P.
Dishler, Peter	Pettersen, Corel
Dahlquist, Fr.	Rasmussen, N. C.
Drew, Wm.	Roni, Erik
Dittmayer, Ch.	Rion, Nic
Dybsland, P. Th.	Richards, L. V.
Eriksen, Axel	Richardsen, H.
Egeness, M.	Schwartz, G.
Fallin, Chas.	Schwenke. Carl
Ferraris, G.	Scudahl, Jens
Guscow, H.	Soderstrom. J. A.
Hahner, Ferd.	Sorensen, M.
Hansen, Ole	Taddiken, Anton
Hansen, Otto	Thompson, Chris
Holmes. C.	Tornstrom, Ed.
Jacobsson, John	Winter, John
Johanson-1219	Ziegler, Sam.

PORTLAND, OR.

Ardeleanu, Yon	Luhrs, L.
Auer, A.	Lindstrom, Fred
Boose, C. P.	McLennan, Donald
Berg, Thos. A.	Naylar, Thos.
Ehlers, Henry	Olsen, O.
Hiinz. Fred	Petterson, Auztaf
Henriksen, S. N. O.	Steen, Hans
Ivers, John	Ramuty, August
Joansen, Hans	Styston, M.
Jacobsson, John	Welsen, W.

PORT TOWNSEND, WASH.

Andersson-1115	Fizell, Geo. W.
Anderson, Emil	Henningson, Peter
Andersen, Aleck	Helms, W.
Anderson, Eskil	Hinner, P.
Anderson, George	Hudson, M.
Ball, W.	Johansson, Leonard
Edlund, J. A.	Janssen, Oscar
Fleming, M.	Jansson, Frederick
Johnsson, Johan W.	Mitcheal, A.
Koster, Paul	Mikkelsen, Julius
Kalming, Jacob	Pettersen, Olaf
Karlsson, Artur	Petersen-1019
Larsen, Franklin	Leofem, Fred'k
Lundberg, K. H.	Thomsen, Thos.
Larsen, Julius H.	Troos, John
Moore, Jas. C.	Port Townsend

TACOMA, WASH.

Anderson, Alf. J.	Murray, Willie
Brander, Wm.-1389	Muller, Harry
	Olsen, C.-908
Froh	Olson, A.-586
Groms, Karl	Olsson, Otto
Gustafson, J.-432	Pedersen, Dick
Hang, Hans H.	Petterson, Oscar
Johansson, K.	Pedersen, Gunder
Johannessen, Harry-1352	Rosenvold, Isak
	Schubert, Chas.
Karvell, J. H.	Sorensen, Loren
Knight, A.	Schade, Wenzel
Knudson, Hans	Strand, Chas.
Kivstrom, J.	Svenson, Hugo
Loveland, Chas. H.	Svenson, Jas.-802

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Arversen, Arturt	Lundholm, Abel
Bostrom, N. A.	Lindholm, Abl.
Bowman, Wm.	Olsen, Arthur G.
Brown, J. C.-1027	Olsen, H.
Gottberg, J.-622	Rosenvald, Isak
Hansen. Hans T.	Rundh, J. E.
Laine, W. L.	Sorensen, Thos.
Pettersen. C. A.	Thoresen, Petter
Polejaniski, R.	

Letters in the Office of the Fishermen's Union of the Pacific Coast and Alaska, San Francisco.

Bjorstrom, Carl	Kornis, John
Bahr, Frank	Knudtsen, Hans O.-2
Cossalato, Mike	Lowe, Martin
Fabrisius, H.	Nelson, John
Jorgensen, Christian	Rasmussen, R.
Johnsen, Henry	Sterens, Vint.
Johanson, E. W.	Vogt, Wilhelm
Jacobsson, C. E.	Wilson, Harry

(Continued on Page 14.)

TACOMA, WASH.

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INFORMATION WANTED.

George Bayliss, a native of Woodstock, England, aged about 38, last heard of ten years ago on the Pacific Coast, is inquired for by his brother. Any one knowing his past or present whereabouts will please notify the JOURNAL office.

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The Reading Room is open at all times to Members of the Sailors' Union.

INFORMATION WANTED.

Wilhelm and Gustaf Jacobsen, sailing on the Pacific Coast, are inquired for by their half-brother, John Jacobsen at Port Ludlow, Wash.

News from Abroad.

Thirty-one persons were drowned by equinoxial overflows of the Scheldt River on March 13.

The Japanese Admiralty has announced the invention of a wireless telephone. The inventor is an engineer named Kimura.

A storm recently raged for thirteen days in the Black Sea. Great damage was done and in every port shipping was disabled.

The total loss in nineteen Russian provinces investigated by special commissions inquiring into the agrarian troubles of last year was $15,500,000.

A big scandal has developed in the Russian Ministry of Marine owing to the discovery that the plans for the construction of submarine boats have been sold to agents of a foreign power.

A new organization entitled the Citizens' National League was launched at London, Eng., on March 14. The primary object is to combat all forms of state or municipal socialism and municipal extravagance.

Admiral Nelson's "general memorandum," being the Admiral's autographic directions issued to his captains on the eve of the battle of Trafalgar, was sold at auction at Christie's, in London, on March 14, for $18,000.

The leaders of the rebels of Kuang Si Province, China, and three others who were implicated in the attack on the house of Rev. Dr. Andrew Beattie, the American missionary at Fati, in February, were beheaded on March 12.

The fiscal debate in the British House of Commons ended on March 13. The motion of Sir James Kitson, Ministerialist, declaring it to be the determination of Parliament to resist any attempt to institute Protective duties, was carried by 474 to 98 votes.

The rumor that the Russian officers of the regiment of the guards had met and resigned in a body upon receiving orders recently to go to the Baltic provinces and participate in the pacification of the country has been confirmed. The officers belonged to the First Regiment of Artillery of the Guards.

The execution at Minsk, Russia, on March 14, of Ivan Kulikoff, who attempted to assassinate General Kourloff, was a horrible affair. He was hanged at the gate of the prison in the presence of a gaping crowd, but the noose was so badly adjusted that Kulikoff suffered agony for ten minutes.

The official returns of the census taken December 1, 1905, show a total population of 60,605,183 in Germany, against 56,367,178 in 1900. The women outnumber the men by 868,991, but the Government statisticians estimate that if the males make the same rate of increase as shown by the last four censuses they will outnumber the females in 1945.

Russian Governor-General Rennenkampff has issued a proclamation in which he announces that if an attempt is made upon his life or upon the lives of members of his escort, all the revolutionists now in prison will be executed within an hour. There are 600 revolutionists in prison at Chita, and sixty military executions have taken place there or in its vicinity.

Baron Loicq de Lobel, representing the American Transalaskan Siberian Company, recently appeared before the committee under the presidency of Zeigler von Shaffthausen, chief of the railway department of the Ministry of Finance. The company, in consideration of certain land grants and mining concessions, is offering to construct a tunnel under Behring Strait and to build a railroad 3000 miles long from East Cape to Kansk, in the Government of Yeniseisk, where it will join the Siberian Railway.

Labor News.

The New Jersey House of Assembly has passed a bill providing a penalty for employers of children under 14 years of age.

Orders were issued on March 23 suspending locomotive repair work at all shops on the Erie Railroad system. Five thousand men are laid off. The action is said to be due to the threatened coal strike.

All unions in the building trades of Philadelphia, Pa., have combined, with the object of starting a general campaign—Philadelphia to be the centre—for obtaining "Closed-Shop" agreements.

President Roosevelt, on March 23, addressed Secretary Morrison, of the American Federation of Labor, requesting information of violations of the National Eight-Hour law, which he promised to rectify.

Seeking to prevent the use of the union label at the Municipal Printing Plant, in Boston, Mass., several employing printers of that city have filed in the State Supreme Court a petition for a writ of mandamus to compel discontinuance of the label.

One hundred Chinese recently arrived at Gainesboro, Fla., to take the place of the striking men in the turpentine fields. They are to receive 80 cents a day, while the strikers asked $1.50 and $2. These Chinese came from California, Oregon and other Pacific Coast points.

Moyer, Haywood and Pettibone, of the Western Federation of Miners, charged with the murder of former Governor Steunenberg, pleaded not guilty when arraigned before District Judge Frank Smith at Caldwell, Idaho, on March 20. The cases were continued over the term and the date of their trial was indefinitely fixed at about May 15.

In anticipation of a miners' strike, the railroads throughout the Middle West are storing great quantities of coal. Michigan seems to be the favorite field as a storehouse, and mountains of coal have been dumped at various points there, readily accessible. It is figured that the railroads will be able to withstand a strike of ninety days.

The Colonial Legislature of St. Johns, N. F., on March 22, unanimously adopted a resolution favoring Old-Age pensions. Premier Bond declared it to be his belief that the adoption of the policy would not unduly strain the colony's finances. Various speakers on the project estimated the cost of the pensions at $150,000 or $200,000 a year.

The Executive Council of the American Federation of Labor, on March 21, interviewed President Roosevelt, Senator Frye, President pro tempore of the Senate, and Speaker Cannon, setting forth the views of organized labor on several important legislative matters such as the Anti-Injunction bill, National Eight-Hour law, Chinese Exclusion and the Immigration laws.

The Hawaii Shinpo, a Japanese paper published at Honolulu, T. H., reports that many Japanese have recently left the Islands, presumably for the mainland of the United States. According to the Shinpo figures only 60,540 Japs remain in the Islands, out of 150,000 landed there from time to time. Only 17,076 Japs are on the plantations, the balance being engaged in business.

B. Roselli, a merchant in the Los Angeles (Cal.) market, who was the first person to be convicted under the State Child-Labor law in that city, was sentenced to serve five days in the City Prison as a penalty. Roselli was convicted of working his twelve-year-old boy. Other cases of a similar nature are now on trial in the city's courts, and one or two well-known business men are involved.

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First-class Board and Lodging
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LETTER LIST.

(Continued from Page 13.)

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Anderson, Sigurd	Iverson, Carl
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Baldvin, Melmer	Johannsen, Emil
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Gerdes, T	Molden, Jakot.
Figel, George	Nilson, Olaf M
Hansen, Peder	Olber, Morsehins
Hakanson, Fritz	Olsen, Carl
Heller, Olaf	Olsen, Olaf
Hanson, Rudolph	Ramsey, Morris
Hakanson, F	Sundberg, John
Hakanson, Clars	Thorns, R

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INFORMATION WANTED.

Harry B. Douville is inquired for by his mother. Kindly communicate with the JOURNAL office.

Peter W. Andersen, a native of Copenhagen, Denmark, formerly a cabinetmaker, is inquired for. Address, COAST SEAMEN'S JOURNAL.

James Barron, late of the British ship Whitlieburn, is inquired for by his wife. Any one knowing his present whereabouts please address COAST SEAMEN'S JOURNAL.

Ronald Miller, aged 18, a native of England, left the British ship "County of Merioneth" at Adelaide, Australia, in April, 1905, now supposed to be on the Pacific Coast, is inquired for by relatives. Kindly communicate with the JOURNAL office.

INFORMATION WANTED.

John F. Joseph, a member of the Sailors' Union, is inquired for by his sisters. Address, COAST SEAMEN'S JOURNAL.

The crew of the schooner C. H. White, who were captured on the Siberian coast by a Russian man-of-war, will find it to their financial interest to communicate with the JOURNAL office.

Any one knowing the whereabouts of John D. Gray, native of Scotland, last heard of at Freemantle, W. Australia, at present supposed to be sailing on the American Coasts, is inquired for by his sister, Mrs. Angus. Kindly communicate with the JOURNAL office.

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Domestic and Naval.

Representative Smith has appointed Leon A. Jones of Redlands, Cal., a descendant of John Paul Jones, father of the American Navy, a cadet at the Naval Academy, Annapolis.

The lumber-laden bark Tillie Baker, from Savannah, arrived at Philadelphia, Pa., recently, with the officers and crew of the schooner John R. Bergen, abandoned off Hatteras.

The Navy Department has received a cablegram from Yokohama, Japan, stating that the United States battleship Oregon had sailed for Honolulu and the Pacific Coast, where she will be extensively overhauled and modernized.

The Phoenix liner British King foundered in a gale about 150 miles south of Table Island on March 11. Twenty-seven members of the crew were drowned. Twenty-nine others were rescued by the steamers Bostonian and Membrim.

The House Committee on Naval Affairs is about ready to finish up the Naval Appropriation bill, which, if the present plans are worked out, will carry at least one great fighting ship, a battleship of even greater tonnage and heavier armament than the Dreadnought, recently launched for the British Navy.

After having been helpless for hours, through the breaking of her rudder stock in the tremendous seas kicked up by the same gale which sent the steamer British King to the bottom on March 11, the North German Lloyd liner Koenigen Luise, from New York for Italian ports with 600 passengers on board, arrived at Halifax, N. S., on the 15th.

The Cunard turbine liners Lusitania and Mauritania, now under construction, are designed to make the passage from Liverpool to New York in three days and eighteen hours, equal to thirty-one statute miles per hour. The new vessels will be 770 feet long between perpendiculars, and will carry nearly 2000 passengers and 28,000 tons of cargo. They will be completed by next winter.

A bill was recently introduced in the Maryland State Senate, at Annapolis, giving the Chesapeake and Delaware Canal Company the right to charge a toll of twenty-five cents for every adult passenger taken through the waterway. The measure is regarded as a blow at the Ericsson Line, which uses the canal in operating a number of boats between Philadelphia and Baltimore.

An equinoctial gale raged on March 20 and 21 over the whole coast of Newfoundland, causing widespread damage. Shipping reports from various centers show that several vessels have been wrecked and wharves and water-front property destroyed. Two vessels, the Scintilla and the Rover, are missing and it is feared that both have foundered with their crews.

Captain Bliss Barr and his crew of nine men of the schooner Mary Manning, were landed at Boston, Mass., on March 6 by the British steamer Casilde from South America. The Manning's men were taken from their waterlogged and sinking vessel on the 4th, after they had endured more than four days of violent storm, clinging to the afterhouse of their vessel and almost wholly deprived of food and water.

J. Bruce Ismay and P. A. S. Franklin, President and Vice-President respectively of the International Mercantile Marine, will shortly pay a visit to Portland, Me., to look into the terminal facilities of that port with a view, it is said, of increasing the Dominion and Leyland services from there. It is rumored that the International Company will place a large number of steamers in the St. Lawrence-European trade this spring.

With the Wits.

Misunderstood.—"The paper says Rockefeller's lost or stolen."

"Well, I didn't know he'd ever lost anything, but I read the other things Miss Tarbell said about him."

An Obnoxious Word.—Wife (writing a letter)—"How do you spell 'ostentation'?"

Husband—"I won't tell you. Why can't you stop knocking other people?"

Smashed.—Townley—"How long did it take you to learn how to run an automobile?"

Reckless—"Oh, five or six."

Townley—"Five or six what? Weeks?"

Reckless—"No, automobiles."

The Intelligent Critic.—"Ha! ha! that was a funny joke you wrote about the fellow who didn't know a 'bunker' from a 'stymie,'" said the golfer.

"Made a hit with your golfers, eh?" replied the funny man.

"Yes. Such ignorance is laughable."

"I suppose so. Say, what are 'bunkers' and 'stymies,' anyway?"

Justifiable Wrath.—"You fiend!"

She fairly hissed the words.

The flashlight had taken her unawares.

She was conscious that the sudden surprise had made her squint and joggle her hat crooked.

But the man with the camera maintained his calm.

"Of Two Evils."—"Will you give me your promise not to swear any more?"

The Judge looked not unkindly at the prisoner arraigned for this offense.

"No, your Honor," replied the accused; "I cuss occasionally, but I'm no liar."

However, owing to his frankness, the fine was light.

Unanimous.—European diplomacy, observing an American at the Morocco conference, demanded the reason for his presence, saying: "This is none of your affair."

The American was not rattled.

"Of course it isn't." he responded, suavely, "and I thought I'd just run over and tell you that was the way I felt about it."

Diplomacy was perturbed at his manifest failure to stir up a row.

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COAST SEAMEN'S JOURNAL

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OFFICIAL PAPER OF THE INTERNATIONAL SEAMEN'S UNION OF AMERICA.

A Journal of Seamen, by Seamen, for Seamen. *Our Aim: The Brotherhood of the Sea.* *Our Motto: Justice by Organization.*

VOL. XIX. No. 28. SAN FRANCISCO, WEDNESDAY, APRIL 4, 1906. WHOLE No. 964.

THE "BILL OF GRIEVANCES."

A. F. of L. Addresses Government.

Replies of President Roosevelt and Speaker Cannon.

LABOR'S "BILL OF GRIEVANCES" was presented by the Executive Council of the American Federation of Labor, on March 21, to President Roosevelt, Senator Frye, President pro tem. of the United States Senate, and Representative Cannon, Speaker of the House of Representatives. The Memorial of organized labor and the replies thereto are herewith published in full, as follows:

Washington, D. C., March 21, 1906.

Hon. Theodore Roosevelt,
President of the United States;
Hon. William P. Frye,
President Pro Tempore, United States Senate;
Hon. Joseph G. Cannon,
Speaker, House of Representatives, United States.

The undersigned Executive Council of the American Federation of Labor, and those accompanying us in the presentation of this document, submit to you the subject matter of the grievances which the workmen of our country feel by reason of the indifferent position which the Congress of the United States has manifested toward the just, reasonable, and necessary measures which have been before it these past several years, and which particularly affect the interests of the working people, as well as by reason of the administrative acts of the Executive branches of the Government, and the legislation of the Congress relating to these interests. For convenience the matters of which we complain are briefly stated, and are as follows:

The law commonly known as the Eight-Hour law has been found ineffective and insufficient to accomplish the purpose of its designers and framers. Labor has, since 1894, urged the passage of a law so as to remedy the defects, and for its extension to all work done for or on behalf of the Government. Our efforts have been in vain.

Without hearing of any kind granted to those who are the advocates of the Eight-Hour law and principle, Congress passed, and the President signed, an appropriation bill containing a rider nullifying the Eight-Hour law and principle in its application to the greatest public work ever undertaken by our Government—the construction of the Panama Canal.

The Eight-Hour law in terms provides that those intrusted with the supervision of Government work shall neither require nor permit any violations thereof. The law has been grievously and frequently violated; the violations have been reported to the heads of several departments, who have refused to take the necessary steps for its enforcement.

While recognizing the necessity for the employment of inmates of our penal institutions, so that they may be self-supporting, labor has urged in vain the enactment of a law that shall safeguard it from the competition of the labor of convicts.

In the interest of all of our people and in consonance with their almost general demand we have urged Congress for some tangible relief from the constantly growing evil of induced and undesirable immigration, but without result.

Recognizing the danger of Chinese immigration, and responsive to the demands of the people, Congress years ago enacted an effective Chinese Exclusion law; yet, despite the experience of the people of our own country, as well as those of other countries, the present law is flagrantly violated, and now, by Act of Congress, it is seriously proposed to invalidate that law and reverse the policy.

The partial relief secured by the laws of 1895 and 1898, providing that seamen shall not be compelled to endure involuntary servitude, has been seriously threatened at each succeeding Congress. The petitions to secure for the seamen equal rights with all others have been denied and a disposition shown to extend to other workmen the system of compulsory labor.

Under the guise of a bill to subsidize the shipping industry, a provision is incorporated, and has already passed the Senate, providing for a form of conscription, which would make compulsory naval service a condition precedent to employment on privately-owned vessels.

Having in mind the terrible and unnecessary loss of life attending the burning of the Slocum in the harbor of New York, the wreck of the Rio de Janeiro at the entrance to the Bay of San Francisco, and other disasters on the waters too numerous to mention, in nearly every case the great loss of life was due to the undermanning and the unskilled manning of such vessels, we presented to Congress measures that would, if enacted, so far as human law could do, make impossible the awful loss of life. We have sought this remedy more in the interests of the traveling public than in that of the seamen, but in vain.

Having in mind the constantly increasing evil growing out of the parsimony of corporations, of towing several undermanned and unequipped vessels called barges on the high seas, where, in case of storm or stress, they are cut loose to drift or sink, and their crew to perish, we have urged the passage of a law that shall forbid the towing of more than one such vessel unless they shall have an equipment and a crew sufficient to manage them when cut loose and sent adrift, but in vain.

The Anti-Trust and Interstate Commerce laws enacted to protect the people against monopoly in the products of labor, and against discrimination in the transportation thereof, have been perverted, so far as the laborers are concerned, so as to invade and violate their personal liberty as guaranteed by the Constitution. Our repeated efforts to obtain redress from Congress have been in vain.

The beneficent Writ of Injunction, intended to protect property rights, has, as used in labor disputes, been perverted so as to attack and destroy personal freedom, and in a manner to hold that the employer has some property rights in the labor of the workmen. Instead of obtaining the relief which labor has sought, it is seriously threatened with statutory authority for existing judicial usurpation.

The Committee on Labor of the House of Representatives was instituted at the demand of labor to voice its sentiments, to advocate its rights, and to protect its interests. In the past two Congresses this committee has been so organized as to make ineffectual any attempt labor has made for redress. This being the fact, in the last Congress, labor requested the Speaker to appoint on the Committee on Labor, members who, from their experience, knowledge, and sympathy, would render in this Congress such service as the committee was originally designed to perform. Not only was labor's request ignored, but the hostile makeup of the committee was accentuated.

Recently the President issued an order forbidding any and all Government employes, upon the pain of instant dismissal from the Government service, to petition Congress for any redress of grievances, or for any improvement in their condition. Thus the constitutional right of citizens to petition must be surrendered by the Government employe in order that he may obtain or retain his employment.

We present these grievances to your attention because we have long, patiently, and in vain waited for redress. There is not any matter of which we have complained but for which we have, in an honorable and lawful manner, submitted remedies. The remedies for these grievances proposed by labor are in line with fundamental law, and with the progress and development made necessary by changed industrial conditions.

Labor brings these grievances to your attention because you are the representatives responsible for legislation and for failure of legislation. The toilers come to you as your fellow-citizens, who, by reason of their position in life, have not only with all other citizens an equal interest in our country, but the further interest of being the burden-bearers, the wage-earners of America. As labor's representatives we ask you to redress these grievances, for it is in your power so to do.

Labor now appeals to you, and we trust that it may not be in vain. But if perchance you may not heed us, we shall appeal to the conscience and the support of our fellow-citizens. Very respectfully,

SAMUEL GOMPERS,
JAMES DUNCAN,
JAMES O'CONNELL,
MAX MORRIS,
DENNIS A. HAYES,
DANIEL J. KEEFE,
WILLIAM D. HUBER,
JOSEPH F. VALENTINE,
JOHN B. LENNON,
FRANK MORRISON,

Executive Council American Federation of Labor.

Following is the text of the President's reply:

Mr. Gompers: If your body objects to the passage of the proposed Anti-Injunction bill, I have no question that you can stop it, for there is not a capitalist concerned who simply as a capitalist is not against it, though I believe that a goodly number, both of capitalists and wage-workers, who are concerned primarily as citizens, favor it.

The law was worked over and substantially whipped into shape at a number of conferences between representatives of the railroad organizations, of the Department of Justice, and of the Bureau of Corporations, with me. It goes as far as I personally think it should go in limiting the Writ of Injunction; at any rate, no arguments have hitherto been advanced which make me think it should go farther. I do not believe it has any chance of passing, because there has been great criticism in both Houses of Congress against the attitude of the adminstration going as far as we have gone, and if you think it is not far enough, why you will have no earthly difficulty in killing the bill.

Personally, I think the proposed law a most admirable one, and I very sincerely wish it would be put through. As for the Writ of Injunction, it is absolutely necessary to have this power lodged in the courts, though, of course, any abuse of the power is strongly to be reprobated. During the four and a half years that I have been President, I do not remember an instance where the Government has invoked the Writ of Injunction against a combination of laborers. We have invoked it, certainly a score of times, against combinations of capital. I think, possibly, oftener. Thus, though we have secured the issuance of injunc-

tions in a number of cases against capitalistic combinations, it has happened that we have never tried to secure an injunction against a combination of labor.

But understand me, gentlemen, if I ever thought it necessary, if I thought a combination of laborers were doing wrong, I would apply for an injunction against them just as quickly as against so many capitalists.

Now I come to the general subject of your petition. I wish, in the first place, to state my regret that you did not divorce so much of the petition as refers to the action of the Legislative branch, because I can not consider any petition that you may make that reflects upon the co-ordinate branch of the Government, or that makes any charge whatever against it. I would not even receive it save for the fact that in part it affects the Executive. Therefore, in what I have to say I shall limit myself solely to what you assert in reference to the acts of the Executive.

You speak of the Eight-Hour law. Your criticism, so far as it relates to the Executive, bears upon the signature of the appropriation bill containing the money for expenditure on the Panama Canal, with the proviso that the Eight-Hour law shall not there apply. If your statement is intended to mean that no opportunity was given for a hearing before me, then the statement is not in accordance with the facts. There was ample opportunity that any one could, but not a single request for such hearing came to me. I received, however, some hundreds of telegrams and letters requesting the veto of the entire appropriation bill, because it contained that proviso.

Frankly, I found it difficult to believe that you were writing and telegraphing with any kind of knowledge of the conditions in the case. I believe emphatically in the Eight-Hour law for our people in our own country. But the conditions of labor, such as we have to work with in the tropics, are so absolutely different that there is no possible analogy between them, and an Eight-Hour law for the Panama Canal is an absurdity. Every one of you knows that we can not get white labor, can not get labor of the United States to go down to Panama and work.

We are driven to extremities in the effort to get any kind of labor at all. Just at this moment we are working chiefly with negro labor from the West Indies. The usual result in the employment of these men is that Monday and Tuesday they work fairly well, Wednesday and Thursday there is a marked falling off, and Friday and Saturday not more than half, sometimes less than a fourth, of the laborers will be at work.

The conditions that make the Eight-Hour law proper here have no possible reference to the conditions that make the Eight-Hour law entirely improper there. The conditions are so utterly different on the Isthmus as compared to here that it is impossible to try to draw conclusions affecting the one from what is true about the other. You hamper me in the effort to get for you what I think you ought to have in connection with the Eight-Hour law, when you make a request that is indefensible, and to grant which would mean indefinite delay and injury to the work on the Isthmus.

As to the violations of the Eight-Hour law, Mr. Morrison, you give me no specifications. At your earliest convenience, please lay before me in detail any complaints you have of violations of the Eight-Hour law. Where I have power I will see that the law is obeyed. All I ask is that you give me the cases. I will take them up, and if they prove to be sustained by the facts I shall see that the law is enforced.

Now about the Chinese Exclusion. The number of Chinese now in this country is, if I remember aright, some sixty or seventy thousand. So far from there being a great influx of the Chinese, the fact is that the number has steadily decreased. There are fewer Chinese than there were ten years ago, fewer than there were twenty years ago, fewer than there were thirty years ago.

Unquestionably some scores of cases occur each year where Chinese laborers get in either by being smuggled over the Mexican or Canadian borders or by coming in under false certificates, but the steps we have taken, the changes in the consuls that have been made within the last few years in the Orient, and the efforts to conduct examinations in China before the immigrants are allowed to come here, are materially reducing even the small number of cases that do occur.

But even as it is, the number of these cases is insignificant. There is no appreciable influx of Chinese laborers, and there is not the slightest or most remote danger of any. The whole scare that has been worked up on the subject is a pure chimera. It is my deep conviction that we must keep out of this country every Chinese laborer, skilled or unskilled—every Chinaman of the coolie class. This is what the proposed law will do. It will be done as effectively as under the present law, and the present law is being handled with the utmost efficiency. But I will do everything in my power to make easy and desirable for the Chinese of the business and professional classes, the Chinese travelers and students, to come here, and I will do all I can to secure their good treatment when they come, and no laboring man has anything to fear from that policy.

I have a right to challenge you as good American citizens to support that policy, and in any event I shall stand unflinchingly for it, and no man can say with sincerity that on this point, or, indeed on any other point, that he has any excuse for misunderstanding my policy.

You have spoken of the Immigration laws. I believe not merely that all possible steps should be taken to prevent the importation of laborers under any form, but I believe further, that this country ought to make a resolute effort from now on to prevent the coming to the country of men with a standard of living so low that they tend, by entering into unfair competition with, to reduce the standard of living of our own people. Not one of you can go further than I will go in the effort steadily to raise the status of the American wage-worker, so long as, while doing it, I can retain a clear conscience and the certainty that I am doing what is right. I will do all in my power for the laboring man except to do what is wrong, and I will not do that for him or for any one else.

We must not let our natural sentiment for succoring the oppressed and unfortunate of other lands lead us into that warped moral and mental attitude of trying to succor them, at the expense of pulling down our own people. Laws should be enacted to keep out all immigrants who do not show that they have the right stuff in them to enter into our life on terms of decent equality with our own citizens. This is needed first in the interests of the laboring man, but, furthermore, in the interest of all of us as American citizens, for, gentlemen, the bonds that unite all good American citizens are stronger by far than the differences which, I think, you accentuate altogether too much between the men who do one kind of labor and the men who do another. As for immigrants, we can not have too many of the right kind, and we should have none at all of the wrong kind, and they are of the right kind if we can be fairly sure that their children and grandchildren can meet on terms of equality our children and grandchildren, so as to try to be decent citizens and to work together for the uplifting of the Republic.

Now, a word as to the petitioning of employes to Congress. That stands in no shape or way on a par with the petitioning of men not employed by the Government. I can not have and will not have, when I can prevent it, men who are concerned in the administration of the Government affairs going to Congress and asking for increased pay, without the permission of the heads of the Departments. Their business is to come through the heads of the Departments. This applies to Postmasters, to Army and Navy officers, to clerks in the Government Departments, to laborers; it applies to each and all, and must apply, as a matter of simple discipline.

The delegation called upon Senator Frye, as President pro tem. of the Senate, and laid before him a copy of the Memorial. Mr. Frye received the Memorial without comment, beyond the mere statement that he would lay it before the Senate.

President Gompers having read the Memorial to Speaker Cannon, the latter replied, as follows:

I have listened to the reading of the document presented by you. The same is received and will receive the proper reference in the House. I am, perhaps, to be pardoned if I say in the list of grievances you go through the whole public service, domestic and foreign; that covered by treaties; covered by legislation; covered by administration. You go from A to Z in the list of grievances and the list of requests that you make in your Memorial. All that I can do as a member of the House of Representatives and for the time being, as Speaker, in that House is to take the Memorial and see that it receives earnest consideration and give it the proper reference.

After all, legislation and administration—policies for the American people, 80,000,000 of us—progress only so fast as the majority of the people demand and will support. Much of legislation has been enacted. Much of administration has been had.

The government of the people, as we believe the best government on earth, strong though it is, so long as we are worthy of it, is like all other governments. It has its weak points—I will not say weak points—but I will say, at times, its weaknesses. In government any protection afforded the individual and not afforded any other individual, establishes a precedent which invoked again might destroy each or all of the citizenship of all the country.

As I look into your faces gathered about me here, they are not strange faces to me. I have not met all of you personally, but it is just such an assemblage as would come from any or all of the classes which make matter assume form with its labor. You represent, I believe, the highest body representing organized labor; you represent millions; how many men are in your organization I do not know; you touch elbows with all the citizenship throughout the length and breadth of the land.

You are not the whole shooting match, but you are a good share of it. There are those who live in the sweat of their faces, skilled in their callings, who are not of your organization, but they should be at full liberty to be of your organization, and who should be at full liberty not to be of your organization.

Then there is a vast army of other people—the shopkeeper, the merchant, the farmer—all going to make up the 80,000,000 of people of our country. Let me say to you, I think I know the stuff of which you are made. There is no path that honest toil has trod from boyhood to maturity that I have not trod and that my children and grandchildren after me must tread.

I can sympathize with your desire for better conditions, better legislation, better administration, yet it is well for all of us to recollect that it is a law of the human family that governs all of us to attain the ends which are nearest to your desires.

The farmer is looking after the matters that interest him; the railroad man is looking after the matters that interest him primarily, and so through all the industries, organized and unorganized. Each man, if he is of any account, is trying to make himself master of his calling.

In the last analysis comes the administration and legislation which will bring the greatest good to the greatest number. I can again say, perhaps, replying to the criticism which would apply to myself, personally or officially, that under our proceedings it is absolutely necessary that somebody should organize the committees of the House. You can not do it by conferences; you can not do it by a caucus. The session would be over before we would get them organized, as the question always comes as to which should be first and the most important. Ever since the foundation of the Government it has been the right of the Speaker to organize the committees.

You criticise the organization of the Committee on Labor. When I came into the House as Speaker, I adopted something of a new policy. The minority had always complained that it was not fairly represented. I said to the leader of the minority, "Make your slate" for the organization of the minority and it will go, unless you get in the way of my geography.

In the last Congress he got in the way of my geography twice; in this Congress not at all. The House was organized with my best judgment for the majority, and according to the best judgment of the minority.

In my judgment the Committee on Labor is not justly criticised by your Memorial. It is a committee, so far as I was able to make it, of able, conscientious men, whose feet are in the soil—our kind of men. At its head is Mr. Gardner, for whom I have the profoundest respect—

Mr. Gompers—I would like to say, Mr. Speaker, that we, too, have the profoundest admiration and respect for Mr. Gardner.

The Speaker (resuming)—But if this great Federation expects that it is possible to organize any or all of the committees of the House that will agree about all matters of legislation, they are expecting the impossible.

I do not know how many committees you have here present, or how many committees you have in your annual meetings, but if there are not times when there are occasions for damns, I miss my guess.

I do not think the House of Representatives is more able than your great body. So far as I have known them they are men of great ability. The old copperplate axiom in the copybook was "Many men of many minds," and so it is the world over—many men of many minds.

There never were two men from the beginning who worshiped the same God. God is the same without reference to your or my conception of Him. Never were two men who had the same conception of the same God, and there never will be, yet God, to me is my conception of Him. You can not uniform it from any considerable number of men, so you have to get the best compromise you can. I say this with the greatest frankness and the greatest respect in receiving this Memorial from you officially to be communicated to the House.

Now, let me look at you in the face, fellow-citizens, making and representing this great Federation. You have in your great work as many responsibilities as has Congress; as many responsibilities as has any other great organization—perhaps I should say voluntary organization, and I will not except the Church. That deals with our condition here and our hopes hereafter, but you, for your organization, touch the minds and conditions of the multiplied hopes of the people in your organization and outside of your organization.

This responsibility is upon you, that when the occasion comes in the performance of your duty that you should do as you ask me to do and your representatives in Congress to do—lay your hand on your heart and say "God helping me, in cool judgment and honest endeavor, I will help bring about the greatest good to the greatest number of the people who constitute the Republic," and with the law and under the law, which is not required, Mr. Gompers, for 95 out of every 100, it is the 5 out of the 100 in the civilized world that need law to protect the 95, so that under the law, by agitation, by interchange of thought, by interchange of opinion, by honest effort, we are to have proper legislation, proper administration, and what is far better than both, a sound public sentiment throughout the country which makes and unmakes Congresses, Governors, Legislators and the whole thing.

Mr. Gompers—There is frequently a misconception in regard to our organization. We hear the statement made that we represent 2,000,000 people in the Federation and there are 80,000,000 in the United States. It must be borne in mind that in the main, the make-up of our organization are men—wage-earners—and they have wives and children, and taking the average family or the number of the average family, it is not unfair to say that this 2,000,000 or more represent at least 10,000,000 of the population of 80,000,000.

The Speaker—I heartily indorse that; and if you will allow me, I will state one thing further. I am not a member of any labor organization (I am not competent in my present employment to be), yet I have been a wage-earner all my life. I want to say to you, Brother Gompers, that your organization is my organization.

Mr. Gompers—As to the Committee on Labor, I have not any doubt as to the ability of the members of that committee, but if any judgment is to be formed from action, we are compelled to express our dissent from the intelligence exhibited as apart from sympathy. As a matter of fact, at the instance of the opponents of our Eight-Hour bill, the committee adopted a resolution containing a series of questions formulated by our opponents and transmitted by them to the Department of Commerce and Labor for investigation and answer.

A majority of the committee adopted resolutions to which the Department was compelled to reply and say that they were unintelligible and unanswerable, and I say these questions were framed, not by practical men, not by practical capitalists, but by lawyers, who, knowing nothing absolutely of industry, framed not to obtain any practical information, but in a spirit of postponement, deferring, fighting for time, time,

(Continued on Page 7.)

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions.)

Wireless Telegraphy Afloat.

A press dispatch from Washington informs the public that Willis L. Moore, Chief of the United States Weather Bureau, is arranging to supply vessels at sea with weather forecasts, especially storm warnings. This, it is calculated, will be feasible by the systematic collection by means of wireless telegraph of meteorological observations from vessels far out at sea, and the immediate transmission by the same means of the forecasts and warnings thus collected to other vessels. The masters and officers of the American transatlantic and transpacific liners have promised to co-operate with the Government in the matter, and have generally agreed to furnish reports of their observations to the Weather Bureau from time to time, free of charge.

A special telegraphic code has been prepared by the Weather Bureau officials, by means of which exact information as to date and hour, the latitude and longitude of the vessel, the atmospheric pressure and temperature, the force and direction of the wind, and the appearance of the sky and sea, is all compressed into four words. Upon the receipt of a message at any of the coast wireless-telegraph stations it will be at once forwarded to the Weather Bureau in Washington, being given preference as Government business.

The Government is to be commended, especially by seamen, for its activity in this direction. It may not be generally known to landsmen, but it is a fact well-known to students of meteorology that storms travel forward—butt-end foremost sometimes—along a certain, well-defined route, usually of no great width. Hence it is evident that if vessels at sea can get reliable information in time from the Weather Bureau as to the approach and direction of a storm, they may easily keep out of its course. Another feature of value in connection with the proposed service is that the Weather Bureau will be able to inform transatlantic liners, and other vessels, of derelicts in their course and the area of fog and ice on the Grand Banks of Newfoundland. All of which will make navigation a great deal safer than it now is.

E. H. Harriman, the well-known railroad promoter and Wall street magnate, has made all necessary arrangements to erect and equip a great terminal railroad station on the shores of Jamaica Bay (N. Y.), where the largest steamers afloat may load or unload without entering New York Bay. The approach to Jamaica Bay is just outside the bars and shoals between which the ship channels to New York meander, and which have always constituted a source of more or less danger to shipping.

According to a consular report from Stuttgart, Germany, the Hamburg-American steamship line has been experimenting with a new method for treating seasickness by means of an "electric vibration chair." The experiment consisted in connecting a number of these chairs with the electric light conduit and placing the patients in them. The sedative effect on the patients when subjected to the vibration current is said to have been plainly noticeable, perceptibly reducing the pulse and nervous excitement.

Miscellaneous.

A well-attended public meeting for seamen was held on March 17, in the New York hall of the Atlantic Coast Seamen's Union. General Organizer Fred Benson presided, and the meeting was addressed by comrades William H. Frazier, William Penje, Andrew Furuseth, Daniel Sullivan and James H. Williams. A continuance of these meetings at regular intervals during the year will be a prominent feature in the work of Organizer Benson.

The seven-masted schooner Thomas W. Lawson sailed from Boston on March 11, for Newport News, to load coal for Honolulu or San Francisco. After discharging her cargo of coal she will proceed to a port on Puget Sound and load lumber for an Atlantic Coast port. The combined freights, it is calculated, will net the owners the sum of $115,000, to-wit, $45,000 for the outward trip, and, at the rate of $15.50 per 1,000 feet of lumber, $70,000 for the homeward trip. If the voyage proves successful the Lawson will probably be converted into a permanent deep-sea trader.

The past winter has been an exceptionally stormy one on the Atlantic Coast. In the matter of shipwrecks attended with loss of life it will probably be found to have broken the record when all the facts are known. The worst part of it is that most of the loss of life had been due to wanton disregard of the most ordinary precautions against the natural dangers of the sea. Most of the vessels that were lost were old, unseaworthy traps, which would long ago have been condemned had they been under the jurisdiction of any of the older maritime nations. Add to this that they were all undermanned, more or less, and nearly all overloaded, and the explanation of their fate is not far to seek. The whole subject is one demanding earnest consideration from Congress. Shipowners have too long been permitted to disregard their obligations as employers and common carriers. Laws for the proper manning of vessels, for a national load-line, and for the condemnation of unseaworthy vessels, should be enacted by Congress without any further delay.

Commenting upon the somewhat strained relations between this country and China on the issue of Chinese Exclusion, the Galveston Daily News says:

> We have several thousands of American citizens in China of whom that country desires to rid itself. China has some thousands of her people in this country to whom we would gladly give the hand of parting. How would it do to arrange for an exchange, and thus settle the matter without bloodshed or expense?

The settlement of the Chinese imbroglio upon lines suggested by the question of the News is respectfully referred for consideration to the Messrs. Roosevelt, Taft et al. A fair exchange is no robbery. The Chinese make no sort of secret of the fact that they would be only too pleased to get rid of all the "foreign devils," particularly the Yankee variety, sojourning within their borders. If the question of deportin all the Chinese now residing here was referred to a plebiscite of the citizens of this county, the "ayes" would outnumber the "noes" twenty to one. So, why not an "exchange of prisoners," as suggested by the Galveston Daily News?

Fag Ends.

Work for Direct Legislation and the Recall!

Scratch a "champion of the plain people" and you will find an aristocrat.

Truth is stranger than fiction because Nature is greater than art.

To the fool all things are commonplace, and to the vulgar there is nothing sacred.

The man who can't trust himself has at least a fair excuse for not trusting other men.

Without the stamp of honor worldly fame is but a passing show, an empty name.

The trade-union that helps its members to make two dollars where they only made one before is a public benefactor.

A dilemma—the man who goes the pace that kills is "tempting fate," while he who travels slowly may arrive too late.

Kindness unappreciated never wholly goes to waste, and no soul is much the poorer for a confidence misplaced.

'Twixt Chinese Exclusion and the European invasion we'll not go to sleep for the want of "live issues."

The home of the brave and the land of the free is no place for the Jap or the heathen Chinee.

Paradoxical but human—Man never is less satisfied than when his labors are excelled by other men.

Monopoly is power; the power of the few over the many, and therefore incompatible with Democracy.

The exercise of personal liberty will never be safe without restraints until men learn to voluntarily subordinate self-interest to the interests of society.

In all the ages and in every clime the powers of privilege and caste and wealth have fooled the common people all the time, and robbed them of their liberties by stealth.

Not all are aristocrats who dwell in marble halls, nor yet all democrats who work in overalls; true sentiments are born and moulded in the heart, not formed by any vagaries of human art.

As all things sublunary change so men change, too, in manners, morals, trends of thought and points of view. No more we strive by honest efforts to advance—we now go in for "honest graft" and "high finance."

Watching the periodical realignments between elections of the professional reformers with the professional politicians, and the astounding factional somersaults some of them make, one feels like paraphrasing Hudibras and saying:

> What makes all doctrines plain and clear?
> About five thousand plunks a year.
> And that which was proved true before
> Proved false again?—five thousand more.

Home News.

Johann Most, the noted anarchist, died at Cincinnati, O., on March 17, aged 60 years. Most was a native of Angsburg, Bavaria.

The will of Miss Susan B. Anthony was offered for probate on March 17. The estate amounts to $10,000, all of which is left to the Woman Suffrage cause.

The House Committee on Railroads and Commerce of the Iowa Legislature has voted to kill the Saukey two-cent railroad fare bill. Prominent men were before the committee to protest against the measure.

William Carr, a negro, was lynched at Bayou Plaquemine, La., on March 17, for stealing a cow. Thirty-five masked men overpowered the constable who was taking Carr to jail and hanged the negro to a railroad bridge.

The report of the United States Steel Corporation for the year ending December 31 shows that the company's gross receipts were $585,331,736, an increase of $140,926,306. The net earnings were $119,787,658, an increase of $46,611,136.

William Welch, who is said to be the oldest surviving member of the Union Army in the Civil War, and the oldest member of the Masonic order in America, celebrated his one hundred and sixth birthday at Lempster, N. H., on March 29.

Charles M. Traver and O. C. Lillie, having pleaded guilty to misapplication of funds of the First National Bank of Conneant, O., were senteuced to six years' imprisonment, at Cleveland, O., on March 17. The bank failed as a result of their crimes.

Fifteen men are known to be dead, twenty-five injured and from twenty-five to seventy-five missing as the result of an explosion of gas in the shaft of the Century Coal Company at Century, a small mining town situated fifty miles south of Fairmont, W. Va., on March 22.

The Fortifications Appropriation bill, which was passed by the United States Senate on March 23, carries an appropriation of $125,000 for the erection of a powder manufactory, it being shown that the nation was entirely at the mercy of the powder trust.

Using a steel crowbar as a weapon, George Haverly, a construction foreman, recently brained seven Italians, one by one, who were attempting to murder him. The tragedy occurred near Marion, N. C., where construction work is in progress on the South and West Railroad.

A committee of the Ohio Legislature has recommended the passage of the Hill joint resolution providing for the appointing of a committee to procure the co-operation of two-thirds of the States calling for a Constitutional convention to amend the Constitution so as to permit the election of United States Senators by direct vote of the people.

Colonel William C. Gorgas, chief sanitary officer of the Panama Canal Zone, has transmitted to Governor Magoon his report for the month of February. In that month no case of yellow fever or other quarantinable disease occurred within the Canal Zone. Among the 23,000 Canal employes the deaths numbered seven white and twenty-nine negroes. Only one American died.

Anton F. Mispage, former cashier of the St. Charles (Mo.) Savings Bank, was found guilty on March 23 and sentenced to two years' imprisonment in the penitentiary, the minimum penalty. Mispage was convicted on one information which covered the embezzlement of sums aggregating $4000. Thirteen other informations have been filed against him, the aggregate amount of his alleged shortage being placed at between $75,000 and $90,000.

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Wilson, P. L.
Wiback, Valentine
Wahlstedt, A. R.-778
Wahlman, J.-Reg. letter P. O.
Warren, W. A.
Wahlstedt, Rafael
Wikstrom, W.
Wisbel, Johannes
Westerholm, Aug.
Wilson, Edward
Yves, Allalsu
Yerna, Frank
Yunker, W.
Zeidler, Fred
Zimmerman, Fritz

Pacific Coast Marine.

The steam-schooner Newsboy was wrecked in the South Channel of Humboldt Bay, Cal., on March 31, while bound to San Francisco. The crew were saved by the Life-Savers.

The steamer Tartar, which arrived at Victoria, B. C., on March 17, from Yokohama, was placed in quarantine on account of smallpox, the victim being a Chinese in the steward's department.

The United States Lighthouse Board on March 22 submitted a report urging an appropriation of $150,000 for a Columbia River light vessel, and $130,000 for a lighthouse tender at Portland, Or.

The American ship Arthur Sewall, bound from Philadelphia for Manila, P. I., is reported by cable from Batavia, Java, to have arrived off Third Point with her coal cargo heated in the after-hold.

After having been ashore at the entrance to Delagoa Bay, S. A., since March 20, the British bark Lausorena, Captain Bass, from Port Blakeley, Wash., for Lorengo Margues, has been floated and arrived in that harbor on March 23.

Secretary of the Navy Bonaparte appeared before the House Committee on Naval Affairs recently and discussed naval appropriations. Among other matters he urged an appropriation for a stationary drydock on Puget Sound.

United States Senator Flint has reported from the Pacific Islands Committee the McCumber bill, providing for the filling in of a portion of the Honolulu Naval Station site, known as the Reef. with material dredged from the harbor at a cost of $35,000.

The steamer Mandalay is reported to have passed Point Gorda, twenty miles south of Eureka, on the Humboldt coast, on March 21, at which time the vessel reported that she had lost one of her propellers. The Mandalay is a twin-screw steamer and comes from the Coquille River.

The Spreckels tugboat Defiance sailed from San Francisco on March 23, for Astoria, Or., to take in town the steam-schooner Aurelia for the former port. The Aurelia, laden with a cargo for San Francisco, was reported on the 22d as having broken her propeller at Astoria, and a request was telegraphed for assistance.

A telegram reported on March 19 that the British bark Don, from London for Vancouver, B. C., had been towed into Plymouth, England, with three of the crew injured and the port bulwarks, the lower forerigging and fore-topmast carried away. The Don had been in a collision off Start light with an unknown vessel, but was making no water.

The steamer Breakwater left Coos Bay on her regular trip for San Francisco, but had to put back on account of a strong southeast gale. The fact that the steamer had to put back indicates that the storm was of unusual severity on the northern coast. An ordinary storm has never before interfered with the Breakwater.

One of the few arrivals at San Francisco on March 23 was the schooner Aloha, Captain Dabel, twenty-one days from Kaanapali, Hawaii, with a cargo of 22,300 bags of sugar. The master reported upon arrival that when 300 miles off the Coast the Aloha was for twenty-four hours in a strong southeast gale. The schooner rode out the storm without damage, however, and made port when other vessels stood off shore.

Cook & Co., of Seattle, Wash., who will operate the steamers Tampico and Eureka in the Nome trade during the coming season, have announced their withdrawal from the so-called combination of Seattle steamship men to maintain an established rate of $15 a ton on all freight shipped to Nome from Seattle this year.

The new steam-schooner Mayfair, built for Beadle Brothers and fitted with compound engines by the Fulton Iron Works, was given a trial trip on San Francisco Bay on March 19. A contract has been let for the construction of a duplicate of the Mayfair for Beadle Brothers, the new steamer to be ready for business in about six months.

Notice has been given that on April 10 a whistling buoy will be in operation at Piedras Blancas light station, five miles to the northward and westward of San Simeon Point, at the entrance of San Simeon Bay and behind Piedra Blanca Rock. The whistle will be sounded in thick and foggy weather, with a blast of two seconds, followed by a silent interval of twenty seconds.

The United States Circuit Court of Appeals, at San Francisco on March 19, handed down an opinion reversing the decision of District Judge J. J. De Haven, which limited the liabilities in the Progreso explosion, at San Francisco on December 3, 1902, to $15,020. Under the decision the claimants may now bring suit for the full amount of their claims, a total of $218,025.

The bark Levi G. Burgess, of the Alaska Packers' Association's fleet, sailed from San Francisco on March 8, for Bellingham, Puget Sound, on her way to the Alaskan canneries. The steamer Jennie, of the same company, also sailed, bound for Odiak, by way of Kussiloff. These are the first of the Packers' fleet to get away, and henceforth the sailings will be numerous and frequent.

Secretary of the Navy Bonaparte appeared before the House Committee on Naval Affairs recently in support of an increase in the Navy. He advocated an appropriation this year for two 16,000-ton battleships and if Congress does not see fit to provide for two such ships, he urges the construction of one 19,500-ton battleship. The Secretary's estimate for construction aggregates $23,300,000. Of this sum the chief item is $15,000,000 for the two battleships recommended.

The new steam-schooner Ravaille was given an engineer's trial trip on San Francisco Bay on March 17, and it was reported upon her return that the machinery was satisfactory. The Ravaille was built in the North, but was brought to San Francisco to have the engines installed by the Fulton Iron Works. The engines are of the triple-expansion type. The Ravaille is owned by the Hammond Lumber Company, and is of the double-deck type of steam-schooner.

Twenty-nine million sockeye salmon fry will be turned out of the Dominion Government hatchery at Harrison Lake, B. C., this week and started toward the sea. The fish are about three inches long. The operations at the Harrison Lake hatchery last fall and winter were attended with great success. The fish at the Seton Lake hatchery, which is a Provincial institution, will also shortly be released. Altogether this hatchery produced approximately 45,000,000 fry last season, and all but 10,000,000 were reared in a nursery.

Following is the reinsurance list, as posted at San Francisco on April 1: American bark Sea King, 76 days from Newcastle, Australia, for San Francisco, 15 per cent. Italian ship Elisa, 197 days from Hamburg for San Francisco, 15 per cent. British ship Windsor Park, 164 days from San Francisco for Liverpool, 6 per cent. British ship Red Rock, 163 days from San Francisco for Liverpool, 10 per cent. French bark Genevieve Molinas, 163 days from San Francisco for Ipswich, 6 per cent.

Contracts have been awarded to English shipyards for the construction of two fine modern passenger steamers for the Pacific Steam Navigation Company, operating a line between Liverpool and Valparaiso, and this fact gives rise to the report that his company, which formerly ran its steamers to San Francisco, may contemplate a resumption of business between Valparaiso and the latter port, now that the Pacific Mail Company's concession on the Panama Railroad has ben abrogated. The South American company made a fine record during its brief traffic arangement with San Francisco, three or four years ago, and it is generally hoped that it will again make that port a terminus.

The first of the two new Key Route ferryboats now under construction by Dickie at his Alameda yard, in San Francisco Bay, will be launched in about two weeks. The name of the boat has not yet been announced by F. M. Smith, who has heretofore had the naming of the Key Route boats, but from all accounts it may be Claremont or Contra Costa. Immediately after the launching the ferryboat will be towed to the Union Iron Works to receive her engines, which, it is said, are all ready for the vessel. There is every reason to believe that the engines built by the Union Iron Works for the two Key Route boats will excel those built in the East for the San Francisco, Yerba Buena and San Jose.

DIED.

Carl Oscar S. Carlsson, No. 942, a native of Sweden, aged 26, drowned from the schooner Witzeman, at sea, on March 12, 1906.

Alex Robert Johansen, No. 1314, a native of Sweden, aged 34, died at Unalaska, on September 23, 1905.

Fred Oleson, No. 902, a native of Sweden, aged 47, died at San Francisco, Cal., on March 31, 1906.

Fred Woodcock, No. 240, a native of England, aged 42, died at San Pedro, Cal., on March 26, 1906.

William Zerbst, No. 54, a native of Germany, aged 29, died at Fort Stanton, N. M., on March 24, 1906.

Men in need of medicine go to City Front Drug Store, No. 10 Mission St., S. F.

Get your SPRING BLOOD CLEANSER at the City Front Drug Store, 10 Mission Street, opposite Sailors' Union Hall, San Francisco.

F. R. Wall, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. Merchants' Exchange building, California street, near Montgomery; rooms 208-209. Phone Bush 508.

State of Ohio, City of Toledo,
Lucas County—ss.

Frank J. Cheney makes oath that he is senior partner of the firm of F. J. Cheney & Co., doing business in the City of Toledo, County and State aforesaid, and that said firm will pay the sum of ONE HUNDRED DOLLARS for each and every case of Catarrh that cannot be cured by the use of Hall's Catarrh Cure. FRANK J. CHENEY.

Sworn to before me and subscribed in my presence, this 6th day of December, A. D. 1886.

(Seal.) A. W. GLEASON,
Notary Public.

Hall's Catarrh Cure is taken internally, and acts directly on the blood and mucous surfaces of the system. Send for testimonials free.

F. J. CHENEY & CO., Toledo, O.

Sold by all Druggists, 75c.

Take Hall's Family Pills for constipation.

Railroad Over the Sea.

Next to the building of the Panama Canal, one of the most remarkable and important transportation enterprises under way is the extension of the Florida East Coast Railroad from Miami, Fla., to the tip of the Gulf at Key West. A glance at the map shows a long string of islands leading off the southern point of Florida. Along these "keys" or (islands) Henry M. Flagler is now constructing a railway which will bring New York and Key West into direct rail communication. From Key West a car ferry will transport a train of thirty cars to Havana, and the gulf and straits will be made a veritable harbor of commerce.

Mr. Flagler turned in his office chair and handed me the memoranda of the work, and I saw that the distance from Miami to Key West is 154 miles, the railroad already extending twenty-eight miles of this distance to Homestead. Sixty miles of this road is on solid rock embankments through the water of the ocean, separating the mainland from Key West. Of the entire distance only 65 miles of the road will be on the islands, the rest of the distance the rails will be laid thirty-one feet above salt water. Four concrete viaducts aggregate nearly six miles, with 50-foot spans resting upon concrete piers set in the solid rock and strengthened by piles. There are seven water openings each 25 feet, and three drawbridges, which aggregate 410 feet.

Largo is the largest of the keys, and is forty miles in length, but the railroad only traverses fifteen miles of its area. Next comes Plantation Key, and so on down a long list of keys to Stock Island and Key West. In addition to the keys which the road actually passes over there are a number of others in sight.

The water between the islands is shallow, being from ten to thirty feet deep, with a bottom of limestone. The best engineering talent of the country has been employed to overcome all obstacles. J. C. Meredith is the engineer in charge of the work at Miami. A large fleet of tugs and barges is employed constantly. At Key West extensive docks and terminals will be built.—National Magazine.

For the edification of those who hope for the decline and downfall of the labor movement, as well as for the information and encouragement of our fellow-unionists, the constant growth of the labor movement, we believe the facts indicated in the following statement will be of interest:

For the four months ending January 31, 1906, there were issued from the office of the American Federation of Labor 85 charters to newly constituted unions, as follows:

One international union, three State branches, 16 central bodies, 28 local trade-unions, and 37 federal labor unions.

This shows an increase of 25 charters by the American Federation of Labor over the corresponding four months of the previous year.

Of course, this does not include the charters issued by the international unions to locals of their respective trades and callings.

It should be the duty of every union man, officer, or in the ranks, to put forth all his energy and ability for the organization of those still outside the pale of the beneficent influences of unionism and solidify the ranks of the already organized in the greatest general organization that labor has ever had—the American Federation of Labor.—American Federationist.

COAST SEAMEN'S JOURNAL

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, - - - - - APRIL 4, 1906.

LABOR UNITED IN PROTEST.

Whereas, Charles Moyer, William D. Haywood and George A. Pettibone, officers of the Western Federation of Miners, are now under indictment at Boise, Idaho, charged with the murder of former-Governor Steunenberg, of Idaho; therefore be it

Resolved, By the Sailors' Union of the Pacific, in regular meeting assembled, at Headquarters, San Francisco, Cal., March 26, 1906, that we express our warmest sympathy for these accused fellow trade-unionists, upon the ground of our belief in their entire innocence of the charge against them, and our confidence that, upon a full and fair trial of that charge, the accused brothers will be honorably acquitted; further

Resolved, That we condemn, as unwarranted and unjust, the methods adopted in the extradition of Brothers Moyer, Haywood and Pettibone from Colorado to Idaho, without opportunity to consult counsel or arrange their domestic and business affairs, and characterize said methods as a gross outrage upon the rights of the accused persons, amounting in plain fact to an act of kidnaping and affording strong ground for a suspicion of conspiracy to deprive Brothers Moyer, Haywood and Pettibone of the rights to which they, in common with all accused persons, are entitled under the law; further

Resolved, That we extend fraternal greetings to our sister organization, the Western Federation of Miners, and pledge ourselves to render every possible assistance in securing justice for those of its members who are now, or who may hereafter be, accused of crime; further

Resolved, That copies of these resolutions be presented to Governor McDonald, of Colorado, to Governor Gooding, of Idaho, and to the Western Federation of Miners.

The sentiments here expressed by the Sailors' Union of the Pacific are typical of the views held, and voiced, by organized labor throughout the United States. From the American Federation of Labor down to the smallest local body of workers, every labor organization has raised its voice in sympathy with Moyer, Haywood and Pettibone and in protest against the shameful treatment to which these men have been subjected. We think it perfectly safe to say that the sentiments of every intelligent and disinterested citizen are in accord with those of organized labor in this matter.

Sympathy for the accused officials of the Western Federation of Miners is based primarily upon the presumption of innocence, a presumption that is not only warranted by the theory of legal procedure but clearly justified by the facts, so far as these are known. It is, or should be, unnecessary to say that organized labor has no sympathy with crime or criminals, least of all with such a crime as that charged against Moyer, Haywood and Pettibone, or with the criminal who should plead labor's cause as an extenuation of his offense. Given the proof of that or any other crime, organized labor will stand with every other law-abiding element of the people in approval of the just meed of punishment, regardless of the identity or associations of the convicted persons.

Precisely because of their respect for the law the organized workers protest against its violation by the constituted authorities. That the law has been violated by the authorities responsible for the extradition of the accused men is quite clear. The excuse offered for that violation is its strongest condemnation. If, as is claimed, the proof of guilt was so strong as to make the application for extradition papers a mere formality, what need existed for the unusual measures which were resorted to? Certainly there is nothing in the past conduct of the courts or public of Colorado to give ground for any doubt that the law would have been permitted to take its course upon the slightest evidence warranting extradition. The charge that Moyer, Haywood and Pettibone have not in reality been extradited, but that they have been kidnaped, is fully sustained by the facts. That these proceedings justify a strong suspicion of conspiracy against the accused men is also quite clear. Even the daily press, that thick-and-thin champion of "law and order," even at the sacrifice of right and justice, does not pretend to excuse the methods adopted by the authorities of Colorado and Idaho. The daily press is silent on that point, contenting itself with the assurance that the accused men will be given every opportunity to "prove their innocence." So! It has come to the point that the burden of proof is upon the accused! If men may be taken from their homes in the dead of night, put on board a special train, and be literally railroaded into another State, and there be forced to "prove their innocence"—all of which has been done in the present instance—the average citizen may well tremble for his liberties. The universal prayer of labor and its friends among the public at large, that Moyer, Haywood and Pettibone may be accorded a fair trial is justified by the well-founded fear that the course of law is in danger of taking a subterraneous turn unless it be jealously guarded by the people of Idaho.

It remains to be said that in its expressions of sympathy and protest, organized labor assumes no responsibility for the rabid utterances of those self-styled "champions of the cause" and "friends of the proletariat" who profess to see in the circumstances of the present case the "red dawn of revolution," and who are calling for a million men to "save the doomed comrades from legalized murder," or to avenge their death, in case the worst comes to the worst. Such talk is calculated to do more harm than good to the ostensible objects of its concern. The men who talk thus and the meetings at which such talk is indulged are concerned mainly with the "spread of the propaganda." The fate of Moyer, Haywood and Pettibone concerns these radicals not at all, or, at any rate, only so far as that fate may serve to further ulterior ends, mostly of a political nature. Indignation at the crime perpetrated against the men in question by the authorities of Idaho and Colorado gives way to a revulsion against the greater crime of those who, under the pretense of aiding these men, would jeopardize the latters' chances of public support by using their misfortunes as a stepping-stone to political power. Organized labor, so far from sympathizing with these methods, distinctly repudiates them. Every trade-unionist, and every other intelligent citizen, is content for the present to leave the case in the hands of their fellow-citizens in Idaho, believing that, upon a plain presentation of the truth, both law and justice will be vindicated by the latter.

THE PETITION TO THE THRONE.

Probably the point that will occur to the reader as most significant in connection with the "Bill of Grievances," published in this issue, is the fact that it should have been presented at all. Why, under a republican government, should there be any need of petitioning certain individuals in that government? The answer is simple when the facts are recognized. The Government has ceased to be republican except in form. The individuals in question have grasped the substance of power, leaving only the shadow thereof to the people's representatives. Whether we like it or not, the fact remains that those who seek relief by National legislation must go to the Triumvirate and petition for it as humbly and as hopefully, or otherwise, as they may.

There is something strongly reminiscent in the spectacle of President Gompers and his colleagues of the American Federation of Labor, standing there before the King (that is, the President), while the latter graciously listens to the petition addressed to him by the men of the Kentry. As we contemplate the scene the figures in it seem to become identified, or rather confused, with those of their historical prototypes. It isn't the White House, but the Spitalfields, that we now see. That personage eying the King with patient determination is Sam Tyler, or Wat Gompers—we can't quite determine in the rather misty atmosphere. And that courtier sidling round to the rear—. Look out Sam, or Wat, or whatever be your name! Remember that a courtier's business is to relieve his master from embarrassing questions by relieving him of the questioner. My, how history repeats itself! How the Past rises up before the Present and makes us doubt whether, after all, we are not merely so many reembodied spirits of a bygone age!

The reply of President Roosevelt would indicate that that gentleman missed the point of the whole proceeding. The President says that the Writ of Injunction has not during his administration been invoked against a combination of laborers. This may be true, but it has nothing to do with the case. The grievance of labor in this connection isn't against the Government, but against the private employer or corporation. Even President Roosevelt, had he seen fit to meet the issue, could not have denied that injunctions are wrongfully issued in innumerable instances of private disputes. Similarly, when the President points to the decrease in the numbers of Chinese in the United States, he points to something that every one is aware of. Labor desires to insure the maintenance of the existing Exclusion law, but the President, while assuming to agree with that position insists upon a modification which he must know would vitiate the law. All in all, the President's reply was more politic than pointed. As for the reply of Speaker Cannon, it was mere garrulity.

The action of the Executive Council of the American Federation of Labor in declaring that it will appeal to the "conscience and support" of the public has been misconstrued in

many places. It has been assumed that this action forecasts an abandonment of the Federation's policy in political matters, and that hereafter the latter will advocate the "labor-in-politics" idea of its critics. This, as we understand the case, is a mistake. In advocating that the people, and especially the working people, should elect to Congress and other legislative bodies men who can be trusted to serve the people's interests, rather than those of the people's masters and enemies, the American Federation of Labor is doing what it has done right along since its inception. If there is to be any departure in the near future, the people themselves must make that departure. In other words, the people—trade-unionists and all other classes—must do as the Federation has always suggested and urged that they do.

The "Bill of Grievances," the mode of its presentation and the character of the replies made to that document should open the eyes of the public at large to the situation that confronts it and demonstrate the necessity of prompt action to alter that situation before it becomes irremediable. The governing power of the country has fallen into the hands of a few men—has become practically an oligarchy. The so-called representatives of the people are merely so many pawns on the board, useful to the real powers as a means of maintaining appearances and dangerous to the people by reason of their own subserviency. What the country needs, what it must have if it is to continue a free country—what the American Federation of Labor now, as heretofore, advises—is a radical change in the personnel of the Government, the election of men who will go back to first principles and govern the country in accordance with the will of the people, rather than by the dictates of concentrated wealth and the power of politics. Such a change is desirable and necessary, even if only for its own sake, since it would demonstrate that the power to make that change still lies in the hands of the people themselves, and that the wrongs suffered by the latter are due, not to defects in the system of government, but to the people's neglect of their own responsibilities and duties under that system.

Demand the union label of the United Garment Workers when purchasing ready-made suits, shirts, overalls and oilskins! Garments of these classes which do not bear the label are usually Chinese or sweatshop products.

The "Bill of Grievances."

(Continued from Page 2.)

time, so that the committee might uot be required to come to a vote and the bill might not be reported to the House.

That has been the feature of the committee, with the exception of the chairmau. Mr. Gardner has been, we have found him, a profound studeut of economics; a profound, deep thinker upon this great problem—a practical man dealing with the practical side and the legislative side, so far as bills and laws are concerned.

He has done his level best to render effective service upon that committee, but his associates of the majority particularly have been like adamant against every attempt on the part of the representatives of labor to ask a favorable report upon a bill in which labor is interested. I want to thank you for your courtesy.

The Speaker—The particular matter to which you refer does not recur to me. I will call your attention, however, to the fact that all committees of the House have some matter which affects labor. The Judiciary Committee has a Personal Liability bill; the Foreign Affairs Committee has pending the proposed modification bill to amend the Chinese Exclusion law, which may or may not pass; the Appropriations Committee recommended that section of the bill which affected the Eight-Hour law as applied to alien labor, and the Ways and Means Committee, in its great Revenue bill, frequently reports provisions affecting labor. I thank you again, gentlemen.

Mr. Gompers—There is no question that the work is distributed to all the committees, but that of which we complain is that the policy has beeu to ignore and be hostile to labor.

The Speaker—I do not accept that criticism as a just criticism for the committees of the House of Representatives.

Following are the names aud designations of the labor representatives composing the delegation accompanying the Executive Council of the American Federation of Labor:

John C. Schmidt and Rudolph Scirra, Bakery and Confectionery Workers' International Union of America.

Frank X. Noschang, Journeymen Barbers' International Union.

P. H. Cummings and J. W. Kline, International Brotherhood of Blacksmiths.

Thomas R. Keenan, Peter L. Mitchell and James F. Spiers, Brotherhood of Boilermakers and Iron Shipbuilders of America.

J. L. Feeney, International Brotherhood of Bookbinders.

Thomas H. Lockwood, Pocket Knife Blade Grinders and Finishers' National Uniou.

John P. Frey, Iron Molders' Union of North America.

Edward F. Weber, International Associatiou Glass House Employes.

Hugh Falvey, F. C. Gengeuback and P. H. Malloy, American Brotherhood of Cement Workers.

J. J. Crowley and John Lyons, Granite Cutters' Internatioual Association of America.

Frank McArdle, International Brotherhood of Foundry Employes.

Cornelius P. Shea, Thomas C. Fox and J. E. Toone, International Brotherhood of Teamsters.

James F. Fitzgerald, Pulp, Sulphite and Paper Mill Workers.

Timothy Healy, H. A. James, H. E. Burns and J. M. Nuse, International Brotherhood of Stationary Firemen.

Christian Schlag, Iuternational Brotherhood of Stationary Firemen.

William McPherson, International Carriage aud Wagon Workers.

William M. Merrick, James H. Gallagher and John R. Alpine, United Association of Plumbers, Gasfitters, Steamfitters and Steamfitters' Helpers.

Charles T. Smith, E. L. Jordan and T. L. Mahan, International Steel and Copper Plate Printers' Union of North America.

William Dodge, Paving Cutters' Uniou of the United States of America.

James J. Dunn and William Launer, Glass Bottle Blowers' Association of the United States and Canada.

Frank Feeney, International Union of Elevator Constructors.

Charles Hank, Brick, Tile and Terra Cotta Workers' International Alliance.

Henry Nolda, Upholsterers' Interuational Union of North America.

Charles E. Lawyer and George Powell, International Tin Plate Workers' Protective Association.

W. J. McSorley and R. V. Brandt, International Union of Wood, Wire and Metal Lathers.

W. S. Crown, C. P. Huestis and Charles Derlin, American Federation of Musicians.

Thomas F. Ryan, Daniel M. Desmond and Joseph A. Daly, Amalgamated Sheet Metal Workers' International Alliance.

W. F. Gilmore, Amalgamated Carpenters and Joiners.

George G. Griffin, United Brotherhood of Carpenters and Joiners of America.

William M. Lewis, Brotherhood of Painters, Decorators and Paperhangers.

Thomas O. Hughes, International Union of Slate Workers.

G. M. Huddleson and Ben Russell, International Union of Slate and Tile Roofers.

Thomas F. Tracy and J. A. Roberts, Cigarmakers' International Union.

Martin Helmuth, Amalgamated Meat Cutters and Butcher Workmen of North America.

W. E. Thompson, International Ceramic, Mosaic and Encaustic Tile Layers and Helpers' Union.

C. C. Pratt, Amalgamated Association of Street and Electric Railway Employes.

T. C. Parsons, International Typographical Union.

Johu P. Murphy, Boot and Shoe Workers' Union.

John J. Binder, International Union of United Brewery Workmen.

John Mangan, James M. Cumming and Charles M. Isler, International Association of Steamfitters.

Henry Fischer, International Union of Tobacco Workers.

William Feenie and James G. McGrindle, United Powder and High Explosive Workers.

Andrew Furuseth, International Seamen's Union of America.

Rodney L. Thixton, International Stereotypers and Electrotypers' Union of North America.

F. M. Ryan, Bridge and Structural Iron Workers' International Association.

P. J. McArdle, Amalgamated Association of Iron, Steel and Tin Workers.

Martin Higgins, International Printing Pressmen's Union.

John Golden, United Textile Workers of America.

Michael J. Shea and James F. Splann, International Stereotypers and Electrotypers' Union of North America.

H. P. Perham, The Order of Railroad Telegraphers.

J. F. McCarthy, Charles W. Winslow and Mr. Colpoise, Washington, D. C., Central Labor Union.

Shelby Smith, Allied Trades Council of Philadelphia, Pa.

John Fitzpatrick, Chicago Federation of Labor.

J. T. Carey and Thomas Mellor, International Brotherhood of Papermakers.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

HEADQUARTERS, SAN FRANCISCO, April 2, 1906.

Regular weekly meeting was called to order at 7:30 p. m., Ed. Andersen presiding. Secretary reported shipping brisk. The committees on agreements with the Steamship Association and the Shipowners' Association reported progress. The Quarterly Finance Committee was elected. Resolutions were adopted protesting against the kidnaping of the officers of the Western Federation of Miners.

E. ELLISON, Secretary pro tem.

S. W. cor. East and Mission sts. Tel. Main 5397.

TACOMA AGENCY, Mar. 26, 1906.

Shipping dull; prospects uncertain. Men scarce.

H. L. PETTERSON, Agent.

3004 McCarver st. Tel. Main 808.

SEATTLE AGENCY, Mar. 26, 1906.

Shipping fair.

P. B. GILL, Agent.

1312 Western ave. P. O. Box 65. Tel. James 3031.

PORT TOWNSEND AGENCY, Mar. 26, 1906.

No meeting; no quorum. Shipping medium; prospects fair.

WM. THORBECK, Agent.

114 Quincy st. P. O. Box 48. Tel. 443.

ABERDEEN AGENCY, Mar. 26, 1906.

Shipping brisk; men scarce.

WM. GOHL, Agent.

P. O. Box 334. Tel. 225.

PORTLAND (OR.) AGENCY, Mar. 26, 1906.

Shipping medium; prospects good.

CHAS. BOCK, Agent.

40 Union ave. Tel. East 4912.

EUREKA AGENCY, Mar. 26, 1906.

No meeting; no quorum. Shipping good; prospects uncertain.

C. SORENSEN, Agent.

222 C street. P. O. Box 327. Tel. Main 566.

SAN PEDRO AGENCY, Mar. 26, 1906.

Shipping medium; prospects fair.

HARRY OHLSEN, Agent.

P. O. Box 2380. Tel. Main 774.

HONOLULU (H. T.) AGENCY, Mar. 19, 1906.

No meeting; no quorum. Shipping dull; prospects uncertain.

C. COLDIN, Agent.

Cor. Queen and Nunanu sts. P. O. Box 96.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

HEADQUARTERS, SAN FRANCISCO, Mar. 29, 1906.

Regular weekly meeting was called to order at 7:30 p. m., Archie Long in the chair. Secretary reported shipping improving. A new scale of wages, as adopted by the union, will be submitted to the Pacific Coast Steamship Company.

EUGENE STEIDLE, Secretary.

54 Mission st.

FISHERMEN'S PROTECTIVE UNION OF THE PACIFIC COAST AND ALASKA.

HEADQUARTERS, SAN FRANCISCO, Mar. 30, 1906.

Regular weekly meeting was called to order at 8 p. m., Ed. Andersen in the chair. Secretary reported the general conditions of the Fishermen to be good. It was decided that the Coustitution of the United Fishermen of the Pacific go into effect upon adoption of same by the Columbia River Fishermen's Protective Union, and that the Secretary and Treasurer of the United Fishermen of the Pacific immediately thereafter apply for a charter to the International Seamen's Union of America, under the name of the United Fishermen of the Pacific.

I. N. HYLEN, Secretary.

9 Missiou st.

LAKE SEAMEN'S UNION.

HEADQUARTERS, CHICAGO, ILL., Mar. 26, 1906.

Situation unchanged. Officers were declared elected for the ensuing term.

WM. PENJE, Secretary.

123 North Desplaines st.

MARINE COOKS AND STEWARDS OF THE GREAT LAKES.

HEADQUARTERS, BUFFALO, N. Y., Mar. 20, 1906.

General situation quiet.

E. E. TURNER, Secretary pro tem.

55 Main st.

ATLANTIC COAST SEAMEN'S UNION.

HEADQUARTERS, BOSTON, MASS., Mar. 27, 1906.

Shipping dull; prospects better.

WM. H. FRAZIER, Secretary.

1½A Lewis st.

On the Great Lakes.

(Contributed by the Lake Seamen's Unions.)

Agreement for 1906.

Following is the agreement for 1906 entered into between the Lake Carriers' Association and the Lake Seamen's Union, at Detroit, Mich., on March 28:

This Agreement, made and entered into at the city of Detroit, by and between the Lake Carriers' Association, a corporation of the State of West Virginia, by its Executive Committee, duly authorized, and the Lake Seamen's Union, by its duly authorized representatives, Witnesseth as follows:

Section 1. This agreement is made for the navigation season of 1906 on the Great Lakes for all vessels enrolled, or hereafter enrolled in the Lake Carriers' Association.

Section 2. All steamers covered by this contract shall carry members of the Lake Seamen's Union in the following capacities: Wheelsmen, watchmen, lookoutsmen between deck watchmen and ordinary seamen.

Section 3. All barges covered by this contract shall carry members of the Lake Seamen's Union in the following capacities: Mates, sailors and donkeymen.

Section 4. The Lake Seamen's Union agrees to furnish a sufficient number of competent men to fill the above mentioned capacities when called upon to do so, to the best of its ability, but in the event that the Lake Seamen's Union is unable to furnish a sufficient number of men when called upon, the owner, agent or captain may ship non-union men until such time as union men can be obtained. It is understood and agreed that whenever, on account of the inability of the Seamen's Union to furnish men, and non-union men are employed, said non-union men are to be shipped for the round trip and there shall be no interference with non-union men so employed during the said round trip.

At least three hours' notice to be given union office for men unless men desert just before vessel started, then vessel can take quickest obtainable.

Section 5. The rules with reference to the number of wheelsmen, watchmen and lookoutsmen carried on all steamers shall remain the same as heretofore. Steamers not covered by the following manning scale shall carry the same number of ordinary seamen as heretofore.

Steamers in the package freight trade of 2400 gross tons to 2500 gross tons, Government register, shall carry no less than five ordinary seamen. Steamers in package freight trade of 2500 gross tons or over, Government register, shall carry six ordinary seamen.

COARSE FREIGHTERS.

Steamers of 1500 gross tons, Government register, up to 2500 gross tons, shall carry the same number of ordinary seamen as heretofore, but not less than three. Steamers of over 2500 gross tons, and up to 4000 gross tons shall carry the same number of ordinary seamen as heretofore, but not less than four. Steamers of over 4000 gross tons to 5500 gross tons same as heretofore but not less than five. Steamers of over 5500 gross tons shall carry the same number of men as heretofore, but not less than six.

Section 6. No man shall work more than ten hours per day for one day's pay unless he is given watch and watch, the captain, however, to be the sole judge as to the necessity of when he requires the services of the whole crew. The rate for overtime shall be twenty-five cents per hour.

Wheelsmen, watchmen and lookoutsmen on package freight boats shall be governed by the same rules as heretofore.

Crews shall be given time during working hours to, and shall keep their quarters in clean and sanitary condition.

Ordinary seamen shall not be required to pass coal for more than one fireman each.

Section 7. Tow barges of 850 gross tons, Government register, and up to 2100 gross tons, Government register, shall carry no less than one mate, one donkeyman and four able bodied seamen before the mast. Tow barges of over 2100 gross tons, Government register, shall carry one mate, one engineer or donkeyman and six able-bodied seamen. On whalebacks of the smaller class carrying a towing machine and carrying an engineer, they shall carry a mate for four able-bodied seamen.

Section 8. On all vessels in the salt, alabaster, stone, railroad-iron, pig-iron, cedar or pulp-wood trade, the men shall receive twenty-five (25) cents per hour when working at cargo at all times over and above their regular wages.

Section 9. All vessels covered by this contract shall provide well-lighted, well-ventilated, clean sleeping quarters, the beds shall have good mattresses, springs and pillows and clean linen at least once each trip. All vessels shall carry a full equipment of life-saving apparatus.

All tow barges must have a wheelhouse on and after September 15th, 1906.

Section 10. It is further agreed that all requisitions for men to be furnished under this contract shall be made by the officers of the vessels covered hereby to the Shipping Master of the Lake Carriers' Association or his assistants at the port nearest to which such vessel is lying, and such Shipping Master in turn shall make requisition on the Shipping Officers of the Lake Seamen's Union for all such men. And if any transportation is required to get the men to the vessel, the same shall be furnished by the Shipping Master of the Lake Carriers' Association, the Shipping Officers of the Seamen's Union guaranteeing that men so furnished with transportation will ship and serve for the trip on the boats to which they have been assigned. Nothing in this article shall prevent or prohibit the master or officer of a vessel shipping union men who may apply to him for a job as heretofore.

Section 11. It is understood and agreed that, in the event of any grievance, no men shall quit without first consulting with the agent or delegate of the Lake Seamen's Union.

There shall be no Sunday or legal holiday work such as painting, scrubbing of paint, or cleaning of brass; cleaning of decks, however, not to be construed under this paragraph as unnecessary.

Section 12. It is further understood that after a vessel has completed her round trip, if any of the employes covered by this agreement quit, there shall be no obligation to hire others until they are needed.

In case a vessel goes out of commission before the completion of the trip for which the crew has been engaged, the crew shall receive railroad transportation to the port where the trip was commenced.

Section 13. It is also agreed that the offices of the Lake Seamen's Union shall be kept open night and day during the season of navigation at the ports of Buffalo, Ashtabula, Cleveland, South Chicago, Chicago, Milwaukee and Detroit.

It is understood that there will be no objection to a boat carrying five ordinary seamen and five able-bodied seamen in place of six ordinary seamen and four able-bodied seamen if the captain so desires.

Section 14. In the event of any differences arising between the two parties hereto as to the meaning or intent of this contract, the men shall continue to work and said differences shall be arbitrated.

WAGE SCALE.

Subject to the foregoing terms and conditions, the Lake Carriers' Association and the members of the Lake Seamen's Union do hereby agree to the following scale of wages for the said season of 1906:

Section 1. The rate for wheelsmen, watchmen and lookoutsmen employed under this agreement shall be at the rate of forty-five ($45.00) dollars per month from the opening of navigation to the first day of October, and from the first day of October to the close of the season of navigation at the rate of sixty-five ($65.00) dollars per month.

Section 2. Ordinary seamen shall receive at the rate of twenty-seven dollars and fifty cents ($27.50) per month from the opening of navigation to October first, and at the rate of thirty-seven dollars and fifty cents ($37.50) per month from October first to the close of navigation.

Section 3. Mates on tow barges of the larger class (vessels which paid their mates $70.00 a month last year) shall be seventy ($70.00) dollars per month for the entire season. Mates on other barges shall receive not less than ten ($10.00) dollars per month more than seamen on the same vessel; and donkeymen five ($5.00) dollars per month more than seamen.

Section 4. Able-bodied seamen on tow barges shall receive forty-five ($45.00) dollars per month until October first, and sixty-five ($65.00) dollars per month from October first to the close of navigation.

Section 5. Engineers on tow barges carrying towing machines shall receive sixty-seven and one-half ($67.50) dollars per month.

Section 6. It is further agreed that the wages on steamers and barges while fitting out, and while crew is not boarded on the vessel, shall be one dollar and seventy-five cents ($1.75) per day.

It is the intention of the parties to this agreement that the Lake Seamen's Union shall and must furnish and supply all vessels of the Lake Carriers' Association all of the men they require of the classes mentioned herein, to the utmost of their ability.

It is understood that the said Seamen's Union agrees that it will at all times use its best efforts and so far as possible guarantee a sufficient number of men to carry out this contract to the satisfaction of the Lake Carriers' Association; and further, that the said Seamen's Union will not order or allow its members to go on strike for any cause.

In witness whereof, the Lake Carriers' Association, by its Executive Committee, as aforesaid, has caused this contract to be subscribed and made on its behalf; and the said Lake Seamen's Union, has caused this agreement to be subscribed and entered into on its behalf by representatives, whose names are also hereunto subscribed, at the city of Detroit, this twenty-eighth day of March, 1906.

(Signed) LAKE CARRIERS' ASSOCIATION.

(Signed) LAKE SEAMEN'S UNION.

Marine Notes.

Representative McMorran, of Port Huron, has introduced a joint resolution in Congress, directing the Secretary of War to cause an examination and survey to be made for a channel or cut between Russell's Island and Brand Point, in the St. Clair River, with a view of obtaining the shortest direct channel. The resolution has the approval of the War Department, and every endeavor will be made to have favorable consideration secured in the House and Senate.

A Life-Saving station is to be installed at Rogers Park, Chicago. This is the announcement made by Captain McClellan, Superintendent of the United States Life-Saving Service, who arrived at Chicago from Washington to make an inspection of the shore. He has selected a spot between Greenleaf and Pratt avenues. This comes as a result of the efforts of Dr. L. L. Davis, Commodore of the Rogers Park Boat Club. The boat club is to furnish the crew and care for the service.

The Dunkley-Williams line and the Michigan Steamship Company, owner of the steamer East Land, have consolidated. Patrick Noud, of Manistee, President of the Michigan Steamship Company, states that the deal has been consummated and that the new company will be called the Chicago and South Haven line. George T. Arnold, of Chicago, former manager of the Dunkley company, and last season manager of the Arnold line steamers at Mackinac Island, is the head of the new company, with A. H. Cochrane as assistant manager.

For two years the Goodrich line has been considering adding another vessel to its Lake Michigan fleet and it had been expected that the coming summer would see a contract placed for the vessel which, according to the plans already drawn, would cost about $200,000. The burning of the steamer Atlanta, off Sheboygan, recently, may make this decision certain. The company will be forced to lease or build pending the rebuilding of the Atlanta, even if this is possible. It is not believed, from a cursory examination of the wrecked hulk, that the Atlanta can be rebuilt.

The Wisconsin Central Railway Company has just completed the sale of its large coal and commercial freight dock at Ashland. The purchasers are men at the head of a new independent coal company, which is now getting incorporation papers at Madison. The Wisconsin Central dock was built more than fifteen years ago at a cost estimated to be more than $100,000. It is the only large freight dock at Ashland, and is by far the finest dock property on Chequamegon Bay. F. O. Tarbox, formerly division superintendent of the Northwestern Railway, will manage the property and the local coal business of the company, which will be known as the Central Dock Company. The purchase price is not given.

The Interstate and Foreign Committee of the House of Representatives agreed to report favorably the bill introduced by Representative Otjen calling for a beacon light to guard vessels entering Milwaukee harbor. This beacon light for mariners is to be placed on the south end of the harbor of refuge pier and will have a third-order flash light and will be equipped with a fog signal. The tower containing the light will be about 100 feet high and the original cost will be in the neighborhood of $200,000 when completed. This will be the main light that will guard all shipping in the harbor of refuge as well as into the harbor of Milwaukee. The committee also agreed to favorably report a bill carrying an appropriation of $100,000 for a lighthouse on Rock of Ages, in Lake Superior.

Demand the union label on all products!

INFORMATION WANTED.

Clarence Elmer Pederson, who was in the United States Navy two years ago, will please communicate with the Lake Seamen's Union, 121 N. Desplaines street, Chicago, Ill.

Carl Knudsen, No. 6212, will please communicate with his brother, Bernt Knudsen, 92 South Halstead street, Chicago, Ill.

Robert Reesor, No. 5174, Lake Seamen's Union, will please write his brother, George Reesor, 103 Fuller street, Toronto, Ont., Canada.

Geo. T. Hurley, No. 13,845, Lake Seamen's Union, will please write his mother, Mrs. Maria Hurley, 198 Georgia street, Buffalo, N. Y.

Comrade Oscar Lavett, No. 7347, Lake Seamen's Union, last heard of in Buffalo, N. Y., in October, 1903. Please send information or address to Thos. A. Hanson, Treasurer Lake Seamen's Union, 121 N. Desplaines street, Chicago, Ill.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS

LAKE SEAMEN'S UNION

(Lakes District International Seamen's Union of America.)

121 and 123 North Desplaines Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, WIS.....133 Clinton Street
Telephone 240 South.

BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.

ASHTABULA HARBOR, O.....87 Bridge Street
Telephone 552.

CLEVELAND, O.....171 East River Street
Telephone Bell Main 1295.

TOLEDO, O.....719 Summit Street
Telephone Black 6981.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES.

DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3724.

ASHLAND, WIS.....515 East Second Street
Ashland Phone 1563.

SUPERIOR, WIS.....1721 North Third Street
Telephone, Old Phone, 4428 L.

BAY CITY, MICH.....919 North Water Street
OGDENSBURG, N. Y.....94 Hamilton Street

SUB-AGENCIES.

MANITOWOC, WIS.....809 South Eighth Street
ERIE, PA.....107 East Third Street
Telephone Bell 599 F.

CONNEAUT HARBOR, O.....992 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
Telephone 1944 South Chicago.

SANDUSKY, O.....1107 Adams Street
PORT HURON, MICH.....931 Military Street

HOSPITALS AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.
CHICAGO, ILL.; DETROIT, MICH.; CLEVELAND, O.

RELIEF STATIONS.

Ashtabula Harbor, O.
Buffalo, N. Y.
Duluth, Minn.
Erie, Pa.
Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Wis.
Houghton, Mich.
Ludington, Mich.
Manistel, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault Ste. Marie, Mich.
Sheboygan, Mich.
Sturgeon Bay, Wis.
Superior, Wis.
Toledo, O.

We Don't Patronize.

FOOD AND KINDRED PRODUCTS.

Bread—McKinney Bread Company, St. Louis, Mo.; National Biscuit Company, Chicago, Ill.

Cigars—Carl Upman, of New York City; Kerbs, Wertheim & Schiffer, of New York City; The Henry George and Tom Moore.

Flour—Washburn-Crosby Milling Co., Minneapolis, Minn.; Kelley Milling Co.; Kansas City, Mo.

Groceries—James Butler, New York City.

Meats—Kingan Packing Company, of Indianapolis, Ind.

Pipes—Wm. Demuth & Co., New York.

Tobacco—American and Continental Tobacco Companies.

CLOTHING.

Buttons—Davenport Pearl Button Company, Davenport, Iowa; Krementz & Co., Newark, N. J.

Clothing—N. Snellenberg & Co., Philadelphia, Pa.; Clothiers' Exchange, Rochester, N. Y.; Strawbridge & Clothier, Philadelphia, Pa.; Blauner Bros., New York.

Corsets—Chicago Corset Company, manufacturers Kabo and La Marguerite Corsets.

Gloves—J. H. Cownie Glove Co., Des Moines, Iowa; California Glove Co., Napa, Cal.

Hats—J. B. Stetson Company, Philadelphia, Pa.; E. M. Knox Company, Brooklyn, N. Y.

Shirts and Collars—United Shirt and Collar Company; Troy, N. Y.; Van Zandt, Jacobs & Co., Troy, N. Y.; Cluett, Peabody & Co., Troy, N. Y.; James R. Kaiser, New York City.

Shoes—Harney Bros., Lynn, Mass.; J. E. Tilt Shoe Co., Chicago, Ill.

Suspenders—Russell Mfg. Co., Middletown, Conn.

Textile—Merrimac Manufacturing Co. (printed goods), Lowell, Mass.

Underwear—Oneita Knitting Mills, Utica, N. Y.

Woolens—Hartford Carpet Co., Thompsonville, Conn.; J. Capps & Son, Jacksonville, Ill.

PRINTING AND PUBLICATIONS.

Bookbinders—Geo. M. Hill Co., Chicago, Ill.; Boorum & Pease Co., Brooklyn, N. Y.

Newspapers—Philadelphia Democrat, Philadelphia, Pa.; Hudson, Kimberly & Co., printers, of Kansas City, Mo.; W. B. Conkey Co., publishers, Hammond, Ind.; Times, Los Angeles, Cal.; Philadelphia Inquirer.

POTTERY, GLASS, STONE, AND CEMENT.

Pottery and Brick—J. B. Owens Pottery Co., of Zanesville, Ohio; Northwestern Terra Cotta Co., of Chicago, Ill.; C. W. Stine Pottery Co., White Cottage, Ohio; Harbison-Walker Refractory Co., Pittsburg, Pa.; Utica Hyrraulic Cement and Utica Cement Mfg. Co., Utica, Ill.

MACHINERY AND BUILDING.

Carriage and Wagon Builders—S. R. Baily & Co., Amesbury, Mass.; Hassett & Hodge, Amesbury, Mass.; Carr, Prescott & Co., Amesbury, Mass.

General Hardware—Landers, Frary & Clark, Aetna Company, New Britain, Conn.; Kelsey Furnace Company, Syracuse, N. Y.; Brown & Sharpe Tool Company, Providence, R. I.; Russell Cutlery Company, Turner's Falls, Mass.; Atlas Tack Company, Fairhaven, Mass.; Henry Disston & Co., Philadelphia, Pa.; American Hardware Co. (Russell & Erwin Co. and P. & F. Corbin Co.) New Britain, Conn.; Merritt & Company, Philadelphia, Pa.

Iron and Steel—Illinois Iron and Bolt Company, of Carpentersville, Ill.; Carborundum Company, Niagara Falls, N. Y.; Casey & Hedges, Chattanooga, Tenn.; Gurney Foundry Company, Toronto, Ont.; Sattley Manufacturing Company, Springfield, Ohio; Page Needle Company, Franklin, N. H.; American Circular Loom Company, New Orange, N. J.; Payne Engine Company, Elmira, N. Y.; Lincoln Iron Works (F. R. Patch Manufacturing Company), Ruthland, Vt.; Erie City Iron Works, Erie, Pa.; David Maydole Hammer Co., Norwich, N. Y.; Singer Sewing Machine Co., Elizabeth, N. J.; National Elevator and Machine Company, Honesdale, Pa.; Pittsburg Expanded Metal Co., Pittsburg, Pa.; Peckham Manufacturing Company, Kingston, N. Y.; American Hoist and Derrick Co., St. Paul, Minn.; Thos. E. Gleeson, East Newark, N. J.

Iron, Architectural—Geo. L. Meskir, Evansville, Ind.

Stoves—Germer Stove Company, Erie, Pa.; "Radiant Home" Stoves, Ranges, and Hot Air Blast, Erie, Pa.; Wrought Iron Range Co., St. Louis, Mo.

WOOD AND FURNITURE.

Bags—Gulf Bag Company, New Orleans, La., branch Bemis Brothers, St. Louis, Mo.; H. B. Wiggins' Sons Co., Bloomfield, N. J.

Baskets—Williams Manufacturing Company, Northampton, Mass.

Brooms and Dusters—The Lee Broom and Duster Company, of Davenport, Iowa; M. Goellers' Sons, Circleville, Ohio; Merkle-Wiley Broom Co., Paris, Ill.

Carriages—Crane, Breed & Co., Cincinnati, Ohio.

Cooperage—Northwestern Cooperage and Lumber Company (otherwise known as the Buckeye Stave Company), of Ohio, Michigan, and Wisconsin; Elgin Butter Tub Company, Elgin, Ill.; Williams Cooperage Company and Palmer Manufacturing Company, Poplar Bluff, Mo.

China—Wick China Company, Kittanning, Pa.

Furniture—American Billiard Table Company, Cincinnati, Ohio; Brumby Chair Company, Marietta, Ga.; O. Wiser Piano Company, Brooklyn, N. Y.; Krell Piano Company, Cincinnati, Ohio; N. Drucker & Co., Cincinnati, Ohio; St. Johns Table Company, St. Johns., Mich.; Grand Rapids Furniture Manufacturing Association, Grand Rapids, Mich.; Derby Desk Co., Boston, Mass.

Gold Leaf—W. H. Kemp Company, New York, N. Y.; Andrew Reeves, Chicago, Ill.; George Reeves, Cape May, N. J.; Hastings Company, Philadelphia, Pa.; Henry Ayers, Philadelphia, Pa.

Lumber—Trinity County Lumber Company, Groveton, Texas; Reinle Bros. & Solomon, Baltimore, Md.; Himmelberger Harrison Lumber Company, Morehouse, Mo.; Union Lumber Company, Fort Bragg, Cal.; St. Paul and Tacoma Lumber Company, Tacoma, Wash.; Gray's Harbor Commercial Co., Cosmopolis, Wash.; Far West Lumber Company, Tacoma, Wash.

Leather—Kullman, Salz & Co., Benicia, Cal.; A. B. Patrick & Co., San Francisco, Cal.; Lerch Bros., Baltimore, Md.

Paper Boxes—E. N. Rowell & Co., Batavia, N. Y.; J. N. Roberts & Co., Metropolis, Ill.

Paper—Remington-Martin Paper Co., Norfolk, N. Y. (Raymond Paper Co., Raymondsville, N. Y.; J. L. Frost Paper Co., Norwood, N. Y.); Potter Wall Paper Co., Hoboken, N. J.

Watches—Keystone Watch Case Company, of Philadelphia, Pa.; Crescent Courvoiseer Wilcox Company; Jos. Fahy, Brooklyn Watch Case Company, Sag Harbor.

MISCELLANEOUS.

Bill Posters—Bryan & Co., Cleveland, Ohio.

Railways—Atchison, Topeka and Santa Fe Railroad; Missouri, Kansas and Texas Railway Company.

Telegraphy—Western Union Telegraph Company, and its Messenger Service.

D. M. Parry, Indianapolis, Ind.
Thomas Taylor & Son, Hudson, Mass.
C. W. Post, Manufacturer of Grape Nuts and Postum Cereal, Battle Creek, Mich.
Lehmaier-Swartz & Co., New York City.

New Naval Construction.

That the nation which has probably done more than any other to develop the art of fighting at sea, should further advance that art by the construction of an extreme type of battleship that is calculated to relegate all other battleships to the scrap heap is the occasion of considerable editorial comment in the American press. The bitterness of the international contest for sea power is shown in the intense interest manifested whenever a battleship is launched, but from the way our papers speak of England's latest naval "marvel", those nations that fail to keep up the pace set by her might as well place their warships in glass cases for curiosities. The Dreadnought, the much-discussed battleship, will displace about 18,500 tons and have a speed of about twenty-one knots. All other details of her construction are kept absolutely secret. But several of her leading features are considered to be well understood. She will be the heaviest ever known. She was designed to embody the lessons taught by the naval battles of the Russo-Japanese war. "It is in the armor and armament that the fruits of war experience are probably to be seen," declares the Cleveland Plain Dealer, which goes on to give us the following information: The Dreadnought's armor will be thick enough to make the ship invulnerable at ordinary battle ranges. The new vessel will carry no less than ten 12-inch guns, and in addition to these, only eighteen 3-inch quick-firing pieces, for use against torpedo crafts. In the past battleships have carried four 12-inch guns. The Plain Dealer, quoted above, says of the new warship:

"The British admiralty seems justified in claiming that the successful launch of the battleship Dreadnought marks the first stage in the greatest achievement in naval construction. The new vessel is the largest, most heavily armed and armored warship in existence or yet contemplated by any power save Great Britain. * * *

"Altogether the new Dreadnought is certain to upset a good many now accepted naval notions and set a new fashion. Fortunately the United States has plans for several new warships in which those of her features which appeal to our contractors can be incorporated."

Not the least wonderful thing about the Dreadnought is the unprecedented rapidity with which the work on her has been pushed. Work began on the vessel on October 2, last, and the hull was launched in four months from the laying of her keel. It is the Admiralty's intention to have the vessel ready for service in a year more. This will make the ship only sixteen months in construction, which the Brooklyn Times says is "an unexampled and important feat in warship building, when one considers that it takes this country four years, and frequently more, to build a vessel of less than the size of the Dreadnought."

But the Brooklyn Eagle, in noting also the advance made in torpedo boat construction, makes the following remarks:

"Should this ship prove to be the success the Admiralty expects her to be, the system of arming warships of that size must everywhere experience a revolution. Naval architects will await with intense interest the results of the Dreadnought's first sea-going trials, when, we suppose, she will be subjected to the extreme test of having her ten big guns fired simultaneously. If there be no serious strain visible from that terrific concussion, the Dreadnought may confidently engage in the most severe encounter with other battleships which the fortunes of war can possibly force upon her. But it is significant that while more than a million pounds has been spent in floating and arming this monster of the deep, while experts are predicting that her advent will render obsolete the navies of the world, the most deadly enemy of her tribe is becoming more perfect in its work. No matter what the precautions taken to protect the hull of the Dreadnought, it is inconceivable that it could long withstand the torpedo attacks delivered below the water line by the tiny submarine. Unless the great naval nations of the world agree among themselves to eliminate the submarine as a treacherous and unfair engine of war, the Dreadnoughts of to-day and of tomorrow will eventually belie their name."—Literary Digest.

Lumbermen's Agreement.

AGREEMENT

Between the Longshore Lumbermen's Protective Association of San Francisco and the Longshore Lumber Handlers of Oakland.

The following Agreement, covering Longshore work on Oakland Long Wharf, has been made by and between the Longshore Lumbermen's Protective Association of San Francisco and the Longshore Lumber Handlers' Association of Oakland; to-wit:

1. When a Vessel discharges part of her cargo on the San Francisco side of the Bay and the balance at Oakland Long Wharf, the members of the Longshore Lumbermen's Protective Association of San Francisco shall be entitled to such work.

The same holds good where members of the Longshore Lumbermen's Protective Association of San Francisco have been engaged by Stevedore Firm or Ship Owner to discharge a whole cargo at the said Oakland Long Wharf.

2. When a Vessel discharges part of her cargo in Oakland Creek and the rest at Oakland Long Wharf, the members of the Lumber Handlers' Association of Oakland shall have the right to finish discharging such cargo at Oakland Long Wharf.

3. If a Firm of Contracting Stevedores sends a Foreman, member of the Longshore Lumbermen's Protective Association of San Francisco, to a Vessel discharging in Oakland Creek, the members of the Lumber Handlers' Union of Oakland agree to work for and with such Foreman.

4. It is further agreed and understood that if either Union is short of men to perform their work on Oakland Long Wharf, members of the other Union shall be employed to fill the complement.

5. This Agreement to take effect immediately upon being ratified by both parties thereto.

LONGSHORE LUMBER HANDLERS' ASS'N, OF OAKLAND, CAL.

LONGSHORE LUMBERMEN'S PROTECTIVE ASS'N, OF SAN FRANCISCO, CAL.

The above Agreement was Ratified March 15, 1906.

The schooner Governor Ames arrived at Vineyard Haven on March 23 with a big hole in the port bow, the result of a collision. It is believed that she is the vessel with which the schooner Lajok was in collision.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

Affiliated with the
AMERICAN FEDERATION OF LABOR

WM. H. FRAZIER, Secretary-Treasurer.
1½A Lewis St., Boston, Mass.
AFFILIATED UNIONS.

ATLANTIC COAST SEAMEN'S UNION.
Headquarters:
BOSTON, MASS., 1½A Lewis St.
Branches:
PORTLAND, ME., 377A Fore St.
PROVIDENCE, R. I., 464 South Main St.
NEW YORK, N. Y., 51 South St.
PHILADELPHIA, PA., 129 Walnut St.
BALTIMORE, MD., 502 East Pratt St.
NORFOLK, VA., 228 Water St.
NEWPORT NEWS, VA., 2314 Washington Ave.
MOBILE, ALA., 2 Government St.
NEW ORLEANS, LA., 937 Tchoupitoulas St.

ATLANTIC COAST MARINE FIREMEN'S UNION.
Headquarters:
BROOKLYN, N. Y., 15 Union St.
Branches:
BOSTON, MASS., 284 Commercial St.
PHILADELPHIA, PA., 129 Walnut St.
BALTIMORE, MD., 1736 Thames St.
NORFOLK, VA., 89 Church St.
NEWPORT NEWS, VA., 2314 Washington Ave.
MOBILE, ALA., 2 Government St.
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Art Printery, The, 41-43 Eighth.
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Ben Franklin Press, 123 Seventh.
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Knarston Printing Co., 529 Washington.
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General News.

Justice Harlan, of the United States Supreme Court, has denied that he is about to retire from the bench, as reported in some quarters.

The Christian Herald sent in another check for $25,000 to the State Department, through the Red Cross, for transmittal to Japan for the relief of the famine sufferers. This makes the total remittance from this source of $125,000.

Martha S. Gielow of Alabama, President of the Southern Industrial Education Association, in an address at Plymouth Church, Brooklyn, recently, reported that there are 2,000,000 native whites in the Appalachian region who were unable to read or write.

The House of Representatives, on March 30, passed the Legislative, Executive and Judicial Appropriation bill, carrying $30,000,000, after considering the measure two weeks. The clause reducing the wages of clerks over sixty-five years of age was defeated on a point of order.

The officers and employes of a wireless telegraph concern in New York have reported that on March 28 five hundred and seventy-two words were flashed across the Atlantic Ocean from Coney Island to the coast of Ireland, a distance of 3200 miles, without the use of cables, wires or any other medium than the atmosphere. This is said to mark the record for wireless telegraphy.

The trustees of the New York Life Insurance Company, who were members of the finance committee during the Presidential campaigns of 1896, 1900 and 1904, and were cognizant of the political contributions made by the New York Life, have agreed to personally reimburse the company to the extent of $148,000, the amount of the political contributions to the Republican campaign fund.

Judge Thomas W. Dodd, of Mexico, vice-president and attorney of the Mexican division of the National Railroad of Mexico, says that it is the policy of the Mexican Government to own all railroads in Mexico. It is only a question of time until all the roads in Mexico will be owned by the Mexican Government. The Mexican Central will be owned by the Government before many years.

The New York State branch of the American Red Cross Society, in issuing an appeal for the famine sufferers in Japan, says that the failure of the rice crop has been found to be general in the northern provinces of Japan, and conservative estimates place the number of starving Japanese from 800,000 to 1,000,000 persons. There is no relief in sight until next October, when a new harvest will be available. The sum of $16,000,000 will be required to save the Japanese country people.

The Norwegian steamer America arrived at Philadelphia, Pa., recently from Kingston, Jamaica, and reported having spoken the Norwegian steamer Gwent, from Brunswick for Colon, on March 8, with three of her four steel barges adrift. The Gwent was passed off the treacherous Florida coast and a gale was raging at the time. The breaking adrift of the barges was the fourth occurrence since the tow left Brunswick. The high seas made it impossible for Captain Ostervold, of the America, to render any assistance, and the fate of the barges and their crews is not known.

Captain James Durie, of the Donald Steamship Company's steamer Lillu, now at Philadelphia, Pa., has been succeeded by Captain Hopkins, formerly marine superintendent at Baltimore, for the Atlantic Fruit Company. Captain Durie will go to England to take command of a new steamer, built there for the Donald Company, and fitted up in a modern way for carrying fruit from the tropics to Atlantic ports.

World's Workers.

The New Zealand Arbitration Court has awarded the Hawke's Bay district journeymen carpenters and joiners a minimum wage of £3 for a forty-seven-hour week, or 1s. 3d. per hour if the time worked does not exceed forty hours. Unionists are to get preference of employment.

The British House of Commons on March 30 passed the second reading of the Trades Dispute bill by a vote of 456 to 66. The bill provides complete immunity for trade-union funds and is designed to overcome the precedent established by the Taff Vale decision.

The Melbourne (Australia) Trades Hall Council has appointed a committee to consider the question of establishing a Trade-Union Club in that city. It is pointed out that the stevedores and stewards and cooks have clubs which have been very successful, and if a trade-union institution were organized it would prove a good meeting place for workers and prevent them drifting into saloons.

The workmen in the St. Petersburg factories and mills on March 18 elected delegates to the Assembly, which will be composed of representatives of the municipal congress. This congress will be composed of all classes and will elect members to the National Assembly. The elections passed off quietly, even those at Putiloff, where the men are regarded as among the most radical, and practically all the workmen participated.

Upon the application of the employers' union the New South Wales Arbitration Court has vetoed the new rule adopted by the Sydney Coal Lumpers' Union to regulate the long hours worked by some men, and thereby secure a fairer distribution of the work. This appears to be pretty rough on the Lumpers' Union, as its officials claim that they were simply acting on a recent suggestion made by the President of the Court.

The Melbourne (Australia) Trades Hall Council has received letters protesting against the proposals to bring a French scientist to New South Wales to conduct experiments for the destruction of rabbits by disease. The writers contend that the rabbits could be checked by trapping, and that the introduction of disease would destroy an industry which gave employment to thousands of men, and circulated in the inland towns more money than was done by any other industry.

The discontent in the ranks of the Sydney (Australia) boot trade workers has been accentuated by the employers' refusal to meet the men in conference concerning better working arrangements. Union officials state that if they can not get something like a fair decision from the Arbitration Court in the case to be submitted, the unionists intend to start a co-operative factory. This will improve the position altogether, they contend, and as the employers have decided to ignore the union label the unionists must do somthing for their own protection. They will rely upon educating the working people up to buying label goods.

The rapid extension of the French miners' strike is causing great anxiety to the authorities. It is estimated that nearly 80,000 men have ceased work, and mining operations are at a standstill throughout the departments of Pas de Calais and Nord. The Government, although it has taken the precaution of drawing a large body of troops and gendarmes to the vicinity, is acting with extreme tact, and making no display of its forces during the miners' processions, which are permitted without molestation, while Minister of the Interior Clemenceau is endeavoring to do his utmost to effect a conciliation between the men and the companies.

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Letters are advertised for six months and kept at the Sailors' Union Office for twelve months, all told. If not called for at the expiration of one year letters will be returned to the Postoffice.

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Abrahamsen, L.
Ahsalonsen, O.
Adman, Oscar
Agerup, Richard
Ahlstrom, E.
Ahrens, Arthur
Albrecht, Emil
Alexander, Nels
Altonen, Fred
Amundsen-1014
Andersen, And. S.
Andersen, Harald
Andersen, O. L.
Anderson, Aug.
Andersen, Olaf
Andersen, C. H.
Andersen-826
Andersen-1113
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Bagott, B. H.
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Jensen, Jasper
Jensen, Jas.
Jensen, Jens H.
Jensen, O.
Jensen, N. Oluf
Jensen, Hans F.
Jensen, Sverrl
Jervis, Hayman
Johanesen-1699
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Anderson-1271
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Borland, Wm.
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Brand, Gust.
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Driscoll, John O.
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Hogland, Chas.
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Horan, Patrick
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Ingebretsen, T.
Johansen, O. C.
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Johanson-1688
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Johansson, Gust.
Johansson, K. F.
Johansson, W. F.
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Johnson-1283
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Jonson, J.
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Jordfald, Theo.
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Pettersen-851
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News from Abroad.

Three revolutionists were recently sentenced to death at Riga, Russia, for breaking into a store and stealing ammunition.

The new Customs tariff passed the Japanese Diet on March 27 with slight amendments. The average rate of duty is 13 per cent. The bill is decidedly protective and retaliatory.

A Christopher Columbus monument is to be placed at the Vatican, at Rome. Rev. Thomas F. Delaney, of New Orleans, has been appointed to receive funds in the United States for the monument.

Costa Gerakaris was sentenced to death at Athens, Greece, on March 12 for the assassination of Premier Delyannis, and Mitsea, the proprietor of a gambling-house and the instigator of the assassination, was condemned to eight years' penal servitude.

An airship company, having as its definite object to conduct an experiment with war craft, has been formed at Berlin, Germany. The directors are hard-headed persons who take up the matter from patriotic impulses and with the patronage of the Emperor.

The first smoking car ever reserved for women in Great Britain left a London terminus on March 21 for Liverpool. The windows bore a label reading: "Ladies' Smoking." The innovation attests the spread of smoking among English women during recent years.

The Russian Government has prepared a naval programme involving the expenditure of $100,000,000 during the next two years, of which amount British shipbuilders will secure a good share. The sum of $25,000,000 has been allotted for four first-class battleships similar to those now building for Japan.

The sensational reports recently circulated, to the effect that the execution of former Lieutenant Schmidt, the leader of the naval mutiny at Sebastopol, in November last, had been followed by an extensive mutiny of sailors at Sebastopol on March 21, turn out to be unfounded.

Lettish newspapers analyze the repressive measures of the Russian Government in the Baltic provinces from December 14 to February 14. The military hanged fourteen persons and shot 621. Three hundred and twenty were killed in armed encounters and 251 were flogged. Ninety-seven farm houses, twenty-two town dwellings, four schools, two town halls and three club-houses were burned.

The evidence taken in the course of the investigation into the surrender of Port Arthur by Lieutenant-General Stoessel, which will probably drag on for six weeks longer, will heavily damage the reputation of Stoessel, who is now demanding that General Nogi and other Japanese commanders be summoned as witnesses to testify to the heroic character of the defense.

The British House of Commons, on March 21, rejected by 378 to 110 votes a motion by Joseph Chamberlain, formerly Colonial Secretary, recommending the appointment of a Royal Commission to inquire into the economic and moral effect of Chinese labor in the Transvaal. A motion was passed by a majority of 220 votes, censuring Lord Milner, formerly High Commissioner for South Africa, for authorizing the flogging of Chinese coolies.

A council of war recently held at Rennes, France, sentenced Major Hery to a year's imprisonment and Captains Claret and Spiral each to a day's imprisonment for refusing to command their troops to enter a local church and assist in the taking of an inventory, in accordance with the law providing for the separation of Church and State. The defense claimed that the execution of civilian processes was not part of the duties of the army.

Labor News.

Street-car men at Winnipeg, Man., went on strike for higher wages on March 29.

Street-car men of Oakland, Cal., have voted to strike unless their demands for increased wages and other improvements are conceded.

A contractor on the Western Pacific Railroad, in Butte County, Cal., has discharged 700 Japanese laborers and employed whites in their places.

Mayor Dunne, of Chicago, Ill., has thrown down the bars which have prevented the organization of the police force into what amounts to a labor union.

The striking plumbers of Cincinnati, O., after being out for only two days, resumed work on March 30, having reached a compromise agreement with their employers.

President Gompers, of the American Federation of Labor, has indorsed the action of the Philedelphia (Pa.) Central Labor Union in suspending the Brewery Workers' Union for defying the Central Labor Union.

Ex-Judge George D. Gear, of Honolulu, T. H., announces that he has received a commission from a mainland client to recruit 10,000 Japanese laborers in Hawaii for work on the Coast. He does not disclose who his clients are, nor where the Japanese are wanted, or for what service.

President Gompers, of the American Federation of Labor, has declined an invitation extended himself and President Mitchell, of the United Mine Workers, by Governor Gooding, of Idaho, to hear the confessions of Orchard and Adams against Moyer, Haywood and Pettibone, upon the ground that the statements of these men, being ex parte, would prove nothing.

The singular fact that thousands of children of school age have residences on coal barges in the East or North Rivers has been brought to the attention of the New York Board of Education. By an investigation of the facts, it is learned that from 2000 to 4000 children of school age have residences on the coal barges alone, and simply from the transitory condition of their residence have not had the least opportunity to acquire even the rudiments of an education.

The strike of the coal miners at Lethbridge, Alberta, has caused so much uneasiness among the citizens that they have called upon the Dominion Government to render assistance, and the Northwest Mounted Police have been placed in control of the town. Practically martial law prevails. F. H. Sherman, President of the Union, says that the strike may be extended to other mines within the district, which includes Alberta and British Columbia, unless an agreement is soon reached. Many of the smaller towns in Alberta are on the verge of a coal famine.

According to a decision handed down recently by Justice Bischoff, in the New York Supreme Court, union wages must prevail when the city is an employer. There is a statutory provision requiring the city to pay "the prevailing rate of wages." James J. Carey, a painter, who was employed in New York City repair shops, sued to recover the amount alleged to be due him as the difference between his daily wage as a painter in the city repair shops and the prevailing rate of wages. After being employed from May 17, 1897, Carey, on November 29, 1898, served notice on the Comptroller, setting forth that he received but $3 a day, while the prevailing rate of wages was $3.50. This contention is upheld by the Supreme Court. It is said that enough city employes are in the same category as Carey to force the city to refund $1,000,000 if they institute suits.

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Loveland, Chas. H.	Svenson, Hugo

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The Union Stamp stands for Arbitration, Peace and Liberty in the shoe trade. Shoes without the stamp stand for Convict, Unfair, Non-union or Aliance labor, supported by fraud and slander.

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Domestic and Naval.

Eighty-five lives were lost and fifty-four ships were wrecked along the coast of New England and the maritime provinces during the past winter.

The United States derelict destroyer Lebanon recently put to sea from Hampton Roads with orders to search for six derelicts which are reported a danger to navigation between Cape Henry and Delaware Breakwater.

Great battleships like the 18,000-ton British battleship Dreadnought are the crying need of the American Navy, according to Admiral Dewey, who appeared before the House Comittee on Naval Affairs recently to discuss the future of the American Navy.

The Goodrich steamer Atlanta, which sailed from Sheboygan, Wis., on March 18, for Milwaukee, was burned to the water's edge twelve miles south of the first-named port. The Atlanta was valued at about $150,000. Mike Hickey, a deckhand, was burned to death.

The steamer Major Reybold, which has been undergoing extensive repairs and overhauling in Salem, has been purchased by Philadelphia parties, who will continue her on the line between Salem and Philadelphia. The Major Reybold began running on March 19.

It is believed that the experience of the Navy Department in its efforts to keep in touch with the drydock Dewey in its remarkable cruise from the Chesapeake Bay to the Philippines may result in a concerted atempt to secure international control within certain limits of wireless telegraphy.

The twin-screw steamer Tennessee, of the Baltimore Steam Packet Company, has been sold to the Jay Steamboat Company, of New York. She was built at Wilmington, Del., by the Harlan & Hollingsworth Company, in 1898, and is a first-class passenger vessel, with a capacity of about 300 tons of freight.

It is reported from Berlin that among the preparations Germany has made against all eventualities in connection with the international situation is an arraugement for the transfer of the chief steamship lines to Americans in case of war. She expects by this course to escape the loss by capture of the vessels.

The three-masted schooner Ida B. Gibson, which was stranded on North Beach, Md., and brought to Philadelphia, Pa., has been attached by Peter Wright & Sons for salvage claims. The schooner was badly battered by the recent gales that swept the Atlantic Coast and would probably have foundered but for the assistance rendered by the tugs.

Oliver E. Cromwell, chairman of the regatta committee of the New York Yacht Club has been unofficially informed that Sir Thomas Lipton will be a competitor with the Shamrock III, the unsuccessful American's Cup challenger against the Reliance, in the race off Newport in August for the cup offered by King Edward VII.

Captain Claussen, of the Norwegian steamer Rauma, at Philadelphia, Pa., from Santiago, reported that on Mareh 11, about forty miles north of Cape Hatteras, he passed a wreck, the bowsprit only extending above the water. A ship's boat, which had been smashed, and a quantity of deals and planks floated in the vicinity of the wreck.

Shipping men are of the opinion that the five men who abandoned the Consolidatiou Coal Company's barge off the Delaware Capes recently have perished, as no word has been received concerning their rescue. The barge was one of three in tow of the tug Cumberland. It sprung a leak and filled so rapidly that the crew of five had to take to the small boat. A high sea was running at the time, and it is feared the boat was swamped and the men drowned.

With the Wits.

Oh, to Be Rich!
I would not be a ton of coal,
A barrel of oil, or such;
But, oh! I wish with all my soul
That I were worth as much.

Nothing for Him.—Jenkins—"Didn't you win anything in your suit for damages?"

Laws—"No; I lost."

Jenkins—"Why didn't you engage a bright lawyer to take your part?"

Laws—"I did, but he took my all."

An Overlooked Phase.—"Ever worry about the servant girl problem at your house?"

"Worry right along."

"What phase of the matter troubles you?"

"How to pay the girl."

With a Club in Her Hand.—Nell—"I hear Jack Nervey was seen kissing you out on the golf links yesterday."

Belle—"Yes; he took a mean advantage of me when I couldn't defend myself. He did it just as I was posed to hit the ball."

Not Quiet Then.—Mrs. Gusch—"I like your husband's style very much."

Mrs. Planeley—"How do you mean?"

Mrs. Gusch—"He's such a quiet dresser."

Mrs. Planeley—"Huh! You should hear him some time when he can't find his collar buttons."

Disappointed.—"Well, Tommy," said the hostess, when the meal was over, "what is it?"

"Where's the pie?" demanded the little guest. "Ma told me not to ask for two pieces an' I ain't seen one piece yet."

From the Latin.—"Uncle George," said the little boy, "what is an equinox?"

"An equinox," said Uncle George, who was fresh from college, "why—er—that's a sort of freak, I suppose; half horse and half ox."

The Very Reason.—Scribbles—"I think I'll write a sonnet to Miss Lovey."

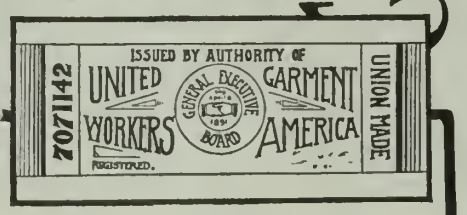
Crittick—"Don't do it. It may turn her against you."

Scribbles—"I thought she liked poetry."

Crittick—"So she does."



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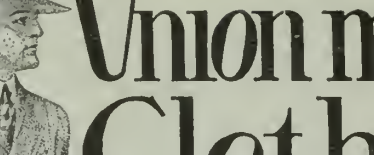
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See the new hats, the suits, the flowers in their new homes, new waists, skirts, neckwear, shirts, laces, trimmings, silks, dress goods, wash goods, ribbons. How resultfully Fashion and Hale's have worked to make style choosing this spring more satisfactory, a greater pleasure than it has ever been for you.

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Overcoats to Order, from..... 16.00 up
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A Journal of Seamen, by Seamen, for Seamen. *Our Aim: The Brotherhood of the Sea.* *Our Motto: Justice by Organization.*

VOL. XIX. No. 29. SAN FRANCISCO, WEDNESDAY, APRIL 11, 1906. WHOLE No. 965.

SHIPOWNERS "STAND PAT."

Manning System Must Not Be Changed!

Evidence Proving Inefficiency of Steamers' Crews.

THE hearings on the Goulden Manning bill, before the Committee on Merchant Marine and Fisheries of the House of Representatives, have elicited the fact—or rather the confession, since the fact was already widely known and officially attested—that the owners of passenger steamers are aware of the character of the crews employed on their vessels; they know that these men are inefficient for even the most commonplace duties of the seaman, and they insist that a knowledge of seamanship is unnecessary in the manning scheme of the excursion and passenger trade. Practically, the position of these shipowners is expressed by the familiar query: "What are you going to do about it?"

In order that the members of Congress may be informed as to the real status of the manning question and the significance of the shipowners' attitude, and thus be able to vote intelligently on the Goulden bill, Andrew Furuseth, the legislative representative of the International Seamen's Union of America, has addressed a letter to the individual members of Congress, accompanied by certain excerpts from the testimony given at the committee hearings. This letter and accompanying data are herewith reproduced, as follows:

Washington, D. C., March 28, 1906.

Dear Sir:

The great loss of life caused by the wreck of the Rio de Janeiro, at the entrance to the harbor of San Francisco, the burning of the Slocum, in the harbor of New York, the wreck of the Valencia, on Vancouver Island, all of which have been or are now being investigated, either by commission or judicially, have called sharply to the attention of the public three questions:

First. Are our passenger steamers properly and efficiently manned; that is, have they a sufficient number of experienced seamen?

Second. Can the owners of these vessels be safely intrusted with discretionary power either in the individual standard of men employed, or in the number to be employed?

Third. Will it be sufficient to give to the Local Boards of Inspectors the power to determine the number to be employed without, at the same time providing a standard of efficiency in the men so employed, especially those in the deck department of steamers?

With reference to these questions, I respectfully submit for your consideration the inclosed extract from testimony taken by the Committee on Merchant Marine and Fisheries, on February 15, 1906.

Respectfully yours,

A. FURUSETH.

Following is the testimony and comment thereon referred to by Mr. Furuseth:

In quoting from the report of the hearing, I purposely omit the testimony given by the seamen, and quote only from statutes and regulations of this and other countries, and from the testimony of the passenger shipowners and their lawyers.

The Slocum Commission reported the reasons for the loss of life as follows:

"The inefficiency and poor quality of the deck crew of this vessel, doubtless typical of the majority of crews of excursion steamers, is one of the essential facts that caused the loss of so many lives." (Page 38.)

"The Slocum was probably typical in almost all of her conditions of many of the excursion boats in New York Harbor, and doubtless elsewhere." (Page 39.)

"Marked inefficiency of crew was in this case, and probably in most other excursion steamers, particularly due to lack of organization and drill."

The Commission goes on to say: "It is the duty of the mate to look after the cleanliness of the ship, to see that the general equipment of the ship is ready for service, that the crew are well disciplined and THOROUGHLY FAMILIAR WITH THEIR DUTIES, to be ready at all times to respond to the orders of his superior, and to assist and control the passengers in case of accident." Speaking of their ability to perform this duty under existing conditions, the organization known as the American Association of Masters, Mates and Pilots, in their meeting from January 23 to 28, 1905, adopted the following resolution:

"Whereas, there is a decreasing standard of individual efficiency in the men employed as sailors on passenger steamers; and

"Whereas, the importance of having skilled men in an emergency can not be replaced by any rules of equipment or inspection, no matter how strict; and

"Whereas, we are held responsible by the public for accidents for which in justice we can not be blamed, being often compelled to go to sea with men void of all experience; and

"Whereas, there seems no remedy for this condition except by the adoption of rules compelling passenger steamers to carry experienced seamen; therefore be it

"Resolved, That we urge upon the Department of Commerce and Labor the adoption of a standard of individual efficiency in all men employed as seamen on such vessels; and further

"Resolved, That no passenger vessel shall be allowed to carry able-seamen as such unless they can show three years' or more experience at sea in the deck department, at least one of which must have been in a sailing vessel or sea-going fishing vessel." (Page 42, Hearings.)

Mr. Goulden, on page 33, says: "I am the author of this bill and am responsible for it. * * * Had you gentlemen gone through the harrowing and sad experience that I did in connection with the Slocum inquest matter, where I sat for six days listening to the most horrible descriptions of the few survivors, more or less disfigured, and others who had witnessed the affair, I think you would feel as I do."

And again:

"The fact is that the majority of our excursion steamboats in the harbor of New York measured up to about the standard of the Slocum prior to that accident. * * * I know that the Grand Republic was no better, and many of the steamers of the Starin Line were about in the same condition. * * * It was with the idea of checking the possibility of such terrible disasters as that of the Slocum that this legislation was brought to your consideration. There is no doubt that not a single human life would have been lost had the crew been the least effective in the case of the Slocum. There were only one or two men on deck—two men, a deckhand and a mate, who had been on the boat the previous year. The rest were men who had been picked from the docks."

As dealing with the second question, I desire to call your attention to the standard of individual efficiency and the number of such men needed according to the judgment of those who testified. Mr. Goulder, representing the Association of Passenger Steamship Lines, said:

"There are a number of practical men who have come here to give you information as to the safety of the ships and what can be done. I shall try to voice some of the things that they have told me." (Page 5.) "Now these gentlemen from New York and all over the country told me that they do not need able-seamen, in any sense that we can understand it, on board their ships. * * * They have their licensed officers, the helmsmen and quartermasters (different names for the same men), and some vessels have a boatswain, and they have all the men necessary for that purpose." (Page 7.) * * * "What they endeavor to do is to get men to stay with them as long as they can, and to train these men up in the passenger business, which is essentially different from the business of sailing on a ship." (Page 7.)

As showing the kind of men employed, I quote the following:

"Mr. GOULDEN: A bonus to any man who would stay thirty days. Is there any difficulty in keeping men on the boats?

"Mr. GOULDER: Yes, sir, and that is one of our troubles.

"Mr. GOULDEN: To what do you attribute it?

"Mr. GOULDER: The men that go as deckhands, handling freight on these boats, are not the highest class of men, and a good many of them get some money and then leave; * * * they are a drifting lot of people. * * * But we do find quite a number who have that ambition to be advanced. * * * But a man who starts as a deckhand, and has any ambition and has any ability, does not stay three years as a deckhand. Before three years, frequently before three months, he is appointed a watchman." (Page 8.)

"Mr. GOULDEN: What length of time do you regard as sufficient to make a man a good ordinary seaman on a passenger steamer, so that he could take the position of watchman or anything of the sort—an efficient man?

"Mr. GOULDER: That varies with individuals. There might be men who could do it in thirty days. * * * And a man had better leave the calling if he could not do that in three months with proper instructions."

Mr. Guillaudeu, on page 15, says: "Addressing myself immediately to the point as to what experience should characterize the crew, I reach this conclusion inevitably, that under the present system we practically grade the men. That which, if I speak rightly, was accomplished in the old days by the grade of able-seaman, we now accomplish on our steamers by the petty officer and unlicensed officer. (Two names for the same men.) If I may speak as to the look-outs, we have trained watchmen who have no other duties. We have the quartermasters, the helmsmen, the trained steering men (three words meaning the same men and the same thing), and the first, second and third officers. So that I claim that under the practice of the great lines you obtain what you look for here." And later on, answering the following question of Mr. Goulden: "What time would you fix to make a man effective?" Mr. Guillaudeu answered: "Thirty days as a minimum, provided the Inspectors' rules are carried out that they shall be drilled every trip in boat drill and fire drill."

According to their own definition, the City of Detroit, which has a crew of some eighty, has, under definition of skilled men given by the owners themselves, thirteen, including the master, out of a crew of eighty. Two of this so-called efficient crew are look-

out men, two are main-deck watchmen, and three are patrolmen (whatever that may be) who, according to the definition, may have had experience ranging from one month up. (Page 47.)

The White Star Line Steamer Grey Hound has a captain, a mate, two watchmen, one wheelsman and the lookout, this out of a total crew of sixty-seven. (Page 48.)

The White Star Line Steamer Owana has a captain, a mate, one wheelsman and two watchmen, total five, out of a crew of thirty-six.

The White Star Line steamer City of Toledo has one captain, one mate, one wheelsman, two watchmen, total 5, out of a crew of forty-four. (Page 49.)

The White Star Line steamer Tashmoo has one captain, one mate, one wheelsman, three watchmen, one lookout—seven—out of a crew of eighty-four. (That is, always following their own line of definition as to efficiency. See testimony of Guillaudeu.)

These vessels are manned according to the owners' discretion; neither law nor custom interfering with their powers in the matter.

The standard of experience exacted for men who desire to be examined for officers is as follows:

"No person shall receive an original license as third mate of ocean steamers who has not had three years' experience on ocean or coastwise steam-vessels or sail vessels of 300 gross tons and upward as cadet or able-seaman; provided, that any person holding a license as third mate who has had two years' experience on said license as quartermaster on vessels of 2,500 gross tons and over shall be entitled to examination for second mate's license."

The English standard is as follows: "A seaman shall not be entitled to the rating of A. B., that is to say, of an able-bodied seaman, unless he has served at sea for four years before the mast, but the employment of fisherman in decked fishing vessels registered under the first part of this Act shall only count as sea service up to the period of three years of that employment, and the rating of A. B. shall only be granted after at least one year's sea service in a trading vessel in addition to three or more years' sea service on board of decked fishing vessels so registered." (This is the existing English statute.)

The British Commission recommended: "We advise that a candidate for the rating of A. B. should be nineteen years of age or over, and have had three years' service at sea as a deckhand." (Page 36.) "That no man should be permitted to be employed as an A. B. who can not prove his title to that rating." (Page 37.)

The German regulations will be seen to require four years. (Page 38.)

Dealing with the third question: Page 41 of the Hearings shows that it has been necessary to give to the inspectors a definite standard by which to judge the efficiency of boats and their appliances, the buoyancy of life-rafts, carrying capacity of life-boats; the buoyancy of life-boats, drags, or floating anchors; the equipment as to life-boats, life-boats themselves; ladders or steps required on steamers; notices as to where life-preservers are posted; steering apparatus, etc., running through practically the entire list of equipments as to a vessel and her appliances.

Bearing in mind the standard skill and the number of skilled men sufficient, according to the owners' own estimate, and that appliances are good only in so far as they are properly used, is not a standard of skill in men necessary to guide the Inspectors?

In conclusion, I beg to call attention to this rather significant testimony given by Mr. Goulder: "The owners are willing—I would be willing here to make the proposition—that if there is no other way, that if we have to economize in the administration of our government, that the money can not be afforded by the government, that we undertake to raise from the passenger men money enough to furnish sufficient Inspectors to see that that (proper inspection) is done."

Canals in France.

The commercial, industrial, and agricultural awakening of the entire center of France, as a result of the work undertaken for the improvement of navigation from Nantes to Orleans, and eastward, must give a propulsion to business transactions of every nature, national and international. The extensions will include Angers, Saumur, Tours, and Braire, and at the latter place connection will be made with the canal and river system of all eastern France, Switzerland and Germany.

The port of Nantes itself was on the decline, on account of navigation difficulties, until the canal was dug in 1892 cutting off an elbow in the river. The tonnage handled at Nantes advanced in 1893 to 543,000 tons. This has steadily increased, the tonnage in 1904 being 1,175,000 tons. To provide for future over-sea traffic the canal is being deepened, and Nantes looks for a depth of 26 feet in the course of four to seven years. So the promotion of Nantes as a first-class seaport is keeping pace with the work of opening up the upper Loire to navigation.

Coolie in the Woodpile.

A few days ago we received a request from one of the New York newspapers, asking us to wire our opinion upon the boycott in China against American goods, and asking further: "To what is it due? Will relief in present restrictive laws tend to stop boycott? What is your opinion as to wisdom of changing the law in relation to its effect on American labor? Please add any general statement or suggestion pertaining to the matter as a whole."

Because of the general interest which labor has in this subject, we herewith give our answer:

The boycott on American goods in China is at present largely over-stated, and is rather a movement against all foreigners than a movement especially against American goods and American action as regards our relations to China.

The American Federation of Labor sent some time ago a representative to the Orient with instructions to investigate into conditions, but with especial reference to the Philippines. The substance of the report from this representative was that there existed and was growing a strong resentment on the part of the coolie against our Exclusion laws; that there is an equally strong, if not stronger, objection to the policy of this country on the part of Europeans living in China and the Philippines, for the same reason. Especially did they resent any prohibition against the importation of Chinese into the Philippine Islands; and further, that these latter interests seem to be working in close accord with the Asiatic Association in the United States, for the purpose of producing the condition which is now giving so much apprehension to our exporters.

The stay-at-home sentiment of China is wearing away, and they are seeking outlets towards high wage countries. They are encouraged in this by those in the high wage countries who complain and desire to reduce the existing wage.

Changes in the existing Exclusion laws would not have the slightest effect to stop the boycott. What they do need they will buy, and what products of our civilization they do not need they will not buy when living here, and therefore much less will they buy it in China. Nothing could be more disastrous than the changing of our Exclusion laws, whether it be regarded as relating to labor solely, or to the maintenance of our occidental form of civilization.

The influx of Chinese coolies must inevitably reduce our present standard of wage, and the effect thereof will be felt in every relation of life. It will interefere with the number of marriages, the raising and schooling of children, and what results it may have upon the public peace would be easier imagined than described.

The flood may be checked now, in spite of the lack of unity in the white race. To check it after it has assumed greater proportions, and industry and other phases of life have been profoundly influenced by a large influx, would be next to impossible.

Races that do not blend destroy each other, and in the industrial struggle it is not the best but the cheapest that survive.

To relax in any manner our present none-too-effective Chinese Exclusion laws, would, in my opinion, be to invite, not to check, the "yellow peril," so often spoken of as military, when, as a matter of fact, it is industrial.

I hope that the working people of this country, and that the people of this country generally, may be spared the result which would inevitably follow from any yielding to either the clamor of the Chinese, the pleadings of the exporters, or the puerile sentimentality of our "missionaries."

These views fully apply to the effort of those who would reverse the policy of our Government, as expressed by the existing Chinese Exclusion low, which, by the way, is none too effective in the manner it is now administered. —American Federationist.

Life of a Laborer.

Count Atwell, of Roubaix, France, reports a resolution passed by the French Chamber of Deputies requesting the Government to appoint a commission to look into the question of finding ways and means to organize an international exposition to be held in Paris in 1909 in which there will be as full and perfect a display as possible of a laborer's life. The consul says:

"At the first meeting of this commission, held recently in Paris at the Department of Commerce, Mr. Dubief, Minister of Commerce, who presided, set forth the advantages to be derived from a universal exposition, also the difficulties to be encountered in attaining the end desired.

"Mr. Leon Bourgeois, President of the French Chamber, followed with remarks concerning the object lesson of such an exposition as the one contemplated. It would serve, he thought, as a comparison between the conditions of the life of the laborer of today in all countries of the world and conditions existing in past centuries. It would serve also as a striking illustration to the laboring classes of the steps by which they have gradually freed themselves from the state of servitude existing in feudal times until they have arrived at the independence enjoyed today. It would enlighten them as to legislation enacted for their relief and protection through successive centuries, also concerning the work of social organizations occupied with their advancement. The idea is a novel one, and this exposition cannot fail to appeal to all who strive to elevate the condition of the laborer."

Value of Naval Architects.

There is, says the Glasgow Herald, a general tendency to reduce shipbuilding more and more to a fine art; to appreciate more and more the value of technical training given naval architects, and of the thorough knowledge of the trade of the world. The movement in favor of a chair of Naval Architecture at Liverpool and another at Newcastle is gaining ground. Even with these and the one at Glasgow, Great Britain will be far behind Germany and the United States in facilities for technical training. The countries named were the first to realize the value of technical education, and they produced early a large number of students capable of becoming leaders in their different walks of life. Concluding, the Herald says: In its lack of scientific training Great Britain lost ground in shipbuilding for nearly a century prior to 1860, and to maintain the supremacy of the sea she must see that a race of naval architects is trained to take over the profession as the present generation retires from the field we are occupying so creditably.

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On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions.)

Seamen and Seamanship.

The recent article, "Tests in Seamanship," in which the present writer referred to the time-honored custom of the seaman whose efficiency has been challenged, to present himself to a man-o'-war boatswain for examination, has elicited several queries from readers of the JOURNAL. Some of these ask wherein the qualifications of an able-seaman differ from those of an ordinary-seaman. Others are curious as to the kind of stunts they would be put through by the boatswain of a man-o'-war should they apply to him to examine them in seamanship.

There have never, in the United States, been any statutory definitions of the qualifications of a seaman. This neglect on the part of our lawmakers to provide an authorized standard of skill for seamen is no doubt due to the common, though nowadays hardly warranted, presumption of landsmen that shipowners from motives of self-interest will insist upon a high standard of efficieney. But, there has been a rule in existence over a hundred years amply providing for this contingency. This is the rule relating to the number of seamen a vessel must carry, and their individual skill, which Lloyd's Insurance Company, Limited, formulated early in its corporate existence. Owing to the introduction of steam as motive power and changes in rig, sails, etc., Lloyd's manning scale has, with some reason, been discarded; but its standard of effieiency for seamen is still none too high, especially when applied to sailing vessels. Briefly, this standard embodies the rule that an ordinary-seaman must be not less than seventeen years of age; must have served not less than two years at sea in the capacity of boy or apprentice, and be able "to hand, reef and steer." The term "hand" implies knowledge of how to handle the sails with the running gear attached to them; that is, how to bend, loose or furl sails; how to reeve off the running gear properly; how to pull and haul, etc., etc. The terms "reef and steer" are self-explanatory and, of course, imply a knowledge of the compass.

In addition to the standard of efficiency and age limit for ordinary-seamen established by Lloyd's, an able-seaman must possess the following qualification:

He must be not less than nineteen years of age, and have served not less than two years at sea in the capacity of ordinary-seaman. He must know how to send up or down all spars and yards carried above the crosstrees; how to rig booms in and out; how to pull an oar; how to knot, splice, serve ropes, plait sennits, tuck cringles and grummets; how to put on seizings, etc. He must also know the "marks and deeps" of the lead line, and how to use a palm and needle.

It will be seen from the foregoing that those who claim that an able-seaman is in reality a highly skilled mechanic have a most excellent basis for their contention. It is the disregard of this fact by modern shipowners which renders navigation nowadays unnecessarily hazardous. No matter how well found a ship may be, if her crew be lacking in skill, or numerically weak, her chances of safe arrival at her port of destination are reduced more than one-half.

The danger of such a condition—and let it be said right here that it is altogether too common nowadays—is so obvious that comment upon it is superfluous. For that reason the Goulden Manning bill, now pending in Congress, should receive the support of every man who places the safety of human life above dividends on watered stock. This bill has been drawn with great care so as not to place any unnecessary burdens upon shipping, and with due regard for modern conditions of commerce afloat. If enacted into law it will tend to greatly increase the safety of life at sea, and no intelligent landsman need be told that this is a desideratum about which there can be no two opinions.

As to the particulars of the examination in seamanship to which a seaman would be likely to be subjected by the boatswain of a man-o'-war, much would, of course, depend upon the individuality of the particular examiner appealed to. Some men are more thorough in their methods than others. A veteran sailorman, for instance, can tell a genuine fellow-craftsman by "the cut of his jib," as it were. That is, a long and arduous life before the mast leaves a certain impress on a man which can not be counterfeited, and which is intuitively recognized by other sailormen. Manifestly, if both the examiner and the applicant for examination are seamen of this type, the examination need not be very searching. There is a story current among old sailors which in a manner illustrates this point. It is as follows:

A sailor, whose efficieney had been challenged by a shipmaster for the purpose of defrauding him of his wages, presented himself before the boatswain of a man-o'-war and requested to be examined in seamanship. The boatswain happened to be of a facetious turn of mind, and the first question he put to the applicant was:

"What is that which is aft on the port side, forward on the starboard side, and inside on both sides?

"The lanyard knots, sir," replied the man.

"Right you are," said the boatswain; "you'll do. Come in and get your certificate."

This story is quoted here merely to show that very little is needed on the part of a genuine seaman to convince another of his efficiency. As a rule, however, the examinations in seamanship conducted by the boatswain of a man-o'-war are a little more searching in character than the sample submitted above. He is generally equipped with a full-rigged model of a ship, the names and uses of the various parts of which the seaman may be requested to mention and explain. The seaman will also probably be handed a marlinspike and a pieee of rope, and requested to do a little splicing, knotting, stropping a block, etc. But, as a general proposition, the examination is never severe enough to bother any one who has had two or three years' experience at sea on deck.

What's in a name? The New York Typothetae has notified all its affiliated bodies that from now on strike breakers must be called "freemen" instead of non-union men, and that all "Open Shop" employes, union or non-union, must be enrolled on the books as "freemen". Freemen! As Tom Moore would have said, "a rat by any other name would be the same old rat."

Construction of Warships.

The Government has been severely censured of late by Eastern newspapers and labor organizations for its partiality to private shipyards in the matter of constructing warships, and its neglect of our Navy Yards in the same connection. Organized labor is naturally wroth at the Administration for having the Nation's warships built by scab labor, such as is employed in the majority of the private shipyards, where the Eight-Hour law and its advocates are ridiculed and defied. It is also pointed out that in permitting our Navy Yards to lie idle the Government misses valuable opportunities to train their personnel in the preparatory arts of war. Commenting upon the construction of the battleship Connecticut in the Brooklyn Navy Yard, the New York Herald, for instance, says:

> It is quite true that the superficial initial cost of this governmental effort is slightly greater than in the case of her mate, the Louisiana, built in a private shipyard; but we must remember that a measurable part of this expenditure is chargeable to the training and experience that naval officers, foremen and artisans of all sorts and conditions have secured at diminishing cost for other possible responsibilities. In peace preparations for war, adequate public works are secondary only to the fighting line that rests upon them. To build a large percentage of the ships under Government control is therefore a vital element of National defense. This practice establishes a standard of cost, and of reasonable speed in construction. It relieves the Nation from a slavish dependency upon private establishments, which in emergencies invariably, as a matter of business and dividends, lift the price on material and work. It encourages a competition that redounds equally to the benefit of the honest shipbuilder and to the good of the Navy. Finally, it holds for the Government service hundreds of skilled mechanics who, by any such failure to provide work, will surely be scattered purposelessly along the high roads and the byways that lead to the widely-separated Seven Seas.

The force of the Herald's comment will be better understood when it is known that since January 1, more than twelve hundred men have been discharged from the Brooklyn Navy Yard, in anticipation of the completion of the Connecticut. It is also a certainty that in the course of the next two months, during which time the Connecticut will be completed, fully one thousand more men will be discharged. This penny-wise pound-foolish policy of retrenchment was recently touched upon by Secretary of the Navy Bonaparte in an address delivered at Baltimore. Speaking of the construction, repair and maintenance in good order of Naval machinery, he said:

> We must have workmen of tried skill and long experience to deal with such machinery, and if we lose those at our Navy Yards it is by no means certain that we can get them back at short notice. This fact renders a reduction of the personnel of these yards a public calamity, as well as a private hardship.

A year's agreement was signed on February 13, by committees representing the Diamond Manufacturers' Association of America and the Diamond-Workers' Protective Union. Under the new agreement, which became effective at once, an increase of about 10 per cent. in wages was secured by the Union. As the weekly wages of diamond-workers up to the signing of the contract ranged from $35 to $60, this means an average increase per man of $4.75 a week. Provisions regulating the admission of apprentices, hours of labor, and other conditions peculiar to the trade, were also noticeable features of the agreement.

The trouble with most hustlers is that they are generally too busy to finish anything which they have begun.

(Continued on Page 10.)

Home News.

The New Jersey Senate has passed a b... appropriating $70,000 each year for five years to exterminate mosquitoes on the Coast.

Paul Morton, President of the Equitable Life Assurance Society, has issued a letter to lapsed policyholders of 1905 offering to reinstate them.

Andrew Carnegie, in response to a request for his views on the railroad rate bill, urged Government control of rates and a modified system of appeal.

The boundary line between Texas and Mexico, which has been the subject of treaty negotiations since 1848, is being considered by the Senate Committee on Foreign Relations.

The United States Supreme Court Justices recently met at the home of Chief Justice Fuller and considered the punishment of the mob that lynched the negro, Ed Johnson, at Chattanooga, Tenn.

D. F. Whitaker, President of the Oklahoma Mexican Emigration Society, recently visited Monterey, Mex., for the purpose of making arrangements for the coming of 10,000 colored colonists to that locality.

The immigration record was broken at New York on March 29, the number landing on that day being 12,383. One vessel landed 1017, of whom more than half were Irish girls seeking employment as domestic servants.

Amid scenes of intense excitement the Ohio Senate on March 27 passed the Aiken House bill, increasing the saloon tax from $350 to $1000, and sealed its action by voting down a motion to reconsider. The brewers claim that the measure will drive half the saloons of Ohio, or about 6000, out of business.

Deaths in New York City during 1905, according to Health Department records, numbered 73,714, giving a death rate of 18.31 per 1000 on an estimated population of 4,024,790. As there were 103,881 births during 1905, the net gain over deaths was 30,167. There were 42,675 marriages reported last year.

George W. Perkins, until recently First Vice-President of the New York Life Insurance Company, was arrested at New York on March 28 on a charge of illegally contributing $48,702.50 of the funds of that company to the National Republican campaign fund of 1904. Perkins immediately secured a writ of habeas corpus and was released.

Russian emigration to America by way of Copenhagen is in full swing and constantly increasing. Week before last 1800 emigrants sailed. The United Steamship Company's advices from its agents at Liban, Russia, say that the company may expect a weekly average by way of Copenhagen of 2000 emigrants during the coming spring, in addition to a large traffic via German ports.

The Cunard liner Carmania, which sailed from Liverpool, Eng., on March 27, for New York, carried upward of 1600 passengers, a large portion of whom were emigrants. The Lake Champlain, of the Canadian Pacific line, leaving at about the same time, took 1200 emigrants. The steamship companies anticipate an enormous rush of continental emigrants for America during the coming season.

Otto C. Heggin, of Des Moines, Ia., who has asked President Roosevelt to annul his citizenship, upon the ground that the Constitution is not interpreted as he understands it, has been officially informed that "there is no statute regarding a method for the renunciation of American citizenship in the United States, and the Executive Department of this Government is unable to take cognizance of the resignation you send." It is suggested by the department, however, that he may find relief in the courts.

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Anderson, Martin
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Anderson, A.-1119
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Aman, Enok
Aberg, Konrad
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Andersen, H. J.-1073
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Pacific Coast Marine.

It is reported that the seven-masted schooner Thomas W. Lawson will shortly leave an Atlantic port for the Pacific Coast with a cargo of 7000 tons of coal.

The steamer Hilonian, Captain Johnson, is reported to have arrived at Sandy Point, Straits of Magellan, on March 26, and to have sailed thence for San Francisco on the 27th.

The whaler Orion, operating on the west coast of Vancouver Island, recently landed a hundred-ton sperm whale, which is said to be the first caught in the Pacific Ocean.

The British ship Cawdor, which had been laid up in San Francisco Bay for over four years, has been chartered to carry grain from Puget Sound to Europe at 23s. 6d.

The steam-schooner Mayfair, recently built for Beadle Brothers, sailed from San Francisco on March 25 for Willapa on her maiden voyage, under command of Captain Hansen.

The British ship Kinross was reported on March 26 as having arrived at Kahului, Hawaii, after an unusually long passage of seventy-one days from Iquique, with a cargo of nitrate.

The United States battleship Oregon arrived at San Francisco on April 1, from the Orient. The Oregon will proceed to Bremerton, (Wash.) Navy Yard, where she will undergo extensive repairs.

The American ship C. F. Sargent, from Portland, Or., for New Zealand, put into San Francisco on April 1 in a leaking condition, having suffered considerable damage in the heavy gales on the Coast.

The Spreckels tug Dauntless, largest of the fleet, sailed from San Francisco on March 27, under command of Captain Shea, for Seattle, to take the big dredger Seattle in tow for San Pedro.

The American bark Gerard C. Tobey, which sailed from San Francisco on March 14 for Honolulu, T. H., returned to the former port on the 25th, having been partially dismasted in a heavy gale on the 14th.

Frank Johnson, who pleaded guilty to several charges of illegally procuring the naturalization of seamen, was sentenced to ten years' imprisonment and a fine of $400, in the United States District Court at San Francisco on April 5.

The British ship Torridon, 124 days from Iquique for the English Channel, and which had been posted as an overdue for several days and quoted at 8 per cent for reinsurance, is reported as having arrived at her destination on March 29.

A world's record for loading lumber was established recently at Port Gamble, Wash., in loading the British steamer Henley. In eleven hours 503,000 feet of lumber were stowed through four hatches, twelve men at each hatch.

The steamer Pennsylvania, recently purchased on the Atlantic Coast by a Pacific Coast firm, is out seventy-seven days from Philadelphia for San Francisco, and is reported to have reached Coronel, the Chilean coaling port, on March 6. She should arrive at any time.

A telegram received at San Francisco on March 25 reported that the bark R. P. Rithet arrived at Honolulu on that date, after a long passage of thirty-four days from San Francisco. This is the longest trip made by any of the Island traders out of the latter port this season.

The Merchants' Association of Honolulu, T. H., is negotiating with the American-Hawaiian Steamship Company to build a steamer of about 16,000 tons, with a freight capacity of at least 9,000 tons, and accommodations for about 150 cabin passengers, to ply between San Francisco and Honolulu.

Representative Gillett on March 28 reported from the Judiciary Committee a bill giving the Federal Circuit Court in California jurisdiction to determine in equity the rights of American citizens under the award of the Behring Sea arbitration of Paris, and to render judgment thereon.

Henry Neill, of Helena, Mont., State Land Agent, believes that the body found in Honolulu harbor on March 27 of a discharged seaman from the battleship Oregon is that of his son, Samuel Neill, who enlisted in the Navy at Butte about three years ago, and recently completed his service on that vessel.

A telegram received at San Francisco on March 27 from Gray's Harbor, Wash., reported that the new steamer Coaster, owned and commanded by Captain C. H. Higgins, struck on the bar while entering that port, the accident resulting in carrying away the rudder and rudder-post.

Another long-overdue vessel has reached Honolulu from Newcastle, this one being the well-known American bark Pactolus, which reached her destination on March 30, after a passage of eighty-two days. For some weeks the Pactolus has been quoted at 15 per cent for reinsurance.

The owners of the steamer Arrow have libeled the owners of the steamer Aurora for salvage to the amount of $10,000. The complaint recites that on January 29 the Aurora collided with the Arrow in San Francisco Bay and that the Arrow relieved the Aurora of her passengers and towed her to the dock.

The steamer Hilonian, purchased on the Atlantic Coast by the Matson Navigation Company, for service between San Francisco and Hilo, is now out thirty-four days from New York, and should arrive within a month. The Hilonian was formerly the Spanish steamer Gaedetano, and is under the command of Captain Peter Johnson, formerly of the bark Roderick Dhu and the steamer Rosecrans.

Libels aggregating $79,500 have been filed in the United States District Court at San Francisco by Barneson-Hibbard Company against eleven insurance companies. The amounts sued for are insurance alleged to have been placed by the plaintiffs on the hull and cargo of their vessel, the Dumbarton, which was wrecked at Fox Beach, eighty miles from the port of Nicolaevsk, on October 25, 1905.

A freight steamer, to be known as the Isthmian, is being built at the Union Iron Works for the American-Hawaiian Steamship Company, for service between San Francisco, Seattle, Honolulu and Salina Cruz, on the Isthmus of Tehuantepec. The vessel will be 385 feet long and fifty feet wide, and will have engines of 3000 horse-power, of the triple-expansion type, capable of giving the Isthmian a speed of ten and a half knots an hour. Oil will be used for fuel.

A contract has been awarded to the Union Iron Works, at San Francisco, for the building of a steamer that will be used exclusively on the San Francisco and Honolulu route, and which will be one of the best passenger vessels on the line. Some of the most prominent planters on the Islands are interested in the new steamer. The steamer is to be 375 feet in length, with a breadth of 38 feet and depth of about 29 feet. Her cabin accommodations will be particularly good.

The yacht race from San Francisco to Honolulu, T. H., will start from Meiggs' Wharf, San Francisco Bay, on May 19, the finishing point being Diamond Head Lighthouse. The entries are: Aggie, owned by J. V. Coleman; Nixie, owned by Fulton G. Berry; Lurline, owned by U. H. Sinclair; Anemone, owned by C. L. Tutt. The last-named boat will fly the flag of the New York Yacht Club. The Hawaii Yacht Club has offered a silver, gold-lined cup valued at $500, as a trophy.

Forty-six days have passed since the steamer Centennial left the Japanese port of Mororan for San Francisco, and nothing has since been heard of the vessel. The belief is current that the Centennial has been lost. The owners and charterers of the steamer do not share this view, but almost everybody has expressed the opinion that the old Centennial has gone down. She is believed by some shipping men to have put into Dutch Harbor, Alaska, but there is no particular ground for this belief. The rate of reinsurance is now 60 per cent, and it is expected to advance rapidly.

Following is the reinsurance list, as posted at San Francisco on April 8: American bark Sea King, 83 days from Newcastle, Australia, for San Francisco, 15 per cent. Italian ship Elisa, 204 days from Hamburg for San Francisco, 15 per cent. British ship Windsor Park, 171 days from San Francisco for Liverpool, 6 per cent. British ship Red Rock, 168 days from San Francisco for Liverpool, 10 per cent. French bark Genevieve Mollinos, 169 days from San Francisco for Ipswich, 15 per cent. American steamer Centennial, 44 days from Mororan for San Francisco, 60 per cent.

Notice is isued by the Merchants' Exchange, of San Francisco, that the Barneson-Hibbard Company will put on the steamers Indiana, Watson and Buckman, to ply between San Francisco and Nome, St. Michael, Solomon and Golovin, connecting at St. Michael with the Northern Commercial Company's river boats for points on the Yukon. The first sailing will be the steamer Indiana, which is due to leave June 1. Freight rates, it is announced, will be the same as from Seattle, giving the merchants of San Francisco opportunity to compete on equal terms with the merchants of the northern city.

DIED.

William Peterson, No. 21, member of the Fishermen's Union of the Pacific Coast and Alaska, a native of Sweden, aged 31, died at San Francisco, Cal., on March 29, 1906.

Men in need of medicine go to City Front Drug Store, No. 10 Mission St., near East, S. F.

Get your SPRING BLOOD CLEANSER at the City Front Drug Store, 10 Mission Street, opposite Sailors' Union Hall, San Francisco.

F. R. Wall, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. Merchants' Exchange building, California street, near Montgomery; rooms 208-209. Phone Bush 508.

State of Ohio, City of Toledo,
Lucas County—ss.

Frank J. Cheney makes oath that he is senior partner of the firm of F. J. Cheney & Co., doing business in the City of Toledo, County and State aforesaid, and that said firm will pay the sum of ONE HUNDRED DOLLARS for each and every case of Catarrh that cannot be cured by the use of Hall's Catarrh Cure. FRANK J. CHENEY.

Sworn to before me and subscribed in my presence, this 6th day of December, A. D. 1886.

(Seal.) A. W. GLEASON,
Notary Public.

Hall's Catarrh Cure is taken internally, and acts directly on the blood and mucous surfaces of the system. Send for testimonials free.

F. J. CHENEY & CO., Toledo, O.

Sold by all Druggists, 75c.

Take Hall's Family Pills for constipation.

Strange Craft.

No stranger ships ever sailed the seas than those that now cruise back and forth on the arid plains and mountain peaks of the West, carrying their lakes with them, tearing up productive orchards, waving fields of grain and stretches of desert sand, and leaving in their wake bald and naked heaps of bowlders that must forever remain unproductive and utterly barren. Stranger than any flights of fancy emanating from the busy brains of novelists and romancers, are these creations of modern mining engineers—the gold ships of the plains. More destructive than any old-time buccaneering vessels of the Spanish main, more richly laden than any galleons that ever crossed the seas, they sail the sands of the great American Desert. Ten years ago the first gold dredge was introduced into the United States, but with indifferent success. Three years later the first conspicuously successful craft of the kind was put in commission in the country. Its field of operation was an olive orchard in California. It created its own river and opened up a new era in placer mining. There are now not far from 150 such craft in operation in the United States. Each one of these irretrievably destroys from half an acre to one acre of land in a month. This means that a total of more than 1,000 acres is worked over every year. To offset this destruction, however, is an addition of many millions of dollars to the world's gold production.

To transport one of these huge amphibious monsters, 100 feet long, and weighing many hundreds of tons, across the plains and sometimes over lofty mountain ranges, would be a hopeless undertaking. The machinery and iron work are carried by rail and burro to the place desired. Then, wherever that place may be, whether far out on the sun-baked plains or in some deep valley girt by snow-capped mountains, with no navigable lake, sea or river within a distance of 1,000 miles, dock yards are built for the construction of these ships, that sail on land. Probably there is an irrigating ditch at no great distance. If not, one is dug, or water is brought down from the mountains in a flume. Then it begins to dig. Soon it has excavated a hole, throwing a great pile of earth and rocks up behind. Deeper and deeper it burrows, until the underflow of the valley seeps in and floats it. Then it begins its slow and deliberate journey, carrying its manufactured lake with it. One observer has described a gold dredge as a combination of a river steamer, derrick and man-of-war.

The buckets do the work of nearly 3,000 men and a dozen horses. Every minute they scoop up a quarter of a million pounds of sand and gravel ready for washing. A thoroughly up-to-date gold dredge is lighted with electricity and operated by two forty-five or fifty-horse power electric motors. One of this type cost about $100,000. Operating expenses are comparatively light, running in the neighborhood of $30 a day. The cost of handling the soil and rocks is less than five cents a ton, so that, if the average is three-fourths of a cent in gold to the cubic foot, the refuse can be washed with a tempting margin of profit. In the Oroville valley of California more than thirty gold boats are now in operation, transforming the orchards of that region into desolate wastes. A five-year-old orange grove is worth $1,000 an acre; but in the Oroville valley that amount is an altogether insignificant fraction of the profit to be gained by ripping out the trees and dredging for gold.—Brooklyn Eagle.

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, - - - - - APRIL 11, 1906.

ROOSEVELT INSULTS THE WEST.

Whereas, President Roosevelt, in his reply to the Memorial recently presented to him by the American Federation of Labor, referring to the subject of Chinese Exclusion and the charge made by the representatives of organized labor that the proposed modification of the Chinese Exclusion Act would result in admitting to the United States considerable numbers of Chinese now excluded by the present law, said:

"There is no appreciable influx of Chinese laborers, and there is not the slightest or most remote danger of any. The whole scare that has been worked up on the subject is a pure chimera. It is my deep conviction that we must keep out of this country every Chinese laborer, skilled or unskilled—every Chinese of the coolie class. This is what the proposed law will do. It will be done as effectively as under the present law, and the present law is being handled with the utmost efficiency. But I will do everything in my power to make easy and desirable for the Chinese of the business and professional classes, the Chinese travelers and students, to come here, and I will do all I can to secure their good treatment when they come, and no laboring man has anything to fear from that policy."

Therefore be it

Resolved, by the Japanese and Korean Exclusion League of San Francisco, that, while we recognize the substantial correctness of the statement regarding the decrease in the number of Chinese in the United States, as compared with the period anterior to the passage of the Exclusion laws, we dissent from the President's inference that that condition will continue in event of the passage of the proposed "modification" legislation, and declare our conviction, based upon long experience, that said condition—i. e., the decrease in the number of Chinese in the United States—is due primarily, and indeed solely, to the Exclusion laws and the effective enforcement thereof; further

Resolved, That we deplore the sentiment and language of the President, intended to belittle the gravity of Chinese immigration and to impugn the motives of those who would protect themselves and their country from such immigration; further

Resolved, That we reiterate our sense of danger from Chinese immigration and our conviction that such danger can be obviated only by continued maintenance of the existing Exclusion Act and its strict enforcement, which Act and the enforcement thereof, while preventing the admission to the United States of all classes of Chinese labor, works no discrimination, indignity or hardship upon any Chinese person of the "exempt classes"; further

Resolved, That a copy of these resolutions be forwarded to President Roosevelt and the representatives of California in the Congress of the United States.

The daily press has spared no words in expressing its admiration of President Roosevelt's reply to the Memorial recently presented to him by the American Federation of Labor. Next to the "statesmanship, dignity and vigor" exemplified by the President's remarks, the "firm and comprehensive grasp of public affairs" seems to have excited the greatest admiration among the newspapers. An impartial study of the reply fails to reveal the basis of all this laudation, unless we take mere bluntness for firmness and mere assertion for comprehensiveness. An honest judgment, formed in the ordinary understanding of the language used, must be that the President displayed entire ignorance of the subjects presented in the Memorial; the only alternative from this judgment is that the President purposely evaded the issue.

In hardly a single instance did the President meet the issue presented to him. The real source of the admiration expressed by the newspapers lies in the note of defiance that sounds clear through the President's reply. The newspapers are pleased with the spectacle of a high public official who won't "truckle to labor," and who by his tone and manner gives a certain amount of point to sentiments which, when uttered by themselves, fall flat as so much platitude. In plain fact, President Roosevelt's reply was in the nature of a scolding; in some respects it was even worse than that. In his allusion to Chinese Exclusion the President offered a direct, although it is to be hoped unthinking, insult to the great majority of the people, particularly those of the West. The President's language in this connection is capable of but one construction, namely, as intended to cast discredit upon the motives and contempt upon the intelligence of those who oppose the movement to "modify" the Exclusion laws. The President asserts that the "whole scare" that has been "worked up" is a "pure chimera." In other words, those who speak of the dangers inhering in such measures as the Foster bill are so many fakers engaged in fabricating a false conception ("working up a chimera," is perhaps the better term), and the people who take stock in that conception are so many greenhorns at a county fair! The American people have long been aware of the decreasing numbers of Chinese in the United States; they know the cause of that condition, and they are determined that both that cause and that condition shall continue. The people are also convinced that the "modification" measures now before Congress would, by altering the condition that has resulted in the decrease of Chinese, create an opposite tendency and lead to an increase of that race. If this be "pure chimera," it follows that the history of Chinese immigration to the United States during the past fifty years is a work of imagination, that the vast army of Chinese which in the past has landed on these shores was an army of ghosts. In the judgment of President Roosevelt, the people of the West have been "seeing things" all these years; even to-day the man who sees a Chinaman may ascribe the fact—or rather, the "chimera"—to something he has been taking!

It remains to be said, however, that the public delusion upon this score is too general to be dissipated by a breath, even though it be that of President Roosevelt. When a whole nation falls under a spell, a wise man will try to humor, rather than force, it. The defenders of the Exclusion policy are just as anxious as the President can be that all persons, of the Chinese or other nationality, who are entitled to enter the country shall be treated fairly. But they are equally determined that the law shall not be altered so as to give the right of entrance to any one who may declare himself entitled to that right. There must be examination and proof of that right, and the burden of proof must rest upon the claimant. Herein lies the sole difference between the position of the American people and that of President Roosevelt.

President Roosevelt's language indicates that he has grown too great—upon what meat we know not—for even the high office which he occupies. He has yet to learn that no man ever grew great enough upon any meat to flout the people with impunity. Therefore the foregoing resolutions, adopted by the Japanese and Korean Exclusion League, of San Francisco.

A WOULD-BE BUCKO.

Captain Dedrick, of the American barkentine Kolhala, now at Aberdeen, Wash., from Champerico, Central America, is charged by his crew with ill-treatment of a character savoring of the traditional buckoism. According to the information at hand, the crew of the Kolhala, while discharigng cargo in Champerico, were ordered to keep anchor-watch, and because they objected to this order on the ground that the nature of their labor during the day necessitated the employment of a watchman, they were placed in irons and confined in the hold, besides being deprived of food and other requirements of nature. It is also charged that Captain Dedrick kicked one member of the imprisoned crew in the face while the latter was in a helpless condition, and hung another man over the side in irons, with the avowed purpose of "making him squirm." These charges have been presented to the Federal authorities at Seattle, and everything possible will be done by the complaining seamen, supported by the Sailors' Union, to bring the would-be bucko to justice.

The reputation of Captain Dedrick among those who know him is bad, so bad that his vessel is avoided by seamen, with the natural result that he is frequently compelled to ship green men. A crew thus composed is not conducive to good temper on the part of a shipmaster; but in Dedrick's case the fault is entirely his own. The latter seems to be a survival of the class of ships' officers who made the American ship a synonym for hell and the American flag a symbol of tyranny more abhorrent than that of the skull and crossbones. Fortunately for the good name of the country, as well as for the health of the seamen, that class has grown smaller and beautifully less, until to-day it is largely an unpleasant memory. Here and there a reincarnation of that class crops up, as in the case of Captain Dedrick, but these are the exceptions to the rule. Shipmasters and other "superior officers" have not yet arrived at an ideal state of conduct, but they have learned to keep their hands off the seaman and to depend mainly upon decent treatment as a means of securing respect for their authority. That lesson has been a hard one in some instances, but it has been learned, even by some of the hardest cases that ever swung a belaying-pin. Evidently Captain Dedrick has yet to learn this lesson; that he will do so in time is a certainty—in fact a cinch. Either that, or he will have to quit the Coast. There is no room among the maritime fraternity of these parts for an anachronism from the period of "knock down and drag out."

Demand the label of the United Brewery Workmen's Union (printed in red and affixed to bottles and kegs) when indulging in the amber refreshment. Beers that do not bear the label are brewed by non-union men.

Read the "We Don't Patronize" list, on page 9 of this issue, and withhold your patronage from the concerns therein noted.

A POOR "PROTEST."

A so-called protest meeting, ostensibly in the interest of the accused Western Federation officials, was held at San Francisco last Sunday. The wageworkers (who had been "commanded" by organized labor—i. e., by the Socialists—to attend) were present in large numbers. Speeches were made, in which the "capitalist conspiracy" was duly denounced and the Army and Navy challenged to mortal combat. Resolutions were adopted, in which "we, the workingmen" declared their "full knowledge" of the innocence of the accused men and condemned the arrest of Moyer, Haywood and Pettibone as an "open declaration of war against the working class," demanding that the latter be "set free without further delay," that the Mine Owners' Association, the Governors of Colorado and Idaho and the Pinkerton thugs be "brought to the bar of justice," and serving notice upon the ruling class that "if a hair be scathed on the heads of Moyer, Haywood, Pettibone and St. John we shall consider such a crime an act of open war upon the working class, and will act accordingly." Of course, the "Marseillaise" was sung by the Mannerchoir. The meeting then resolved itself into a parade, marched to the center of the city, hoisted the red flag on a public fountain—and ended in a riot. Heads were cracked, some by the official billy, others by the proletarian potsherd. The proceedings were brought to a close by the arrest of a large number of the "audience." It is difficult to understand just how these sayings and doings can help the cause of those in whose interest they are supposed to be said and done. For our own part, we think the hostility of the mineowners and their "capitalist allies" less dangerous than the kind of friendship (?) thus exemplified. Organized labor of San Francisco, represented by the Labor Council, repudiated the meeting beforehand and by a large vote refused to send a representative to it. The City Front Federation followed a similar course. The meeting was obviously a political move. As such neither the meeting, the resolutions nor the riot bear any significance, other than as the natural results of the irresponsible conduct of so many politicians posing in the name of "labor."

The Daily Evening News, of San Francisco, in its report of the action taken by the Labor Council of that city, in refusing to send a speaker to the "protest" meeting on behalf of Moyer, Haywood and Pettibone, says that several speakers denounced the Western Federation of Miners' leaders as "political adventurers." Nothing of the kind took place. On the contrary, the unfortunate men in question, who are personally known to some of the Labor Council delegates, were referred to in the warmest and most respectful manner. The Evening News simply lies about the matter; that's all. In this, as in other instances, the sheet referred to has resorted to misrepresentation—to use a very mild term—for the purpose of discrediting the trade-unionists, with the ulterior object of advancing the cause of "labor politics." Well, the cause that can be furthered by such methods can't be a very good cause, after all.

Every demand for the union label is another nail in the coffin of the sweatshop system. Get busy with your hammer!

For fair products of all kinds see the Journal's ad. columns.

The Treaty of Chinatown—"An agreement between the societies known as the On Leong Tong and the Hip Sing Tong to insure peace and goodwill among the Chinese of Greater New York"—was drawn up and formally agreed to to-day before Justice Warren W. Foster, of the Court of Special Sessions, who acted as arbitrator.

The treaty will be signed with much pomp and ceremony next Tuesday. If the warring factions live up to the terms of the agreement it will mean the end of a reign of terror in Chinatown, in the darkened recesses of whose mysterious buildings murders and other crimes have been of almost weekly occurrence, and where occasionally the never-sleeping enmity of the feudists has flared out in pitched battles of the street.

Gambling is to be eschewed, no deadly weapon is to be bought or accepted as a gift, and every difference of opinion is to be promptly taken to the Chinese Consul for settlement.

The agreement consists of ten articles. Each society is to give a bond in the sum of $1000, to be forfeited through any act of violence on the part of its members.—Press dispatch.

Behold the methods by which the "yellow peril" is met in the East. Of course, any other kind of peril might be met in the same way. But no one thinks of making a "treaty" with the Irish, the Dutch or the Dagoes when these classes show a disposition to settle their disputes between themselves. Only the Chinese are thus treated as a sovereign entity within the jurisdiction of the United States. After all, no fault can be found with the people of the East in this connection; they are consistent enough in their treatment of the Chinese as a race that is not amenable to ordinary methods of enforcing the law. The inconsistency of our Eastern friends lies in their opposition to Western sentiment in favor of excluding these unamenables.

Japan, there is reason to fear, has a case of that exalted emotion sometimes designated as the big head. She does not get a view that gives her any exact idea of herself. That she was too much for Russia will have to be acknowledged, but that Russia, afloat and ashore, was decadent is a fact that is considered everywhere but in Japan. To contemplate instructions for the reform of the English Army, in order that the Anglo-Japanese alliance shall not receive from the Brownies of the Orient its chief element of strength, approaches a climax of presumption. Japan must be careful lest the credit given to her for unprecedented development disappear in a tendency to regard her as an impertinent youngster in the family of nations.—Philadelphia Public Ledger.

It is gratifying to note that the Public Ledger is "getting on to itself." The recent attitude of that and other "great dailies" toward the Brownies of the Orient has been inevitably calculated to increase the cranial circumference of the said B. Os. The impertinence of the Japs isn't due so much to their victory over the Russian Tartars as to the attitude, part grovel and part glorification of the press and politicians in Europe and the United States. In proportion as the latter recover their own heads the Jap swelling will diminish to its previous, and proper, dimensions.

The conference between Seamen and Longshoremen, recommended by the last convention of the American Federation of Labor, for the purpose of finally adjusting the differences between these organizations, will meet at Erie, Pa., on the 18th inst. Andrew Furuseth and W. Macarthur will represent the Seamen, and Henry C. Barter and A. Madsen will represent the Longshoremen. The membership of both organizations will watch the conference with interest and the profound wish that its labors may result in enduring peace and fraternal feeling between the two crafts.

For fair products of all kinds read the Journal's ad. columns.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., Apr. 3, 1906.
Shipping dull; prospects better.
Wm. H. Frazier, Secretary.
1½A Lewis st.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Apr. 9, 1906.
Regular weekly meeting was called to order at 7:30 p. m., E. A. Erickson presiding. Secretary reported shipping good. The Shipwreck Benefit was ordered paid to seven members of the crew of the wrecked steam-schooner Newsboy. Members are urged to attend the regular meetings held at Headquarters and Agencies on April 16, as questions of importance will be voted upon. The Quarterly Finance Committee reported having found books, bills and cash on hand and in banks and all matters pertaining to the Union's finances correct.
E. Ellison, Secretary pro tem.
S. W. cor. East and Mission sts. Tel. Main 5397.

Tacoma Agency, Apr. 1, 1906.
Shipping fair; prospects good. Men very scarce.
H. L. Petterson, Agent.
3004 McCarver st. Tel. Main 808.

Seattle Agency, Apr. 2, 1906.
Shipping fair.
P. B. Gill, Agent.
1312 Western ave. P. O. Box 65. Tel. James 3031.

Port Townsend Agency, Apr. 2, 1906.
No meeting; no quorum. Shipping brisk; prospects fair.
Wm. Thorbeck, Agent.
114 Quincy st. P. O. Box 48. Tel. 443.

Aberdeen Agency, Apr. 2, 1906.
Shipping brisk.
Wm. Gohl, Agent.
P. O. Box 334. Tel. 225.

Portland (Or.) Agency, Apr. 2, 1906.
Shipping medium; prospects fair.
Chas. Bock, Agent.
40 Union ave. Tel. East 4912.

Eureka Agency, Apr. 2, 1906.
No meeting; no quorum. Situation unchanged.
C. Sorensen, Agent.
222 C street. P. O. Box 327. Tel. Main 566.

San Pedro Agency, Apr. 2, 1906.
Shipping and prospects fair.
Harry Ohlsen, Agent.
P. O. Box 2380. Tel. Main 774.

Honolulu (H. T.) Agency, Mar. 26, 1906.
Shipping dull; prospects uncertain.
C. Coldin, Agent.
Cor. Queen and Nuuanu sts. P. O. Box 96.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, Apr. 5, 1906.
Regular weekly meeting was called to order at 7:30 p. m., Eugene Burke in the chair. Secretary reported shipping fair. The final refusal of the Steamship Association of San Francisco not to grant any increase of wages, was referred to Grievance Committee for further action. The Quarterly Finance Committee was elected.
Eugene Steidle, Secretary.
54 Mission st.

Seattle (Wash.) Agency, Mar. 29, 1906.
No quorum; no meeting. Shipping medium.
Leonard Norkgauer, Agent.

San Pedro (Cal.) Agency, Mar. 29, 1906.
Shipping slack.
Chas. M. Dawson, Agent.

FISHERMEN'S PROTECTIVE UNION OF THE PACIFIC COAST AND ALASKA.

Headquarters, San Francisco, Apr. 6, 1906.
Regular weekly meeting was called to order at 8 p. m., Ed. Andersen presiding. Secretary reported that the Columbia River Fishermen's Protective Union in their regular meeting, held April 3, unanimously adopted the Constitution of the United Fishermen of the Pacific.
I. N. Hylen, Secretary.
9 Mission st.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Ill., Apr. 2, 1906.
General condition fair.
Val. Duster, Secretary pro tem.
123 North Desplaines st.

MARINE COOKS AND STEWARDS OF THE GREAT LAKES.

Headquarters, Buffalo, N. Y., Mar. 27, 1906.
Situation quiet. Officers were declared elected for the ensuing term.
E. E. Turner, Secretary pro tem.
55 Main st.

On the Great Lakes.

(Contributed by the Lake Seamen's Unions.)

Cooks' Agreement, 1906.

This Agreement, made and entered into at the city of Detroit, Mich., March 29, 1906, by and between the Lake Carriers' Association, a corporation of the State of West Virginia, by its Executive Committee, duly authorized, and the Marine Cooks' and Stewards' Union of the Great Lakes, by their duly authorized representatives; Witnesseth as follows:

Section 1. This Agreement is made for the year commencing April 1, 1906, to April 1, 1907, on the Great Lakes for all vessels enrolled or hereafter enrolled in the Lake Carriers' Association.

Section 2. It is understood and agreed that vessels covered by this Agreement shall carry members of the Marine Cooks' and Stewards' Union in the following capacities: First cook, second cook, porter and waiter, as follows:

Boats of 4,000 gross tons and over, Government register, shall carry a porter when in commission. Boats of less than 4,000 gross tons, Government register, shall carry a porter when they have three passengers or more on board.

All boats carrying porters permanently during the season of 1905, shall carry porters permanently during the season of 1906.

Section 3. It is agreed that the Marine Cooks' and Stewards' Union, as aforesaid, is to furnish cooks to all vessels covered by this contract under the terms and conditions hereof, to the utmost of their ability, which they hereby undertake and agree to do. In the event that such union is unable at any time to promptly furnish sufficient and competent union men called for by the Shipping Master of the Lake Carriers' Association, the captain of the vessel for which such men may be required, may ship non-union men to fill such shortage for not longer than the ensuing round trip, and such non-union men shall not be disturbed before the expiration of their term of shipment.

Section 4. It is distinctly understood and agreed that all men working under this contract shall observe and perform and execute faithfully, promptly and cheerfully all orders given by the captain or his executive officers.

Section 5. It is further understood and agreed that no union man shipping on any boat covered by this contract for the trip shall desert the ship before the round trip is completed, and in case he does so desert before the trip is completed the captain shall report such desertion to the Shipping Master of the Lake Carriers' Association, who shall in turn report it to the officers of the Marine Cooks' and Stewards' Union, aforesaid. Such deserter shall not be again employed under this contract within thirty days thereafter.

It is further understood and agreed that in cases wherein a man is suspended by his union for any cause, his union book shall be taken from him and not returned to him until the full time of his suspension has expired.

Section 6. It is further agreed that all requisitions for men to be furnished under this contract shall be made by the officers of the vessels covered hereby to the Shipping Master of the Lake Carriers' Association or his assistants at the port nearest to which such vessel is lying, and such Shipping Master shall in turn make requisition on the shipping officers of the Marine Cooks' and Stewards' Union for all such men, and if any transportation is required to get the men to the vessel, the same shall be furnished by the Shipping Master of the Lake Carriers' Association, the shipping officers of the Marine Cooks' and Stewards' Union guaranteeing that men so furnished with transportation will ship and serve for the trip on the boats to which the same have been assigned.

Nothing in this article shall prevent or prohibit the master or other officers of a vessel shipping union men who may apply to him for a job as heretofore.

Stewards shall be allowed a reasonable time to fit out before feeding the crew.

Proper sleeping accommodations shall be provided for the kitchen crew.

All boats with passenger dining rooms aft shall carry a waiter while carrying passengers.

Section 7. All men furnished under and pursuant to this contract must be satisfactory to the captain of the vessel on which it is proposed to ship them.

Section 8. It is understood that the said Marine Cooks' and Stewards' Union agrees that it will at all times use its best efforts, and so far as possible guarantee a sufficient number of men to carry out this contract, to the satisfaction of the Lake Carriers' Association; and further, that the said Marine Cooks' and Stewards' Union will not order or allow its members to go on a strike for any cause.

Section 9. In the event of any differences arising between the two parties hereto as to the meaning or intent of any part of this contract, the men shall continue to work and said differences shall be arbitrated in the usual way within thirty days.

Wage Scale.

Subject to the foregoing terms and conditions, the members of the Marine Cooks' and Stewards' Union of the Great Lakes do hereby agree to the following scale of wages for the season of 1906 and agree to accept and abide by such scale of wages and carry out this contract for the entire season ensuing, and the vessels of the Lake Carriers' Association shall pay said scale of wages.

Section 1. Chief cooks on all vessels of 4,000 gross tons and over, Government register, shall receive wages at the rate of eighty ($80.00) dollars per month.

Section 2. Chief cooks on all vessels of less than 4,000 gross tons, Government register, shall receive wages at the rate of seventy ($70.00) dollars per month.

Section 3. Second cooks and waiters on all vessels where carried shall receive wages at the rate of thirty ($30.00) dollars per month to the first day of October, and at the rate of thirty-seven dollars and fifty cents ($37.50) from the first day of October to the close of navigation.

Section 4. Porters on all vessels where carried shall receive wages at the rate of twenty-five ($25.00) dollars per month to October 1, and at the rate of thirty-five ($35.00) dollars per month from the first day of October to the close of navigation, except on package freight boats, who shall receive the same pay as second cooks.

Section 5. It is distinctly understood and agreed that passenger vessels shall carry union men whenever the same can be obtained satisfactory to the chief steward, at the rate of wages agreed upon between such chief steward and the men so employed.

It is also specially understood and agreed that no part of this agreement and contract, except the last foregoing clause, shall have any application to, or be binding upon passenger vessels or tugs, and that each passenger vessel or line may make its own agreements separately with its cooks, stewards and porters according to the peculiar needs and conditions of each line or vessel as they may see fit.

Section 6. Cooks on tow-barges shall receive the same wages as the seamen on the same barges.

Section 7. It is further agreed that on tow-barges of a carrying capacity of 2,500 tons or less, the captain may carry his wife as cook, and on steam barges of all classes the cook may carry his wife as second cook.

In witness whereof, the Lake Carriers' Association, by its Executive Committee as aforesaid, has caused this contract to be made and subscribed on its behalf, and the said Marine Cooks' and Stewards' Union of the Great Lakes has caused this agreement to be subscribed and entered into on its behalf by its representatives, whose names are also hereunto subscribed, at the city of Detroit, the day and year as above written.

(Signed) Lake Carriers' Association.
(Signed) Marine Cooks' and Stewards' Union.

Bulk-Freighter Launched.

The bulk-freighter Harry Coulby was launched at Wyandotte, on March 24. Captain Ralph J. Lyons of Lorain, who will sail the vessel for the Lyman C. Smith Transit Company, attended the launch. He will have Wesley Rinn as first-mate and E. Hall as chief-engineer. The boat will be ready when navigation opens. She is 569 feet over all, 549 feet keel, 56 feet beam and 31 feet deep. She will have thirty-four hatches, spaced twelve-foot centers. The Coulby will have triple expansion engines with cylinders twenty-four, thirty-nine and sixty-five inches, with forty-two-inch stroke. Two Scotch boilers fifteen feet four inches in diameter and eleven and a half feet long will furnish the steam. The boilers, which will be allowed 180 pounds pressure, will be fitted with the Ellis and Eaves draft. The Coulby will be an up-to-date freighter in every respect, and will have all modern appliances for handling ship and cargo. The new boat will cost about $425,000.

The little iron passenger steamer Mascotte, a familiar craft on the Detroit River and formerly at the Soo, has been sold by the Delray and Belle Isle Ferry Company to Houghton and Duluth parties. The operating company has not been formed, but the new owners include Captain Walter Lloyd and Captain Bert Roberts, of Houghton, and Captain John Wright, of Duluth. The Mascotte will be operated on Portage Lake, and will also make trips to L'Anse, and Lake Linden and to Huron Islands. Captain Roberts will be master, and Captain Lloyd will manage the boat. Last season the Mascotte ran between the Sandusky and Cedar Point resorts.

Demand the union label on all products!

Breeches-Buoy on Ship.

Following out the recommendations of the Supervising Inspectors at their recent Washington meeting, and feeling the need of it by actual experience, Captain James Travis, master of the steamer Jesse Spalding, has decided to equip that boat with a breeches-buoy rigged between her two spars.

The need for a breeches-buoy on a steamboat was never better exemplified than during the Spalding's trip from the Soo to Ashland last fall. The wreck of the steamer Mataafa, where men lost their lives in plain sight of the shore, also brought out its need. If the Mataafa had been so equipped it is probable that none would have been lost when she went on the beach.

The Spalding lived through the awful gale without even starting the paint in the interior of her hull, but it took her nearly three days to make from Whitefish Point to Ashland, and there were forty-eight hours of this time that the forward crew could not go aft to get food. They were deprived of both food and sleep. With the breeches-buoy it is thought this will never happen again.

The waves washed over the Spalding as if she were a canoe. As each big sea struck her upper works the intense cold froze the water so hard that the wheelsman had trouble in keeping a lookout, and the master had only one little window from which to watch for possible dangers. He, like the others at the forward end, could not think of going aft for a bite to eat. The decks were awash and giant billows swept across continually.

New Rules for Life-Savers.

The crew of the Milwaukee Life-Saving station, under command of Captain Ingar Olson, went into commission at midnight, March 31. New orders regarding privileges to be allowed the men have been received by Captain Olson. It has been the custom to allow the men only about twelve hours on their day off. The day was supposed to begin at sunrise and end at sunset. According to new instructions, twenty-four hours' leave will be given the Life-Savers. They will leave at sunrise one day and return at the same hour the following.

One exception is noted to the order. In cases of new men, not acquainted with the various drills, leave shall not be allowed until after drill hour. Their day, therefore, will commence about 8:30 o'clock in the morning, when they will have completed their work of launching the surf boat, fire drill, or other similar stunts under the supervision of the captain.

The old regulation regarding leave was enforced so that all members of the crew might be at hand in case of a sudden call during the night. It is believed now that this is hardly necessary, and the new order has been issued accordingly.

Plans for New Steamer.

Plans for the new D. and C. steamer have been adopted by the directors and submitted to three Lake shipyards. Designer Kirby has made some changes from the first plans. The final plans are for two stacks instead of one, arranged fore and aft. This is to help in providing gangway space for handling freight. A novel feature will be a steadying tank of 100 tons' capacity, to steady the vessel in seas while running light. Power has been increased from 6,500 to 7,000 horse power. Full power can be utilized only between Put-in-Bay Islands and Cleveland, where water is deep. The boat will make twenty miles an hour. About twenty more state-rooms have been gained in working out detailed plans, and a total of 350 rooms is now included. Mr. Kirby says that the yards should have no difficulty in finishing the steamer for the season of 1907 if the material can be procured from the iron and steel mills.

The option of the Rochester and Ogdensburg Navigation Company on the C. and T. line steamer State of New York expired recently, but it was extended until a later date and if the easterners do not make good on or before that day the deal will be declared off. Superintendent Schantz says the company has three applications from Lake Michigan companies, all of whom want to charter the boat.

INFORMATION WANTED.

Clarence Elmer Pederson, who was in the United States Navy two years ago, will please communicate with the Lake Seamen's Union, 121 N. Desplaines street, Chicago, Ill.

Carl Knudsen, No. 6212, will please communicate with his brother, Bernt Knudsen, 92 South Halstead street, Chicago, Ill.

Robert Reesor, No. 5174, Lake Seamen's Union, will please write his brother, George Reesor, 103 Fuller street, Toronto, Ont., Canada.

Geo. T. Hurley, No. 13,845, Lake Seamen's Union, will please write his mother, Mrs. Maria Hurley, 198 Georgia street, Buffalo, N. Y.

Comrade Oscar Lavett, No. 7347, Lake Seamen's Union, last heard of in Buffalo, N. Y., in October, 1903. Please send information or address to Thos. A. Hanson, Treasurer Lake Seamen's Union, 121 N. Desplaines street, Chicago, Ill.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS

LAKE SEAMEN'S UNION

(Lakes District International Seamen's Union of America.)

121 and 123 North Desplaines Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, WIS.....133 Clinton Street
Telephone 240 South.
BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.....87 Bridge Street
Telephone 552.
CLEVELAND, O.....171 East River Street
Telephone Bell Main 1295.
TOLEDO, O.....719 Summit Street
Telephone Black 6981.
NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES.

DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3724.
ASHLAND, WIS.....515 East Second Street
Ashland Phone 1563.
SUPERIOR, WIS.....1721 North Third Street
Telephone, Old Phone, 4428 L.
BAY CITY, MICH.....919 North Water Street
OGDENSBURG, N. Y.....94 Hamilton Street

SUB-AGENCIES.

MANITOWOC, WIS.....809 South Eighth Street
ERIE, PA.....107 East Third Street
Telephone Bell 599 F.
CONNEAUT HARBOR, O.....992 Day Street
SOUTH CHICAGO, ILL.....9142 Macklnaw Avenue
Telephone 1944 South Chicago.
SANDUSKY, O.....1107 Adams Street
PORT HURON, MICH.....931 Military Street

HOSPITALS AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.
CHICAGO, ILL.; DETROIT, MICH.; CLEVELAND, O.

RELIEF STATIONS.

Ashtabula Harbor, O.	Manitowoc, Wis.
Buffalo, N. Y.	Marquette, Mich.
Duluth, Minn.	Milwaukee, Wis.
Erie, Pa.	Saginaw, Mich
Escanaba, Mich.	Sandusky, O.
Grand Haven, Mich.	Sault Ste. Marie, Mich.
Green Bay, Wis.	Sheboygan, Mich.
Houghton, Mich.	Sturgeon Bay, Wis.
Ludington, Mich.	Superior, Wis.
Manistel, Mich.	Toledo, O.

We Don't Patronize.

FOOD AND KINDRED PRODUCTS.

Bread—McKinney Bread Company, St. Louis, Mo.; National Biscuit Company, Chicago, Ill.
Cigars—Carl Upman, of New York City; Kerbs, Wertheim & Schiffer, of New York City; The Henry George and Tom Moore.
Flour—Washburn-Crosby Milling Co., Minneapolis, Minn.; Kelley Milling Co.; Kansas City, Mo.
Groceries—James Butler, New York City.
Meats—Kingan Packing Company, of Indianapolis, Ind.
Pipes—Wm. Demuth & Co., New York.
Tobacco—American and Continental Tobacco Companies.

CLOTHING.

Buttons—Davenport Pearl Button Company, Davenport, Iowa; Krementz & Co., Newark, N. J.
Clothing—N. Snellenberg & Co., Philadelphia, Pa.; Clothiers' Exchange, Rochester, N. Y.; Strawbridge & Clothier, Philadelphia, Pa.; Blauner Bros., New York.
Corsets—Chicago Corset Company, manufacturers Kabo and La Marguerite Corsets.
Gloves—J. H. Cownie Glove Co., Des Moines, Iowa; California Glove Co., Napa, Cal.
Hats—J. B. Stetson Company, Philadelphia, Pa.; E. M. Knox Company, Brooklyn, N. Y.
Shirts and Collars—United Shirt and Collar Company; Troy, N. Y.; Van Zandt, Jacobs & Co., Troy, N. Y.; Cluett, Peabody & Co., Troy, N. Y.; James R. Kaiser, New York City.
Shoes—Harney Bros., Lynn, Mass.; J. E. Tilt Shoe Co., Chicago, Ill.
Suspenders—Russell Mfg. Co., Middletown, Conn.
Textile—Merrimac Manufacturing Co. (printed goods), Lowell, Mass.
Underwear—Oneita Knitting Mills, Utica, N. Y.
Woolens—Hartford Carpet Co., Thompsonville, Conn.; J. Capps & Son, Jacksonville, Ill.

PRINTING AND PUBLICATIONS.

Bookbinders—Geo. M. Hill Co., Chicago, Ill.; Boorum & Pease Co., Brooklyn, N. Y.
Newspapers—Philadelphia Democrat, Philadelphia, Pa.; Hudson, Kimberly & Co., printers, of Kansas City, Mo.; W. B. Conkey Co., publishers, Hammond, Ind.; Times, Los Angeles, Cal.; Philadelphia Inquirer.

POTTERY, GLASS, STONE, AND CEMENT.

Pottery and Brick—J. B. Owens Pottery Co., of Zanesville, Ohio; Northwestern Terra Cotta Co., of Chicago, Ill.; C. W. Stine Pottery Co., White Cottage, Ohio; Harbison-Walker Refractory Co., Pittsburg, Pa.; Utica Hyrraulic Cement and Utica Cement Mfg. Co., Utica, Ill.

MACHINERY AND BUILDING.

Carriage and Wagon Builders—S. R. Baily & Co., Amesbury, Mass.; Hassett & Hodge, Amesbury, Mass.; Carr, Prescott & Co., Amesbury, Mass.
General Hardware—Landers, Frary & Clark, Aetna Company, New Britain, Conn.; Kelsey Furnace Company, Syracuse, N. Y.; Brown & Sharpe Tool Company, Providence, R. I.; Russell Cutlery Company, Turner's Falls, Mass.; Atlas Tack Company, Fairhaven, Mass.; Henry Disston & Co., Philadelphia, Pa.; American Hardware Co. (Russell & Erwin Co. and P. & F. Corbin Co.) New Britain, Conn.; Merritt & Company, Philadelphia, Pa.
Iron and Steel—Illinois Iron and Bolt Company, of Carpentersville, Ill.; Carborundum Company, Niagara Falls, N. Y.; Casey & Hedges, Chattanooga, Tenn.; Gurney Foundry Company, Toronto, Ont.; Sattley Manufacturing Company, Springfield, Ohio; Page Needle Company, Franklin, N. H.; American Circular Loom Company, New Orange, N. J.; Payne Engine Company, Elmira, N. Y.; Lincoln Iron Works (F. R. Patch Manufacturing Company), Ruthland, Vt.; Erie City Iron Works, Erie, Pa.; David Maydole Hammer Co., Norwich, N. Y.; Singer Sewing Machine Co., Elizabeth, N. J.; National Elevator and Machine Company, Honesdale, Pa.; Pittsburg Expanded Metal Co., Pittsburg, Pa.; Peckham Manufacturing Company, Kingston, N. Y.; American Hoist and Derrick Co., St. Paul, Minn.; Thos. E. Gleeson, East Newark, N. J.
Iron, Architectural—Geo. L. Meskir, Evansville, Ind.
Stoves—Germer Stove Company, Erie, Pa.; "Radiant Home" Stoves, Ranges, and Hot Air Blast, Erie, Pa.; Wrought Iron Range Co., St. Louis, Mo.

WOOD AND FURNITURE.

Bags—Gulf Bag Company, New Orleans, La., branch Bemis Brothers, St. Louis, Mo.; H. B. Wiggins' Sons Co., Bloomfield, N. J.
Baskets—Williams Manufacturing Company, Northampton, Mass.
Brooms and Dusters—The Lee Broom and Duster Company, of Davenport, Iowa; M. Goellers' Sons, Circleville, Ohio; Merkle-Wiley Broom Co., Paris, Ill.
Carriages—Crane, Breed & Co., Cincinnati, Ohio.
Cooperage—Northwestern Cooperage and Lumber Company (otherwise known as the Buckeye Stave Company), of Ohio, Michigan, and Wisconsin; Elgin Butter Tub Company, Elgin, Ill.; Williams Cooperage Company and Palmer Manufacturing Company, Poplar Bluff, Mo.
China—Wick China Company, Kittanning, Pa.
Furniture—American Billiard Table Company, Cincinnati, Ohio; Brumby Chair Company, Marietta, Ga.; O. Wiser Piano Company, Brooklyn, N. Y.; Krell Piano Company, Cincinnati, Ohio; N. Drucker & Co., Cincinnati, Ohio; St. Johns Table Company, St. Johns., Mich.; Grand Rapids Furniture Manufacturing Association, Grand Rapids, Mich.; Derby Desk Co., Boston, Mass.
Gold Leaf—W. H. Kemp Company, New York, N. Y.; Andrew Reeves, Chicago, Ill.; George Reeves, Cape May, N. J.; Hastings Company, Philadelphia, Pa.; Henry Ayers, Philadelphia, Pa.
Lumber—Trinity County Lumber Company, Groveton, Texas; Reinle Bros. & Solomon, Baltimore, Md.; Himmelberger Harrison Lumber Company, Morehouse, Mo.; Union Lumber Company, Fort Bragg, Cal.; St. Paul and Tacoma Lumber Company, Tacoma, Wash.; Gray's Harbor Commercial Co., Cosmopolis, Wash.; Far West Lumber Company, Tacoma, Wash.
Leather—Kullman, Salz & Co., Benicia, Cal.; A. B. Patrick & Co., San Francisco, Cal.; Lerch Bros., Baltimore, Md.
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MISCELLANEOUS.

Bill Posters—Bryan & Co., Cleveland, Ohio.
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Thomas Taylor & Son, Hudson, Mass.
C. W. Post, Manufacturer of Grape Nuts and Postum Cereal, Battle Creek, Mich.
Lehmaier-Swartz & Co., New York City.

On the Atlantic Coast.

(Continued from page 3.)

Miscellaneous.

It is most unfortunate, but the "immunity bath" given the Beef Packers by the Supreme Court will undoubtedly have the effect of greatly booming the stock of those blatant demagogues who are ever busy stirring up class-hatred by insisting that in this land of equal moonshine there is one law for the rich, and another for the poor. But, "the higher law" must be obeyed, even if every demagogic railer against it must be put in jail for "contempt of court."

It is rather bewildering to the man who is simple-minded enough to think that consistency is the mainstay of argument to note that the frequent advice to workingmen to "get an education" so that they may "get to the top," etc., usually emanates from those estimable gentlemen who on the Fourth of July, are wont to hold forth eloquently on "the dignity of labor." With all due deference to these very superior persons, it would seem to the aforesaid simple-minded individual that the education workingmen need is not the kind that will make them despise manual labor and desire to become absorbers of wealth rather than producers, but the kind that will give them wisdom to so regenerate the world that those who shall come after us will elect of their own free will to become workingmen instead of ornamental parasites on society. In short, the education of workingmen should tend toward the realization of "the dignity of labor", and not toward the realization of the sordid ideals of latter-day exponents of material success.

The steamer Windber has been trading between Providence, R. I., and Newport News, Va., for some time past. Recently she was chartered by the New York and Porto Rico line. The sailors thereupon demanded their discharge, and the master told them to be at the United States Shipping-Commissioner's office at an appointed hour next morning, to be paid off, the vessel being then at her berth in Providence. The men packed their bags and went to their respective boarding-houses for the night. Next morning they went to the office of the Shipping-Commissioner, but were informed by the deputy in charge of the office that the master of the Windber had not been there, nor had any money been left for them. They then went in a body to the dock of the vessel and found that she had sailed early in the morning for New York, without leaving any message whatever for them. In this dilemma they decided to go on to New York and press their case in the Courts if necessary. They were all members of the Atlantic Coast Seamen's Union, and so the first thing they did after arriving in New York was to confer with Agent Gildemeister about their trouble. Comrade Gildemeister marched them up before the local United States Shipping-Commissioner and laid their grievance before him. The result was that the master of the Windber was immediately sent for by the Commissioner and made to pay the men their wages in full, plus four days' extra pay for waiting, and railroad fare from Providence to New York and return. The master is now a sadder but wiser man—wiser about the ways of the Seamen's Union.

The less said about troubles, the sooner mended.

Fag Ends.

Success is ever its own justification.

Folly is the advance agent of failure.

Reform, even more than charity, should begin at home.

Don't look for troubles ere they come your way; sufficient is the evil of the day.

Man never really grows old until he loses the faculty of building castles in the air.

Let but success your enterprise attend, the world cares little how you gain your end.

Experience is the dearest thing in the world, yet one of the hardest to give away.

Opposition often eggs us on to do that which we fain would shun.

If good examples were as plentiful as good advice the millennium would be inaugurated at the next election.

A good education is such only in so far as it teaches us how little we know of all there is to know.

If there were enough happiness in the world to go around its pursuit would probably be much less alluring.

The only good trust is a busted trust. Up, and at them, voters! Columbia expects every man this fall to do his duty.

Where one man is ruined by lying slander a score would be toppled off their pedestals were the truth about them published.

Napoleon said of the British that they were a nation of shopkeepers. Had he been alive to-day he would probably have referred to us as a nation of sharpers.

The man who accepts a "tip" from another man furnishes just one more argument against the presumption that all men are created equal.

When we think of the persecution of Brother C. W. Post by the soulless Coffee Trust, and the hopelessness of his "mantle-of-liberty" crusade against organized labor, we realize, indeed, that every one has troubles of his own.

When we look around us in this beautiful world, and think of the beautiful civilization we might have instead of the crazy, hollow mockery we are now wrestling with, we realize, if we never did before, "what fools these mortals be."

The efforts of Congressmen to limit the output of public printing, when considered in connection with their reluctance to give up their franking privileges, somehow suggests to the mind the old saw: "You can not eat your cake and have it, too."

Lord Chesterfield would squirm in his gold-embossed easy-chair in the New Jerusalem, and mute would lie his angel harp, could he hear or read the slangy fustian and airy billingsgate exchanged between our rotund City Fathers and the soi disant social regenerators during their controversial spats over "honest graft." Verily, we are up against "other times, other manners."

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Lyon, W. T. & Co., 161 First.
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McCracken Printing Co., 509 Kearny.
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Monahan, John & Co., 412 Commereial.
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Pernau Bros., 543 Clay.
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Polk Street Printing Co., 1819 Polk.
Recorder Pub. Co., 516 Commercial.
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Rooney, J. V. Co., 1308 Mission.
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S. F. Newspaper Union, 405-407 Sansome
San Francisco Tageblat, 305 Larkin.
Schreiber, P. H., 809 Mission.
Shanly, J. M., 414 Clay.
Smyth, Owen H., 511 Sacramento.
Sneider & Orozco, 521 Clay.
Spaulding, Geo. & Co., 414 Clay.
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Stanley-Taylor Co., 656 Mission.
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Stuetzel & Co., 144 Second.
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Sutter Press, The, 240 Stockton.
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BOOT & SHOE WORKERS UNION — UNION STAMP — Factory No

General News.

The Ohio Legislature on March 31 repealed the Inheritance Tax law.

The prospect of a coal strike caused another advance of 50 cents per ton in the price of run-of-the-mine coal, making the rate $2.50 per ton.

Eight out of thirteen soldiers who were condemned to death at Bobrinsk, Russia, for mutiny have escaped with the aid of revolutionists.

Banwell, the Crown Bank teller, who pleaded guilty of stealing over $40,000 of the bank's funds, was sentenced to four years in prison, at Toronto, Can., on March 24.

Captain March, of the steamer Ontario, which recently arrived at Boston, from Baltimore, reports that when nine miles east by north of Barnegat, he passed a wrecked barge, wholly submerged except one mast, from which an American ensign was flying.

The local harbors of the American Associatiou of Masters, Mates and Pilots of Steam Vessels are contributing funds for the defense of Captain Van Schaick, of the steamer General Slocum, who has appealed from the ten years' sentence recently imposed upon him in connection with the burning of that vessel.

Baron Loicq de Lobel, in order to meet the wishes of the Russian National Defense Commission, has altered his Behring Strait tunnel and Siberian Railway project to make the railroad run due east from Kansk to the 110th degree of longitude and thence northeasterly to Yakutsk.

The Spanish Ministry promulgated the new tariff on April 1, to go into effect July 1. American imports will be considerably affected. The duties on machinery, especially agricultural and electrical machinery, and on flour, wheat, maize, petroleum and woven goods are increased. The duties on iron and steel are decreased.

The first actual elections to the Russian National Parliament took place on March 29, when twelve members of the Council of the Empire were chosen by a congress composed of representative associations of trade and industry throughout European Russia. The members chosen are well-known men of affairs and of high standing in their respective communities. They are all Conservatives.

Secretary of War Taft was before the Senate Committee on Military Affairs recently in advocacy of a military cable to Panama by way of Key West, Porto Rico and Guantanamo. Such a cable is provided for in the pending bill in an appropriation of $927,000. He also asked an appropriation for a cable-ship, which was struck out of the bill by the House. It was restored.

Gangrosa, a tropical disease, more repulsive than leprosy, has become so prevalent upon the Island of Guam that Lieutenant McNamee, United States Navy, the acting Governor of the island, has recommended the establishment of a hospital for the isolation of the disease, which is believed to be highly contagious. The Surgeon-General of the Navy has approved the recommendation, and it is likely a $5000 hospital for these cases will be erected at once near the other hospital.

Senator Dillingham has submitted the report of the Committee on Immigration of his bill amending the Immigration laws. The changes made in the present law are numerous. The head tax on incoming aliens is increased from $2 to $5, and steamers are subject to fines of $100 for bringing to the United States any persons prevented from entering by reason of afflictions of mind or body. The present law provides for such fines only in the case of aliens afflicted with loathsome or contagious diseases.

World's Workers.

By an explosion in the Takamshima coal mine near Nagasaki, Japan, on March 28, 250 miners were killed.

The Governor-General of Caucasus, Russia, has deported to Siberia five employes of a small bakery who reeently struck.

A court-martial at Chita, East Siberia, on Mareh 27, sentenced to death thirteen Postal officials who participated in the recent strike.

The Russian workmen are planning a conference of delegates to meet in April and decide on either calling a general strike or establishing a provisional government.

All the metal-working establishments of Dresden, Germany, have agreed to a lockout of employes belonging to unions, owing to the alleged frequeney oi strikes. There are 25,000 workers affected.

The number of paupers relieved in thirty-five selected urban districts of the United Kingdom on one day in February corresponded to a rate of 236 per 10,000 of the estimated population.

The French miners' delegates at Lens have decided to reject the company's offers, and will continue the strike. The salvage work following the reeent explosion continues without result.

Thirteen miners were rescued alive from the Courieres eoal mine at Lens, France, after having beeu entombed for twenty days as a result of the explosion in which over 1000 miners were killed. The survivors subsisted on hay and scraps of food.

Twelve years ago one hundred and three German cities each boasted of a Central Labor Council (Gewerkschaftskartell). In February of this year there were in existence five hundred and six Ceutral Labor Councils in as many cities in the German Empire.

When the Chief of Police of Toulon, France, visited a meeting of strikers on April 4 for the purpose of bringing about a reconciliation he was seized by the strikers and locked up in a dark room. The strikers then announced that they were holding the Chief as a hostage. The Pretect finally intervened and seeured his release.

Aceording to a preliminary report published in the journal of the German Labor Department, 369 strikes and 41 lockouts eame to an end in Germany in the last quarter of 1905. The strikes affected 41,317 workpeople directly and 1,664 indirectly, while the lockouts affeeted 44,441 workpeople directly and 1,104 indirectly.

Aecording to the returns received by the British Board of Trade from the distress committees under the Unemployed Workmen Act, and from the Local Correspondents of the Department, the amount of distress due to unemployment in February was less than in the previous month, and much less than a year ago.

The total number of eases of poisoning and of anthrax reported to the British Home Offiee under the Factory and Workshop Act during February was fifty, consisting of forty-four eases of lead poisoning, one of arsenic poisoning and five of anthrax. Six deaths were reported, four due to lead poisoning and two to anthrax.

The report on trade-unions in the United Kingdom in 1902-04, which has just been issued by the Board oi Trade, shows that during the years under review there was a slight deeline in the total membership, aecompanied by a eonsiderable increase in trade-union expenditure on unemployed benefit. Against this, however, has to be set some increase in income and lessened expenditure on disputes, the net result being a substantial increase in the funds of the principal nuions during each of the years under review.

San Francisco Letter List.

Letters are advertised for six months and kept at the Sailors' Union Office for twelve months, all told. If not called for at the expiration of one year letters will be returned to the Postoffice.

Abenth, H.
Abrahamsen, B.
Ahrahamsen, L. E. N
Abrahamsen, A.
Absalonsen, O.
Adman, Oscar
Ahlstrom, E.
Alexander, Nels
Altonen, Fred
Amundsen-1011
Andersen, Harald
Andersen, O. L.
Andersen, Carl H.
Andersen-1061
Andersen, Olaf
Andersen-826
Andersen-1233
Anderson-1026
Anderson, Axel P.
Anderson-1877
Baardsen, T.
Barfieben, E.
Barnckow, A. O.
Barron-1428
Bauer, Franz
Becker, Fred W.
Beertha, Thos.
Beese, Henry
Bearendtg-1419
Behrens, O.
Benson, C.
Benson, John
Berg, Thos. A.
Bergquist, W.
Behne-1316
Berg, Gust.
Bergh, Borge
Cameron, R.
Carlsen, Hans
Carlson, C. J.
Carlsson, John
Carol, Arthur
Casey, Lawrence
Caspary, S.
Christiansen, Bernt
Christensen, O. M.
Dahlman, John A.
Danielsen, H. H.
Danielson, Ernst
Dean, Thos. Stanley
Dehne, Paul
De Jong-576
Dexter, Geo. S.
Dolman, Louis
Echley, Oro
Eistrat, T.
Eklund, W. F.
Ekstrom, C. O.
Ekwall, Gus
Elneff, R. H.
Ellard, Ed.
Engerberg, Albin
Fellman, Jonas
Fergusson, T.
Ferrarik, G.
Finsen, Walter
Foley, James
Fors, Alf.
Gabrielsen, T.
Gad-478
Gerdes, J.
Gillholm, A.
Gjasdal, Elling
Greenland, H. A.
Gronberg, Erik
Grondahl, Y.
Grufstedt, H.
Hage, Arne
Hageman, H.
Halvordsen, M.
Halvorsen, Anders
Hansen, K. K.
Hansen, Fred
Hansen, Frithjof
Hansen, Maurice
Hansen-1229
Hansen, P.
Hansen, Hilmar
Hanson, Chas.
Hanson-494
Harloff, H.
Hazel, Wm.
Heart, Chas.
Helander, H.
Ingebretsen, T.
Jackson, C. P.
Jacobsen-1419
Jacobsen, M.
Jakobsen-1341
Jansson-1234
Jensen-1018
Jennings, C.
Jensen, Emil
Jensen-1551
Jensen-1578
Jensen, Jas.
Jensen, O.
Jensen, Hans F.
Jensen, Sverri
Jensen-1634
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Gottberg, J.-622	Rosenvald, Isak
Hansen, Hans T.	Rundh, J. E.
Laine, W. L.	Sorensen, Thos.
Pettersen, C. A.	Thoresen, Petter
Polejanlski, R.	

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News from Abroad.

The German Reichstag on March 30 adopted by 127 to 110 votes the motion to raise the Colonial Bureau of the Foreign Office to the rank of a Ministry of Colonies.

The London Morning Post's Shanghai correspondent says that the British Government will claim as indemnity for the Nanchang murders 7000 taels and the opening of the port of Wu Cheng Chi.

The editor of the Russ, published at St. Petersburg, Russia, has been arrested and will have to undergo a year's imprisonment for printing a revolutionary manifesto last December.

The Roman Catholic Bishop at Vilner, Russia, has sent a report to the synod showing that since the ukase of religious toleration, over 20,000 members of the Orthodox Church have become Catholics.

The United States battleship Wisconsin sailed from Manila, P. I., on March 24 for Shanghai to join the American fleet there, rush orders to that effect having been received from Rear-Admiral Train.

Two hundred wreaths of flowers were sent by students' organizations to be placed upon the grave of Lieutenant Schmidt, who was executed on March 19 for the part which he took in the naval mutiny at Sebastopol in November last.

The British Museum has declined to purchase the Nelson memorandum outlining the plans of the battle of Trafalgar, which was recently sold at auction for $18,000 and offered to the Museum by the purchaser at the same price.

In a fight at Magtaon, in the center of Samar, P. I., on March 24, between the constabulary and a force of Pulajanes two constabulary officers and several privates were wounded. The loss of the Pulajanes is unknown.

It has been practically determined not to attempt to introduce a programme for Irish legislation during the present session of the British Parliament, but it is expected that the Government will introduce legislation for Ireland early in the next session.

Emperor William of Germany has been delaying starting on his proposed Mediterranean cruise in order to see the outcome of the Algeciras Conference, and it is now too late. Consequently he has entirely abandoned his planned trip to the Mediterranean.

The French Cabinet has decided to bestow honorary medals on the members of the Westphalian Salvage Corps who assisted in the work of rescue at the Courrieres mine explosion, as indicative of an improvement in Franco-German sentiment.

The Railroad Nationalization bill was adopted by the Japanese Diet on March 28 by a vote of 214, the Opposition declining to record its vote, as it considered the Government's action in the matter inconsistent with the principles of the constitutional government.

Serious street rioting occurred at Bucharest, Roumania, on March 26, and culminated in a conflict between rioters and troops, during which two men were killed and over 400 were wounded. The trouble arose over a demonstration of Roumanian Nationalists against the use of the French language in a performance at the National Theater.

It is reported that the new British Government is finding continual trouble in its dealings with South Africa. By intervening to delay the execution of twelve natives convicted of having been concerned in the ambush and murder of Police Inspector Hunt in the recent native rising in Natal, which has been attributed to the Ethiopian movement, the Government has provoked a great deal of criticism.

Labor News.

The street-car strike at Winnipeg, Manitoba, was ended on April 7, the men getting an advance of one cent per hour in pay. They asked two cents.

Charles E. Young has been appointed foreman of printing in the National Printing Office at Washington, D. C., to succeed Oscar J. Ricketts, who resigned.

The threatened strike of street-car men in Oakland, Cal., has been averted by an agreement under which the company concedes numerous improvements in conditions, while the men agree to continue the present wage-scale until January 1, 1907.

Peace is now assured in the soft-coal fields of Western Pennsylvania. The organization of the independent operators who had been holding out against granting the advance demanded by the miners have decided to give up the struggle and sign the scale.

The United Mine Workers of America, in convention at Indianapolis, Ind., appropriated $5000 for the defense of Moyer, Haywood and Pettibone, the Western Federation of Miners officials charged with the murder of former Governor Steunenberg.

A large number of small operators in the several Southwestern coal districts have signed the scale and several thousand men have returned to work. The big operators are still holding out, but are not employing non-union men or attempting to operate their mines.

The House of Representatives, on April 2, passed the Personal Liability bill. The bill makes both parties responsible for their own negligence. It also renders void any contract intended to restrict the liabilities of the employer for the negligence of employes. The bill was passed without division.

E. R. Stackable, Collector of Customs at Honolulu, T. H., is likely to go to the Azores as the agent of the Territorial Board of Immigration to secure laborers for Hawaii. It is understood that he has been offered and has accepted the commission, and has asked for leave of absence for six months in order that he may go.

The Pittsburg (Pa.) convention of the United Mine Workers, which had been in session for several weeks, adjourned on April 5, after voting to expel Patrick Dolan and Uriah Bellingham. Dolan was present and declined to yield up the office, claiming he was re-elected last January and was legally entitled to the presidency until March 31, 1907.

The House Committee on Labor on March 29, considered the Kahn bill prohibiting the sale of convict-made goods outside of the State of manufacture. Representative Kahn says the majority of the committee think his bill the best of several before it to deal with the question of the competition of prison-made goods with outside manufactures.

The Virginia Supreme Court of Appeals in the case of the Richmond Typothetae against the Richmond Typographical Union, has upheld the right of picket so long as violence and disorder do not result. The decision affirms the Chancery Court of Richmond, which dissolved a temporary injunction to prevent alleged interference by strikers with the employing printers.

The Police Commissioners and the Fire Commissioners of San Francisco, sitting as a board of electricity, have granted the petition of the Machinists' Union that the wages of machinists employed in the Department of Electricity be increased from $90 to $100 a month. The rating of the fire alarm "operators" was changed to "signal dispatchers" and their salaries increased from $100 to $125 a month. Both these orders are to go into effect on July 1.

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Domestic and Naval.

Representative Jones, of Washington, has introduced a bill iu Congress to compel all vessels to carry oil and machinery for distributing it during storms.

The schooner Lizzie Chadwick, from Jacksonville for New York with lumber, was abandoned recently off Cape Hatteras and the crew were picked up and landed at Gloucester.

The United States floating drydock Dewey passed Gibraltar at 10:55 on the morning of March 25. The dispatch reported all well on board, but said that the weather was bad.

The Seneca Transportation Company has been incorporated at Buffalo, N. Y., to operate steamers between Buffalo and other Lake ports. It is a subsidiary corporation of the Lackawanna Steel Company.

The master and crew of six men of the schooner Lajok were landed at Boston, Mass., on March 23, by the Persian, of the Boston and Philadelphia Steamship Line. The Lajok sank after a collision with a four-masted schooner on the 22d off Sandy Hook.

The Boston and Philadelphia Steamship Company has awarded a contract to the Maryland Steel Company for a steamer for its Philadelphia-Boston route, to be completed in ten months. She will be 276 feet between perpendiculars, 290 feet over all, 42 feet beam, and 28.3 feet depth of hold.

The London Times says there will very probably be a ghastly disaster in the Atlantic passenger trade if the derelict Dunmore is not speedily blown up. It is reported as having been passed on March 16, in latitude 41 deg. 28 min. north, longitude 45 deg. 36 min. west, right in the transatlantic route.

The House Committee on Merchant Marine and Fisheries has authorized a favorable report on a Senate bill removing motor fishing boats from the provisions of the recent enactment requiring a licensed engineer. The bill requires the owner to be licensed, but no examination to obtain the license is necessary.

The United States cruiser Washington left the yards of the New York Shipbuilding Company on March 29 for her official trial trip. The vessel will first be taken to Newport News and placed in the Government drydock and from there will proceed to Maine. The trial will take place over the Rockland course.

The wreck of a large vessel drifting, with decks barely awash, directly in the path of steamers from Europe was reported by Captain Ellis of the Barnesmore, which arrived at Bostou recently from Fowey. The derelict appeared to be a large schooner, and was in latitude 45 deg. 55 min. north and longitude 38 deg. 23 min. west.

The Fall River Line steamer Plymouth was destroyed by fire on March 27 as she lay at her dock at Newport, R. I. The north pier of the freight shed and hoisting apparatus adjoining were also burned. The freight steamer City of Lowell suffered some damage. Much other property was temporarily threatened. The loss is estimated at $1,000,000.

Captain W. H. Selden, of the British steamer Claverburn, at Newport News, Va., reports that on March 17 he passed the abandoned dercliet four-masted schooner Myrtle Tunnell, of Philadelphia, in latitude 33 deg. 29 min. north, longitude 77 deg. 37 min. west, bearing for Frying Pan Shoal, L. V., south 62 degrees, distant 11 miles.

The three Lake steamers reported sold to parties in Philadelphia, Pa., for service in the lumber trade between Savannah and the former port, it is learned, will be under the management of Captain Krum, who has left for the Great Lakes in order to place the vessels in readiness for the Atlantic Coast when navigation opens.

With the Wits.

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Few men know how to use it.
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Not Up to Date.—"He has a promising future. He 's a very eloquent young preacher."

"Oh, he 's too old fashioned. He will insist upon taking his texts from the Bible."

Rash Girl.—Mabel—"Really, I don't care what sort of a husband I get."

Her Mother—"Why, Mabel! I 'm surprised at you."

Mabel—"So long as he 's rich and handsome and kind to me, I don't care—so there, now!"

A Threat.—"Sir," said the visitor, as he presented his manuscript, "I am only a young author, but"—

"Sir," interrupted the hard-hearted editor, "you 'll be a 'struggling young author' if you don't go out of your own volition immediately."



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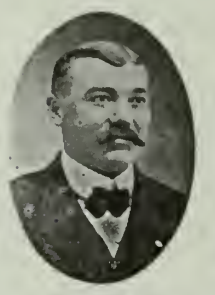
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A Journal of Seamen, by Seamen, for Seamen. *Our Aim: The Brotherhood of the Sea.* *Our Motto: Justice by Organization.*

VOL. XIX. No. 30. SAN FRANCISCO, WEDNESDAY, APRIL 18, 1906. WHOLE No. 966.

THE RACE PROBLEM IN HAWAII.

Yellow Peril a Stern Reality.

Islands "American" in Name Only.

TO THE sensibilities of the average American who has been born and bred on the Atlantic Slope, and whose travels have never before carried him beyond the limits of the original thirteen States, there is apt to come a severe shock when he lands for the first time upon a tropical island 2,000 miles from his native land and differing from it in every way in which two countries can differ—in climate, scenery, flora, and people—and tries to convince himself that he is still treading American soil.

In a climate such as that of Hawaii one can scarcely forbear to exclaim with Goldsmith:

Why, Nature, waste thy wonders on such men? And yet should Nature, turning upon the imprudent babbler, ask him to what men he referred, I am not convinced that any one outside of the Philadelphia bar would be able to give her a satisfactory reply; certainly no one in the Territory of Hawaii.

For the great question which is now feeding the minds of the island philosophers and which bids fair to afford them an abundant diet for some time to come, is precisely this question in race supremacy, and although it has come to be pretty well understood that the predominating race upon the islands to-day is the American, and that the predominating culture—what little there is—is Anglo-Saxon, yet it is far from an established certainty that such will be the case at the end of the next two decades, when the first generation of Japanese born into American citizenship—offsprings of the 70,000 Japanese already in the islands—comes to maturity and brings the influence of its Asiatic civilization to bear upon the ballot box. Men of sound judgment, like Judge Stanford B. Dole, President of the Provisional Republic, and first Governor of the Territory, and the leading minds in the oligarchy of sugar men, are coming to question if the hopes of an island paradise have not been built upon a foundation of sand; if, in the thoughtless pursuit of dividends, the great planters have not brought in for field laborers a people who in a few years more will so overwhelmingly outnumber the combined forces of all the other nationalities which can be arrayed against them in the islands as to successfully dominate the future of the Territory. And even in Hawaii the substitution of Japanese for American civilization is not to be regarded with equanimity.

Already the owners of the great sugar interests—interests which so overshadow all others as to place them for the time being beyond the scope of discussion—have come to realize the evil which they have brought down upon themselves by inviting a Japanese invasion and are now anxiously looking about for desirable immigrants from Europe and America by whom they can replace their Asiatic labor. But though the attempt is worth making, there are many who look upon the time as passed when it could be made with success, and not a few outside the sugar ring who are inclined to regard present conditions and their inevitable results as a just visitation upon the planters for the entirely selfish way in which for the last thirty years they have dominated the islands in their own interests. To those, however, who are not governed by interests or prejudices, aside from what are inherent in the desire to see perpetuated for their posterity in the islands the benefits of a civilization under which they have lived, the prospect is not inviting, and an anxious and determined effort, feeble at present, it is true, but destined to grow in strength with time, is apparent on the part of the Haole or white element to secure to its future generations the blessings which they themselves have enjoyed. As yet the sugar interests are not unanimous in their support of the movement, and many of the planters are quite willing to go on with Japanese labor as being immediately, and, to their minds, consequently ultimately, cheaper. To such men the advent of every fresh cargo of laborers from the East is a source of satisfaction, for with it comes more intense competition in the labor market and consequently cheaper labor.

If such are the methods of a part of the planters to-day, when their colleagues are willing to forego a moiety of their pampered dividends in the interest of white domination in the islands, they may be said to have been the methods employed throughout the plantation in years past and to have been the direct cause of the present regrettable conditions. Until 1875 the sugar trade was of little consequence. Various attempts had been made from time to time to conclude a treaty of reciprocity between the island monarchy and the United States, but without avail, and so long as the markets of the United States were closed against it it could do no more than struggle through a sickly childhood. During this period the few laborers needed on the plantations were easily enough recruited from the Chinese coolies who had followed the sandalwood trade into the islands, supplemented by occasionally industriously inclined natives. But when, in 1875, a reciprocity treaty was finally concluded with the United States and the tariff walls were breached for Hawaiian sugar, its production boomed, and with the increased production came a greater demand for labor. The Chinese, too, had by this time begun to show signs of preference for their native crop and were leaving in large numbers for the rice swamps—a tendency which has nearly denuded the cane fields of coolie labor.

It was evident to the planters that if they were to make the most of their advantages under the new tariff conditions more labor must be brought into the field, and that as it was not incoming of its own accord, it must be assisted. In their first attempt at importing field labor it must, in justice to them, be said that they acted with extreme good sense—or, perhaps, rather that unwillingly they were the tools by which an extremely valuable part of the present population was brought into the islands. For it is questionable if self-interested planters would have paid the expenses of importing 8,000 Portuguese laborers, however valuable they were eventually to become to the community, if they had known that with hardly an exception the whole 8,000 would at the expiration of their contract, at the end of three years, slip quietly away to the cities or to the little homes in the valleys which they had purchased by economy and frugal living, leaving the plantations as bare of laborers as they had found them. The planters had erred, but the Territory is richer to-day by 16,000 moral, industrious and frugal citizens by their error—and this one act of unintentional philanthropy on the part of the sugar men—almost the only one of any sort of philanthropy which can be placed to their credit, as a body, in Hawaii—covers in the minds of many a multitude of sins.

It taught them, however, not to look for the solution of their labor troubles in the Azores; one assortment of the "canny Portugee" was sufficient. So with a line drawn through the word Portugal, and "rice preferred" scrawled across the map of China, they turned to the next name on the list, which, unfortunately for the Territory, was—Japan. Here there were conditions which suited even the most mercenary. A redundant population which needed room for overflow—a population which once on the plantations in all likelihood would remain there—was precisely what they were in search of. Add to this that the people were hardy, quick, industrious, and that the expenses of importing them were slight, it is little wonder that the proposition of Japanese labor appealed to the planters, and that, stung by the memory of their Portuguese experiment, they were not loath to give them a trial as against Haole labor.

As a result, in 1885 the planters imported a number of shiploads of Japanese, and the experiment proved successful from the first. The Japanese were industrious, healthy, and on the whole well behaved. Under the contract labor law which then existed in the Hawaiian kingdom, an adaptation of the American Seaman's Shipping act to local conditions, the laborers could be kept well in hand, and if they deserted the plantations, could be apprehended, returned to their work, and forced to work extra time. So long as this state of affairs existed little trouble was had with the Japanese and little fear felt that they would ever emerge in large numbers from the positions they were introduced to fill. Nor were the laborers dissatisfied with their condition, sufficient evidence of which may be found in the fact that by 1896 20,000 of their fellow-countrymen had followed the first importations into the islands unassisted.

But the sugar men, feeling the insecurity of the hold which they had upon the American market through the treaty of reciprocity of 1875, assaults upon which were constantly being made by the sugar interests of the South, were not content with letting well enough alone, and in 1892 entered upon the line of action which was at the bottom of the present Japanese status in the islands. The history of their coup d'etat in overthrowing the island monarchy and the establishment of a provisional republic with the consequent propaganda for annexation to the United Sttaes is too well known to need repetition. These points only have survived in interest:

The planters got the security of market which they fought for.

The fear that annexation would in some way bar Japanese immigration flooded the islands with thousands who were anxious to land before it took place.

The repeal of the contract law consequent upon annexation took from the planters the means by which they had so successfully managed the Japanese in the past, allowing the laborers to leave the plantations when they wished, to strike when they felt inclined, and to wander away to the cities and to engage in other trades, to the permanent injury of white labor.

Further than this, the Japanese emigrants, once freed of the idea that under the American flag the islands would be closed to them, and appreciating the fact that under the new regime they would be more at liberty to go where and to do what they pleased, than under the old, continued to flock in until at the present time a conservative estimate places their number in the group at 70,000. These conditions the planters did not foresee, but it may be said that there is not a planter on the islands to-day, however self-centered, who does not appreciate their present significance.

With a total population of 160,000, 70,000, or 44 per cent, of whom are Japanese, and over 25,000, or 16 per cent, Chinese, to say nothing of several thousand Koreans who have recently come in, the preponderance of the Asiatic over the native and Western elements is sufficiently marked to be startling. And

the preponderance is increasing rather than decreasing. While the steady flow of Japanese and Korean immigrants is maintained—the Chinese are now excluded by the extension of the Geary Act to the Territory—the increase in the Caucasian population is slow—by immigration almost at a standstill—while that of the native population long ago ceased. In addition to the 30,000 natives, the non-Asiatic population is made up of 16,000 Portugnese, 10,000 Porto Ricans, imported in 1900; 1,100 Germans, 1,700 British, 100 French and 2,000 Americans, with a sprinkling of Italians, Galicians, Slavs and American negroes. To maintain the supremacy of Western culture over Eastern in face of these facts is the Herculean task to which the best element of Europeans and Americans is now putting its shoulders. The contest bids fair to be a battle royal.

Strange as it may seem to a Continental American who has been bred up to condemn the Chinaman whom he meets in the States, the race in Hawaii is universally praised, and its presence in the islands welcomed. This fact arises doubtless from the fact that the Chinese were in the islands before the Western element entered in large numbers, that they have always been a peaceful, industrious, and saving people, and tend to Americanize far more readily than either the Japs or Koreans. Many of the Chinese have married Kanaka women, and their children form what is universally conceded to be the most capable class which springs from mixed marriages with the natives. The Chinese in Hawaii are extremely individual and devoid of that intense national feeling which forbids the Japanese, wherever he may be, from ever becoming anything but a loyal subject of the Mikado. Many of the Chinese merchants in Honolulu maintain elegant houses, have cut off their cues, raised families of Chinese or half-caste children, and regard that as their home and the American flag as their own. But not so the Jap, and therein lies the cause of the fear and hatred which the Western element entertains for him.

In the Eastern States the Jap as he appears in Hawaii is never seen, and on the Pacific Coast only occasionally. In the islands he presents himself under pristine conditions. By the time he has spent his apprenticeship in American ways in Hawaii—as most do who go to the coast—he appears on continental soil an improved being. But in Hawaii he is Asiatic to the core. He dwells apart, if he is in the cities—and he is there to the number of 20,000—in his own quarter, among his kindred and fellow-countrymen, preserving unimpaired all of his native ways, and venturing forth only in quest of the almighty dollar. He has his own theatres and schools and churches, and his own doctors; he reads only his native papers, he patronizes only his own shops. He has immigrated under the supervision of his Government, he is in constant contact with it, he returns at the age of 20 to serve his time in the army or navy, and then to re-emigrate. He never forgets his early ways and his early teaching. He is canny, deceitful, and untrustworthy. On the plantations he has organizations which in point of perfection out-Debs Debs, and does not scruple to use them for his own interests.

One of the reasons for which the two additional companies of infantry are to be attached to the local garrison is that it may be able—which it is not now—to cope with the serious labor troubles which arise among the Japs at nearly every cane harvest. But the chief cause of animosity against him is that he has entered the labor market of the cities to an extent that has nearly denuded it of white labor. He has preempted the carpenter and cabinetmakers' trade, and with hardly an exception the undertaking establishments are in his hands. He has driven all but two Haole barber shops in Honolulu to the wall. The candy and ice cream parlors and many of the cheaper restaurants have come to be his province. He is the chief figure in the merchant tailoring and hat-making establishments. And in them all he maintains his native customs and morality. He marries a wife whom he has purchased in Japan without seeing and who is imported to live with him till he tires of her and takes another, selling her to any bachelor friend who is inclined to become a benedict.

It is against such conditions as these—and I have painted them in gentle colors—and against worse conditions which must inevitably arise if the preponderance of Japanese in the islands is maintained till the children of the present generation come to the suffrage—a privilege which they are canny enough to accept for their own ends—that the Hawaiian Haole protests in the interest of his own posterity. But if these are the conditions, what is the remedy? Only one, say the whites—flood the islands with "citizen labor." But how helpless this remedy is destined to prove is soon made apparent. The great market for any labor is the plantation—and time and again Haole labor has been tried here and failed. In 1898 a colony of American farmers were brought out from California, given individual houses and gardens, and every inducement offered them to remain three years. The first left the plantations at the end of one month, the last at the end of ten months. Americans will not till the cane fields in Louisiana and harvest the crop, much less will they do it here. The Portugnese were tried, and quit at the end of their contract time. The Porto Ricans have been scarcely less vagrant, and morally are worse than the Japanese. American negroes cannot be imported because of the strong social antipathy with which the native Hawaiians regard them.

Plantation labor is consequently left to the Japanese, and however many thousand "citizen laborers" may be poured into the islands, it will still be left to them. And, as has already been pointed out, the labor markets in the cities are nearly as completely preempted by the Japanese. When white carpenters, cabinetmakers, undertakers, barbers, tailors, hack drivers, restaurateurs are leaving for the continent, what chance is there to induce other white men to come in and take chances when those already in the islands have failed? If it were not to question the good judgment of those patriotic gentlemen who suggest it, the dispassionate observer would be inclined to say that the time is passed when such a substitution of white labor for Asiatic could be successfully accomplished. The Asiatic is already in the field, he has possession of the market, he can only be dispossessed by competition; and the futility of attempting to dispossess him by competition is proved by experience whenever white labor has clashed with brown. You may exclude further immigration by law, but you can not deport those already on American soil or prevent their children from becoming American citizens. The harm has already been done—the horse has been stolen, and the planter is now trying to shut the stable door.

Yet if Hawaii is destined to come under the influence of Asiatic culture and the children of the planters to reap the results, they have only the avarice of their forefathers to blame for it. Had the planters used in 1885 the efforts they are now employing to get European settlers in the islands, to accomplish the same result, they would have fared better and the islands would to-day have been Haole and not Asiatic in aspect. With a growing labor market on their hands they had the privilege of filling it with Caucasian or Mongolian, and they chose the latter. Now that the market is full that privilege is withdrawn from them. One cannot but feel that the planter is already reaping the fruits of his sins, and yet, when he reflects how these sins have been visited upon the islands and their unfortunate proprietors as well, and to what extent that visitation will be carried in the future, he cannot turn away from the painful picture without a sigh.—Haole, in New York Times.

Australian Notes.

(For the COAST SEAMEN'S JOURNAL.)

Just a few lines to inform you how we are approaching or receding from the Workers' Millennium.

As the workers all the world over are aware the Australian unionists became fanatics on the question of Compulsory Arbitration and we now have it with a vengeance, as it is applied to us by a capitalistic government and accepted after strangulation by an apathetic trade-union organization all over the State. Clause after clause has been defined and refined by the legal fraternity (and always against the unionists), so that the whole of the substance has disappeared, and we have the mere shadow. Just imagine the Civil High Court has ruled that the Arbitration Court has no jurisdiction, so that you can see we are as of old, in a game of poker with this difference that the employer, like a sharper or crook, stands pat, with the four aces up his sleeve. As any organization is liable to have their funds seized if they go on the warpath or strike, with the wealthy societies there is no reason adduced that we should supply the capitalists, or enemies, with ammunition, as our funds would be, so that we have to grin and bear it a little longer as our Russia lies in the ballot box, and we are only now receiving that return for which we voted. I contend that the Labor party, with all its faults, is our only hope at the present time, but we have not yet sufficient members of our own in the Legislature of this country. One thing can be said for our Labor legislators. Not one of them has as yet been connected with any shady or corrupt parliamentary transaction. Oh, for a few Sam Smiths among our legislators, or in trade-union circles.

The debate on socialism between Holman, of the Labor party, and our old friend, "Yes-No" Reid, is on tap, and is keenly discussed by the workers. All of us believe that Holman has a very hard nut to crack, as Georgie will not be defeated, for he will sit on a rail, and will not discuss socialism but evade it, and just simply get the audience in good humor by cajolery and wit, so that if he does not win he will smile all the same. Reid is a politician from the go and is up to all tricks.

Our hotel or saloon keepers here are dealing with a very hard problem as far as our new amended Liquor Act is concerned, as in the first place no minors are served, and it is also compulsory that all bartenders, male or female, shall be not less than 21 years of age, and that no drink is on any consideration to be sold on Sundays, or after 11 p. m. on week days, and that no person shall be allowed on licensed premises who is not a bona fide resident, under a penalty of £2, so that a licensee can not even invite his mother-in-law to dine or visit him during any other than business hours. That in itself may be a blessing which the framer of the act himself is subject to, or that very likely he has a cellar where he can stow a small cargo without any inconvenience to himself or household, but it is pointed out with a certain amount of truth that it now certainly induces the average man to stock the larder on Saturday night, and the result is that children are getting accustomed to see drink in the homes of their parents, whereas in former times it was obtained at the hotel or saloon, and as this is rather a warm climate, perhaps on account of it being nearer the sun or the devil's abode, which accounts for the reason that we are a Holy Joe ridden community, and it is now a battle between his Satanic Nibs and the clergy, and in the meantime the liberty of man is gone, perhaps never to return. The parsons are under the impression that now the average man will attend church, but I am inclined to think they are mistaken.

Maritime matters along the water front are still fairly brisk.

Just now quite a fleet of vessels are coming on the Australian Coast, and although great strides have taken place both in the speed and carrying capacity of all classes of vessels, yet the same old accommodation is still in vogue for sailor and fireman. The splendid provisions of the laws or acts as applying to seamen were manufactured shortly after Columbus returned to Spain and were copied by the other European nations, and as a natural result were introduced into Australia by Captain Cook and have remained here since. In fact, I can prove to any one, I do not care who, that the crews' quarters of twenty years ago were superior to what we have now. Here is an opening for some of our politicians or any rising young Australian to become a Sam Plimsoll. He will need no school, simply go on board one of our modern steamers, with eyes open, and find where do the crews live, where do they eat, what do they eat and how is it cooked, where cooked and by whom. See what the sanitary arrangements are and who looks after them, and who can picture the results of the Seamen's Laws. It is far easier for the reader to conceive than it is for me to describe the conditions of the seaman and fireman on the Coast of Australia. Then a government will wonder why the average boy in this country does not take to the sea: the question answers itself. A Royal Commission has just about finished its sittings. They had what is termed an inquiry on Navigation, so that some kind of an act can be framed to suit this country. There was one practical seaman on that board, so what will be the result any one can imagine, and I suppose that after it comes to light as an act it will not be worth the paper it will be printed on.

A debating club has just been formed at the Trades Hall, under the auspices of Trades Council, and all unionists are invited to join. The contributions are small and I think it will be very successful, as it is a long felt want, so that I wish success to the innovation and the same to the promoters.

Yours fraternally,

THE COMMODORE.

Sydney, N. S. W., March 18, 1906.

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions.)

Our "Friends" Heard From.

Our ancient and honorable friend, the House of Have, has been heard from in thunderous, albeit somewhat uncertain, tones. Not in years has its choler been so stirred as by the "Bill of Grievances" recently presented to President Roosevelt and Congress by the representatives of organized labor. Following are a few specimens of trust-made opinion on the "Bill of Grievances," and organized labor's "threat" against the present administration:

Mr. Gompers announces that if Congress is not obedient the Federation of Labor will enter the field of politics and urge organized labor to elect men of their own choosing. This terrible threat will not be apt to alarm anybody. Mystery and vagueness are the powers of the so-called "labor vote."—New York Sun.

This is a fair sample of the sneering, contemptuous tone adopted by the trust-subsidized press when commenting upon anything appertaining to organized labor. But, no doubt the Sun still feels sore at the unmerciful drubbing it received at the hands of the Typographical Union, and this should be balanced in its favor as an extenuating circumstance when considering its want of respect for the most important element of our citizenship. Here's another:

On every proposition the President spoke with admirable directness and vigor. He showed not only that he was fully informed, but that he was above all thoughts of political expediency. Such fine disdain for the tricks of the demagogue is truly inspiring.—Chicago Record.

It is, indeed, "truly inspiring" to see the President of the United States, a public servant, lecturing the representatives of several million American workingmen as though they were a bunch of schoolboys who had yet to learn their political A B C. It is gratifying to know, however, that upon second thought Mr. Roosevelt evidently saw his mistake, as his "My dear Mr. Morrison" letter attested. Still another:

The President is known to be a sincere friend of labor, but he does not consider that this means that his friendship is restricted to any particular class of labor. He stands for the free American workingman, be he union or non-union.—Springfield Union.

Concerning the foregoing it is sufficient to say that organized labor also—and pre-eminently—"stands for the free American workingman, be he union or non-union." Every improvement in his life and conditions of work which the non-union American workingman enjoys to-day he owes to the strivings and sacrifices of organized labor, for it is impossible for organized labor to advance without carrying on its back the non-union "Old Man of the Sea." Hence, it is perfectly legitimate on the part of organized labor to claim that it represents all labor; and Mr. Roosevelt could prove his alleged friendship for labor in no better way than by respect for the wishes of organized labor, and by lending his powerful aid in effecting the legislation which organized labor most justly demands. Again:

If the President had been less candid, clear-sighted and resolute than he is, he might have been tempted to coddle the memorialists, and avoid meeting the questions they presented.—Philadelphia Press.

His (the President's) remarks bear evidence of having come from a man who had thought earnestly upon the subject outlined in the Memorial, and who, having fully made up his mind, did not need to search for qualifying phrases in which to express some timidly adopted opinions.—Minneapolis Journal.

The President was right in giving his visitors to understand that the country would never consent to deprive the courts of the power to issue injunctions in proper cases.—Washington Post.

The tenor of the three foregoing quotations seems to justify the claim by many that the President is not really a public servant, but a "Little Father," whose children, the poor, ignorant workingmen, need to be lectured and corrected with a firm hand when they so forget themselves as to doubt his superior goodness and wisdom. To proceed:

Some of the most flagrant prostitutions of the laws to dishonest and criminal ends are to be charged against judges who owed their seat upon the bench to union votes.—Denver Republican.

Every one who has kept posted on the political and industrial history of Colorado in the past few years knows that the men represented by the Denver Republican have been denounced by reputable citizens everywhere as the most dangerous anarchists in the United States. It is laughable, therefore, to hear a mouthpiece of capitalistic anarchists write "stop thief" denunciations of union workingmen.

The American Federation of Labor is contemplating the advisability of placing a candidate of its own in the field for the Presidency of the United States. Well, Eugene Debs is always willing to run.—Los Angeles Times.

Thanks, awfully, for the suggestion. But, seriously, although organized labor is not contemplating anything of the kind hinted at by the Los Angeles Times, yet the possibility of such a procedure in the not far distant future is now recognized by many thoughtful workingmen. The attitude of organized capital toward organized labor plainly indicates that workingmen have nothing to hope for from that quarter. What more natural then than that they should fall back upon their own reserve strength as citizens and voters to accomplish that which patient pleading has failed to bring about? And now, that they have served notice on the powers that be of their intentions, it may be apropos, perhaps, to quote the old saw: "Beware the fury of the patient man!"

All great movements for the betterment of men are essentially movements to eliminate evils already existing in society, rather than to establish "a new order of things." Even as our bodies must be free from disease before they can attain their full vigor and development, so human society must be purged of its evils and dry rot, before humanity can attain to anything really worthy of the name of civilization. And, it is right here that the trade-unions are showing their good sense. Instead of wasting their time in experimenting with Utopian schemes, utterly impossible of realization as society is now organized, the trade-unions go right ahead doing the work that is nearest to hand—that is, attacking every social evil which comes within their purview as workingmen and citizens. So far the most immediate evils have been long hours of labor, low wages, and unsanitary and dangerous conditions of work; but the trade-unions have already made it plain that when these evils have finally been eliminated the others will be duly attended to, thus proving that organized labor is the only social reformer that reforms anything.

The Haverstraw (N. Y.) boatmen have been on a strike some time now against the boat-owners of that port. The Central Federated Union, of New York, has appointed a committee with the view of bringing about a conference between the warring parties.

When the trusts won't, the people can't.

Union Items.

At the regular weekly meeting of the Brooklyn Central Labor Union, on March 25, the following preamble and resolutions were passed:

Whereas, The Executive Council of the American Federation of Labor has issued a statement to President Roosevelt and the Members of Congress that in the enactment of labor laws there is an utter disregard for the interests of the working people; and

Whereas, The representatives of over two hundred national and international organizations have also decided that in order for the working people to gain recognition from the lawmakers of this country it will be necessary to emulate the example of our brothers in Great Britain who have just elected fifty-two Members of Parliament; therefore be it

Resolved, That the Central Labor Union of Brooklyn hereby indorses the position taken by the American Federation of Labor and the various national and international unions; and be it further

Resolved, That the Legislative Committee of this body be and is hereby instructed to draft a circular and forward a copy of the same to all central bodies of this State with a view of forming a State organization for political purposes and the election of officials who will represent the interests of the people in preference to the interests of corporate wealth.

Andrew Furuseth, legislative representative of the International Seamen's Union of America, was present at the meeting and took a prominent part in the discussion which preceded the passage of the resolution.

Pursuant to instructions from the members of the New York branch of the Atlantic Coast Seamen's Union, in regular meeting assembled, the agent of that branch, on March 27, sent the following communication to the Department of Commerce and Labor:

To the Secretary of Commerce and Labor,
Washington, D. C.

Dear Sir: The schooner Nellie Floyd arrived here (New York) last week from Georgetown, South Carolina. The crew had been short of provisions, and made complaint to the United States Shipping Commissioner at this port. The Commissioner called the agent of the vessel up by telephone, and they agreed that the captain should be in the Commissioner's office on Saturday, March 24. On said date a shipping master, so-called, appeared at the office of the Commissioner with the shipping articles. The articles were not made out by any United States Shipping Commissioner; they were what the Commissioner termed "outside articles," and he therefore refused to take any action.

The United States Shipping Commissioner at this port has refused upon numerous occasions to give redress to seamen when they had signed so-called "outside articles." The members of this organization are of the opinion that part of the United States Shipping Commissioner's duty is to see that justice is done to seamen, whether they have signed before the United States Shipping-Commissioner or not.

Trusting you will give this matter your careful and earnest attention, and that we will hear from you, I am,

Yours respectfully,
AUGUST GILDEMEISTER,
Business Agent.

51 South Street.

The organized housesmiths of New York and vicinity are now passing through a crisis somewhat similar to that which threatened the official life of the Sailors' Union of the Pacific in 1893. An ex-convict has done the "confessing act," implicating several of the officials of the Housesmiths' Union in recent dynamite outrages. On the side he has confessed to a committee of the housesmiths that, for turning State's evidence, he is to receive $1,000 in cash, a free ticket to South Africa, and that his family is to be provided for. On the face of it, the whole thing looks like one of the usual plots hatched by unscrupulous employers for the destruction of some hated trade-union.

The road to Success for most of us winds through the field of Failure.

(Continued on Page 10.)

Home News.

Geronimo, the aged Apache warrior, has joined a Wild West show for the season, with the consent of the War Department.

The Senate Committee on Commerce authorized a favorable report on the House bill prohibiting the use of foreign-built dredges.

Alaskan cable and telegraph tolls paid to the United States Government in March aggregated $14,500 and exceeded the receipts for any previous month.

At an election held in Chicago, Ill., on April 3 a proposition to acquire and control the street railroads was carried, but a proposition for municipal operation was defeated.

The supplemental treaty between the United States and Japan, which was signed at Tokio on April 5, is comprised of one single article, including bribery in the list of extraditable crimes.

Moorfield Storey, at attorney of Boston, President of the Anti-Imperialist League, was heard recently by the House Committee on Insular Affairs in favor of the McCall resolution for the neutralization of the Philippines.

The House Committee on Merchant Marine and Fisheries authorized favorable reports on Senate bills simplifying the issuance of enrollments and licenses of vessels and regulating the bonds and oaths of shipping commissioners.

Representative Cooper, of Wisconsin, has introduced a bill in Congress, granting United States citizenship to the people of Porto Rico. It is understood that Governor Winthrop will personally advocate the passage of the bill.

Joseph A. Turney, note teller of the National Bank of North America, was arraigned in New York on a charge of stealing $34,000, after being in the bank's employ for thirty-three years. He made a confession to the president of the bank.

James B. Howard, who had been in jail at Louisville, Ky., pending the disposition of his case by the United States Supreme Court, was recently taken to Frankfort to begin his term of life imprisonment, to which he was sentenced for the murder of Governor William Goebel.

In a decision adverse to the Chicago Street Railway, the Supreme Court of the United States decided that the public welfare was sufficient to compel that corporation to sink or remove its Chicago River tunnel, to permit the deepening of the channel, and this despite the railway's contract with the city.

It is estimated that New York City will have a population of 8,000,000 in 1921. The annual increase of population of New York City proper from 1900 to 1905 was 115,421. In the same five years the growth of New York City was 2,077,610. Eighteen births occur in that city every hour, an increase of 432 inhabitants daily.

Charles C. May, former president of the Big Bend National Bank of Davenport, Wash., convicted of juggling his accounts, was sentenced on April 2 by Judge Edward Whitson, in the Federal Court at Spokane, to serve five years in the United States penitentiary at McNeil's Island. This is the minimum penalty under the law.

Three Chinese merchants of San Francisco, with their brides, left El Paso, Tex., April 13, in bond for San Francisco. They were married in China, and when they attempted to re-enter with their brides they were excluded. After a long communication the Department of Commerce and Labor permitted them to travel to San Francisco, where the case will be heard. It is charged that the merchants married the girls for the purpose of selling them into slavery.

SAN PEDRO, CAL.

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Pacific Coast Marine.

Captain Reilley, formerly in command of the steamer Montara, has been appointed master of the steamer City of Topeka, succeeding Captain Cann.

The old clipper ship Glory of the Seas, recently purchased by the Barneson-Hibbard Company, is being placed in good condition, with new masts and yards.

The Chilean bark Alta, owned by A. P. Lorentzen of this city, which was recently ashore at Manila, is reported to have arrived at Hongkong, where she will be repaired, at a cost of approximately $30,000.

The Senate Committee on Commerce has authorized a favorable report on a bill appropriating $120,000 for a light vessel for the use of the Orford Reef, near Cape Blanco, Or.

The British steamer Elleric has been chartered by the Barneson-Hibbard Company to carry a cargo of general merchandise from San Francisco to the Siberian coast.

The committee in charge of the presentation to the United States cruiser California has decided that the gift of the State's citizens shall take the form of a solid gold table service.

The House Territories Committee has reported bills for filling in that portion of Honolulu Naval Station known as The Reef and setting aside certain lands at Hilo for Government purposes.

The steam-schooner Quinault was launched at Aberdeen, Wash., on April 9. A boy named Henry Johnson, son of a shipyard employe, fell from the vessel's rail prior to the launch and received fatal injuries.

Representative Knowland has secured from the House Naval Affairs Committee an increase of $40,000 in the appropriation recommended for the construction of the training-ship Intrepid, at Mare Island Navy Yard.

There is a $10,000 insurance policy in the name of Mildred Coles, the Valencia victim whose body was exhumed at Victoria, B. C., on April 12 and identified by Mrs. Clausen of Minnesota, who will have the body shipped East.

A telegram received at San Francisco on April 7 reported that the American ship Arthur Sewall, previously reported as on the way from Philadelphia for Manila, and grounding off Java, has been surveyed and found seaworthy. At last accounts the ship was discharging part of her cargo, and was apparently undamaged.

Articles of incorporation have been issued to the new German Roland line, which will immediately institute service between Hamburg and all points on the west coast of South and Central America and Mexico and San Francisco. The company is capitalized at $1,904,000, and will have a fleet of six steamers, each of 3,000 tons. They will compete with the Kosmos line.

The latest estimate of the number of lives lost in the hurricane which swept the Society Islands on February 7 and 8 is 150. Property losses will aggregate $1,500,000. The British ship County of Roxburgh of Glasgow, 2100 tons, J. E. Leslie, master, was wrecked at Taharoa, Tuamotu Islands, and ten seamen were drowned. A number of small French craft were also wrecked, and part of their crews were drowned.

Nathan Frank, as attorney for the Barneson-Hibbard Company, filed libels aggregating $51,000 against a number of insurance companies. It is alleged in the complaint that the Barneson-Hibbard Company had certain amounts of merchandise on the Mariechen, which sailed from Seattle for Vladivostok on November 24, 1905, and was wrecked at False Bay, Alaska, January 25, 1906, and that the insurance companies are liable for loss of cargo.

German Consul Kaiser, at Washington, D. C., reports that Mazatlan and San Francisco will soon have two new steamship lines, making regular calls for passengers and freight traffic. It is announced that Axel Johnson & Co., the Swedish steamship company, has decided to extend its line of steamers now operating between Swedish ports and Montevideo and Buenos Ayres, to the West Coast, touching at Valparaiso, Callao, Panama, Manzanillo, Mazatlan and San Francisco.

The salmon packers' ships Oriental and Standard of the Alaska Packers' Association fleet, sailed from San Francisco on April 14, for Bristol Bay, with Japanese making up the crowd of cannery hands. Chinese formerly were employed in the canneries, but during the past few days there has been such enmity existing between the various Chinese contracting firms that the Japanese, who are in town in great numbers looking for any opening, took advantage of the situation and were engaged by the cannery superintendents.

A new Kosmos liner called the Setos is en route to the Coast from Hamburg and Mediterranean ports, by way of the Straits of Magellan. The Setos was built exclusively for freight, and has a carrying capacity of 9000 tons. She has flush decks fore and aft, with two masts. The Setos is expected to arrive at San Francisco about June 10. The Elkab and other new passenger and freight steamers built or building for the Kosmos line will not make the latter port their terminus, probably coming no farther north in the Pacific than Central America.

Captain Joseph Suiter, accused of allowing a seaman afflicted with trachoma to escape from the British vessel Bardowie, was discharged by United States Commissioner Heacock at San Francisco on March 27. It was shown that the sailor had been sent to St. Mary's Hospital, but that the master had exercised due precaution to guard against his escape. In addition to this, Commissioner Heacock took into consideration a recent decision by District Judge J. J. De Haven, to the effect that the law which makes it an offense to allow a diseased alien to land does not apply to seamen.

Advices were received at Victoria, B. C., that Sir William Lyle, Minister of Trade and Customs in Australia, will sail from Sydney for Canada on the new turbine steamer Maheno, which started on her first trip across the Pacific on April 16, being the first turbine vessel to cross this ocean. The Australian Minister is bound for Banff, where agents will come from Ottawa to discuss trade matters between Australia and Canada with a view to securing preferential tariffs.

A stern-wheel steamer was launched from the yard of John Twigg & Sons at San Francisco on April 1 and christened the Maria. The boat is 60 feet long, with a beam of 12 feet and a depth of three feet 10 inches. Thirteen days previously the keel was laid, and now the whole craft is ready for shipment on one of the south-bound steamers for Colombia, where she will be used by General Cabrillo on the upper rivers of the isthmian republic in transporting miners' supplies and in exploring the headwaters of various streams. The Maria is fitted with engines of 35 horse-power, and will burn wood for fuel.

In a list of record sailing passages, fast and slow, for the year 1905, it is seen that the French bark Max, well known on the Pacific Coast in consequence of the part she took in causing the loss of the steamer Walla Walla, made the fastest trip of the year from here to Great Britain, reaching Queenstown in 109 days. Of nine vessels credited with fast passages over the same route, five were French, which goes to show that the Frenchmen do not anchor every night, as used to be said of them. The longest trip from San Francisco to England was made by the French bark Francois, 202 days. From Great Britain to San Francisco the fastest passages of the year were made by the Norwegian ship Lancing, 111 days from the Isle of Wight, and by the American bark Homeward Bound, Captain Thompson, 115 days from Portland, England. The longest trip was that of the French bark MacMahon, 212 days from Swansea. From San Francisco to Sydney and Newcastle, Australia, the fastest passage was by the French bark Gael, 43 days, and the longest by the French bark Marguerite Miraband, 76 days.

The law of 1882 in regard to the overcrowding of immigrant quarters in passenger ships is at present being enforced at San Francisco. In compliance with instructions from the Department of Commerce and Labor, Collector of the Port Stratton has caused inspections to be made, with the result that a large number of fines have been imposed, some of them for considerable amounts. Secretary Metcalf has approved the fines and action to collect these will be taken immediately, and failure to pay them will be followed by civil prosecution by the United States District Attorney. The fines are on account of overcrowding, of inadequate dining facilities and of non-separation of the sexes. The penalties imposed, the names of the captains and ships, and the dates of their arrivals are as follows: Captain Porter, Mongolia, January 26, $2250; Captain Green, Nippon Maru, January 9, $1550; Captain Friele, China, January 31, $1560; Captain Hayward, Ventura, February 28, $540; Captain Smith, Doric, February 14, $1620; Captain Reimers, Meira, February 21, $20; Captain Lawless, Mariposa, January 26, $30; Captain Trask, Acapulco, February 14, $1340; Captain Saunders, Manchuria, February 21, $220; Captain Robinson, City of Pekin, January 21, $955.

DIED.

John Swei, No. 416, native of Russia, age 45 years, died in Marine Hospital, San Francisco, Cal., April 12, 1906.

Men in need of medicine go to City Front Drug Store, No. 10 Mission St., near East, S. F.

Get your SPRING BLOOD CLEANSER at the City Front Drug Store, 10 Mission Street, opposite Sailors' Union Hall, San Francisco.

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Lucas County—ss.

Frank J. Cheney makes oath that he is senior partner of the firm of F. J. Cheney & Co., doing business in the City of Toledo, County and State aforesaid, and that said firm will pay the sum of ONE HUNDRED DOLLARS for each and every case of Catarrh that cannot be cured by the use of Hall's Catarrh Cure. FRANK J. CHENEY.

Sworn to before me and subscribed in my presence, this 6th day of December, A. D. 1886.

(Seal.) A. W. GLEASON,
Notary Public.

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Hatcheries in Alaska.

It has long been apparent to observers that the stupendous drain upon Alaska's salmon resources, though the latter be regulated and husbanded as carefully as possible, must ultimately exhaust the fisheries unless they are maintained by artificial propagation. The attempt to accomplish this by exacting the maintenance of adequate hatcheries by private parties engaged in the salmon packing business having proved a failure, an appropriation was made by Congress at the last session for one hatchery, which was built this summer, and it is hoped that the scope of this work will be extended by the building of additional plants of this character until the output of fry shall be in a ratio equal at least to the drain upon the present natural supply.

To meet this demand is an immense undertaking, but by no means an impossible one, judging by what has been done in other lines of fish culture. The take of salmon in Alaskan waters is usually about 30,000,000 a year, and on a basis of ten fry for each mature fish there would now be required an annual planting of 300,000,000 young. The estimate of the correct ratio is probably too low, for it is doubtful that one-tenth of the fry successfully run the gauntlet of the perils that confront them from the time of leaving the hatchery until their return to the spawning ground. It is likely that a ratio of thirty to one would be nearer the mark. This would mean the hatching and distribution of 900,000,000 fry in Alaskan waters, and would call for at least four very large hatcheries and a regular force of not less than 100 employes.

Though this would seem to require a great expenditure of public funds for the maintenance of an industry not of the first magnitude, it is to be remembered that the tax on canned and salted salmon has thus far produced a gross revenue to the national treasury of more than $500,000 and affords an annual income, on the average, of $75,000. The initial outlay for hatchery plants would not exceed one-half of the money that has already been received from this interest, and the yearly maintenance on a liberal scale could possibly be met from the tax payments, even though no charge were made against the packers for the fry planted, as has been suggested. Inasmuch as no such burden of taxation is put upon those who take fish from the sea anywhere in the United States except in Alaska, it surely would be no great stretch of Governmental generosity to employ all the funds so received for the benefit of these fisheries. There is a large and growing sentiment favorable to such action, and upon its being taken promptly the permanence of the Alaska salmon resources depends.—Report of United States Special Agent Kutchin for 1905.

Rotterdam is now in point of tonnage the second seaport in importance of Continental Europe. This is brought out by the figures for 1905, which have just been made up. The total was 8,637,000 tons, an increase of 757,500 over 1904. Hamburg entered 1,118 ships for 1905, with 10,382,000 tonnage, thus being the first port in standing. Antwerp's figures of 9,846,700 tonnage are on a different basis from the other two cities and must be discounted 15 per cent for comparison. The real harbor traffic of Antwerp was 8,369,000 tons. The new waterway to Rotterdam is steadily increasing her shipping.

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COAST SEAMEN'S JOURNAL

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Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, - - - - - APRIL 18, 1906.

CHAMBERLAIN ON ALLOTMENT.

Mr. E. T. Chamberlain, Commissioner of Navigation, in his Annual Report for 1905, deals with the operation of the Allotment law in a manner fairly illustrative of the advantages accruing to the seamen under recent legislation on that subject. On this point we quote the Report in full, as follows:

The Seamen's Allotment law (Sec. 24, Act of December 21, 1898) continues to confirm the anticipation of its advocates seven and eight years ago. For the past four fiscal years the following number of allotment notes have been approved by Shipping-Commissioners:

Year.	To Creditors.	To Relatives.	Total.
1902	4,214	240	4,454
1903	3,875	284	4,159
1904	3,479	287	3,766
1905	2,514	304	2,818

The number of allotment notes to so-called creditors shows a steady and satisfactory decrease. Under the guise of these allotment notes seamen were formerly, under the forms of law, deprived of a considerable part of their earnings.

Doubtless there are occasional wrongs under the present system, but the Bureau believes, both from statistics and from the cessation of complaints, which were frequent ten years ago, that the law has fully justified its enactment. The Bureau has been urged on the one hand to favor a bill to permit allotments in the coasting trade again, and on the other to recommend the total abolition of allotments by statute. Either change would be injudicious. The former proposition would inevitably lead to a return of the abuses of the old system. An attempt to abolish allotments altogether was followed in two years by the repeal of the law enacted for that purpose, and by a return to a system so unsatisfactory as to force the enactment of the law of 1898. Under the powers vested in this office by that law the allotment of wages in advance of the time when they have been earned can be gradually reduced to the minimum.

In fact, the returns show actual progress toward that end. The law, of course, should not be credited exclusively with the result. The steady decline in square-rigged ships and the gradual substitution of line steamers for "tramps" in nearly every direction of foreign trade has accelerated the workings of the law. So large a proportion of the foreign trade of this country is carried on in British ships that the success of the law would have been imperiled without the cooperation of British maritime authorities at home and in the consular service in the United States. This cooperation has been cordial.

The increase in allotments to dependent relatives is slight, but satisfactory. This form of the system enables the seaman to save part of his wages for the benefit of his family. Yet it is seldom employed.

To encourage the saving of seamen's wages, the Postmaster of New York, at the request of the Shipping Commissioner at that port, established in the Shipping-Commissioner's office on April 1, 1905, a postal station, in order that seamen might thus have the customary postal facilities for forwarding to absent relatives a portion of their earnings by registered letter or money order. A report of the Postmaster, dated September 19, shows that at this office no registry business whatever was transacted, and that the total number of money orders issued was twenty-eight, or an average of but one a week.

In contrast the Bureau is informed by officers of the Legal Aid Society that seamen who had been paid off at the British consular shipping office transmitted through the Protestant Episcopal Missionary Society $2,552 to their homes in England during the single week ending October 14, 1905. The Bureau stands ready to co-operate in any plan to promote thrift among seamen on American vessels, but it must be borne in mind that any such plan has a serious obstacle to overcome in the lack of homogeneity in the crews of our vessels compared with those of most other foreign nations.

Mr. Chamberlain's observations make interesting reading to those who recall the fierce controversy waged immediately before and after the passage of the Maguire and White Acts, of 1895 and 1898, respectively. The laws abolishing allotment in the coastwise trade and reducing by one-half the amount of allotment permissible in the foreign-going trade were conceived by the International Seamen's Union of America and passed by Congress at the instance of that body, in spite of powerful opposition from other sources. Much harm was predicted of the Allotment law. For one thing, the new law, so it was confidently declared, would deprive "Poor Jack" of the wherewithal to secure a "sea-stock," since the crimps would not advance the needful upon the mere chance of being repaid at the end of the voyage. "Poor Jack" is so unreliable in money matters, you know! Again, so many voyages never come to an end, you know! These dire predictions have ceased of late. The seaman secures his sea-stock as usual—in fact, more than usual—and the crimp is none the worse off, at least in respect to any legitimate claims he may have upon the seaman. The sum total of the affair is that the seaman is now able to provide for himself, while the crimp, being unable to rob the seaman in the first instance, is under no compulsion to befriend him in the last instance.

Concerning Mr. Chamberlain's suggestion that the total abolition of allotment would be "injudicious," we are still of opinion that what has proved good in a limited degree would prove still better in the last degree. The reference to the failure of a former attempt to abolish all allotment is pertinent only as indicating the cause of most failures in the same connection. In 1884 Congress abolished advance—an altogether different thing from allotment, by the way. The law failed because the Government refused to support the shipping-commissioners in enforcing it. In 1886 the old Allotment law was passed, with a provision for payment to the "original creditor" (otherwise known as the crimp), which provision practically re-established the previously existing system of advance. With honest and intelligent co-operation on the part of the authorities, there is every reason to believe that the total abolition of allotment to the "original creditor" would prove practicable and advantageous to all legitimate interests.

It is interesting to note that Commissioner Chamberlain, in the same Report, shows that the percentage of "desertions" among seamen during the year was 2.71, as compared with 3.4 during 1904, and 4.3 during 1903. Another dire prediction gone galley west! When the organized seamen were fighting for the right to leave their vessels (i. e. "desert"), they were told that such a thing would greatly increase the number of desertions; that vessels would be tied-up for want of crews, and that commerce would go plumb to the devil. Behold the official figures! If the official foresight of what is likely to happen were only equal to the official figures, published several years after the thing has happened, the Commissioner of Navigation would now be recommending the passage of the legislation demanded by the seamen and their friends. As it is, the seamen will have to make their own fight, meantime consoling themselves with the assurance that after—say five or ten years after—they have won, the official reports will come out with a declaration that the law "continues to confirm the anticipation of its advocates"!

Recent events prove that there is something radically wrong with the Federal authorities at Eureka, Cal. The British ship Langdale was minus a crew and applied to a certain notorious land shark at San Francisco for men. A crew was secured by this individual and shipped to Eureka. When the men discovered that they had been brought to Eureka under false pretenses they very properly refused to go to work on the Langdale. Thereupon all were thrown in jail. Subsequently nine of the men were dismissed because they claimed to be American born. The remaining four seamen, however, were placed aboard in irons and forced to go to sea against their will. One of the men thus deprived of his liberty by an obliging official claimed to be an American citizen by virtue of his father's naturalization. His assertion was proved to be true twenty-four hours after the ship had crossed the bar. Our much vaunted constitutional rights as citizens of the United States of America are nothing but a howling farce if a citizen can be deprived of his liberty and sent to sea in a foreign vessel against his will simply because he is not at all times in possession of documentary evidence of his American citizenship.

The Seamen's bill, known to readers of the JOURNAL as the Livernash bill, has been introduced at the present session of Congress by Representative Spight, of Mississippi. Mr. Spight was a member of the late Merchant Marine Commission and has endeavored to familiarize himself with the Seamen's needs. The bill, which is known as H. R. 17724, has been somewhat improved, and contains practically all of the organized Seamen's legislative demands. To be sure, the bill has no possible chance of passage during this session of Congress, but "to-morrow is also a day," and the day is perhaps not so very far off when a number of the arrogant "servants of the people" who are at present serving the subsidy-grabbers will be relegated to a life of seclusion at home. General Grosvenor, who has always been an opponent of progressive legislation, has already been selected to lead the has-beens out of the Halls of Congress next fall and as he is reputed to be a good leader we may expect to see him go home with a good following. Sooner or later the Seamen's bill will become a law—all opposition notwithstanding!

The resolution adopted by the Board of Supervisors of San Francisco, calling upon Mayor Schmitz to telegraph Congressman Hayes to urge that Congress declare in favor of "American crews for American ships or no subsidy" is timely and has a true ring. We are inclined to think, however, that a single corporation, namely, the Pacific Mail Steamship Co., has more influence in the present Congress than the entire Board of Supervisors of San Francisco.

Demand the union label on all products!

Whereas, The frequent arrival at San Francisco and other Pacific Coast ports of large numbers of Japanese laborers, coming from the Territory of Hawaii, affords strong ground for the belief that said laborers are brought to the United States under contracts nominally made in the Territory of Hawaii, but in reality entered into in Japan, and therefore in violation of the Alien Contract Labor laws; therefore be it

Resolved, By the Japanese and Korean Exclusion League, that this condition constitutes an emergency demanding prompt and vigorous action by Congress; further

Resolved, That these resolutions be forwarded to the Senators and Representatives from California in the Congress of the United States, with an urgent request for legislative action to prevent the further evasion of the spirit of the existing laws designed to protect the American people from enforced competition with labor of a low industrial and moral standard.

The foregoing resolutions, adopted by the Japanese and Korean Exclusion League, of San Francisco, at a recent meeting, deal with a situation that demands immediate action by Congress, or at least by those members of that body who still recognize any degree of responsibility to the people. The recent large influx of Jap laborers is plainly and openly so much contract labor. To say that because such labor comes by way of Hawaii, it can not be stopped is to acknowledge the precedence of form over fact. The Alien Contract Labor laws were enacted to protect the American people against just such evils as this of the Jap invasion, and they should be enforced in that light.

In accord with the plan generally followed by the California Bureau of Labor Statistics the aid of the press was solicited in giving publicity to the positive enforcement of the Child Labor Law. Throughout the entire State this aid has been cheerfully given, but in Los Angeles we found one exception. The proprietor of a great daily newspaper, when solicited to bring this matter before the public, in the interest of both the employer and the child, demanded in return for his aid in this humane work that our department of the State Government should aid him in smashing the labor unions.

The foregoing is an extract from an address delivered by State Labor Commissioner W. V. Stafford, at a recent meeting of the Commonwealth Club, in San Francisco. It does not require a great deal of guessing to name the would-be union-smasher of Los Angeles. The "hero" of the Rubicon is willing to lend his assistance in the enforcement of the law which protects children, provided, the State Labor Bureau aids him in his favorite hobby—union-smashing. Surely, the devil incarnate could scarcely make a more fiendish proposition!

The article on page one of this issue gives a clear and concise history of the race problem existing in the Hawaiian Islands. Shall we witness similar conditions on the Pacific coast, or shall the mainland remain a white man's country? It is up to you, fellow-agitators, to demand that the Chinese Exclusion Act be extended so as to include all Mongolians. If the subject is left in the hands of our safe, sane and conservative statesmen California will soon have a race problem of her own.

Tom Lauder, who while residing at San Francisco was a valued contributor to the JOURNAL, has returned to his native land, Australia, and is presiding in the editorial sanctum of "The Barrier Truth" of Broken Hill, N. S. W. Mr. Lauder's high literary ability will make the "Truth" one of the foremost, if not the best, of the many able labor journals of the commonwealth of Australia.

Stay away from "Blue Card" butcher shops. These are "Open Shops"—that is open only to non-union butchers.

TRADE-UNION POLICY.

In a recent issue of the JOURNAL, the now famous "Bill of Grievances" was published and commented upon. It was pointed out at the time that "in advocating that the people, and especially the working people, should elect to Congress and other legislative bodies men who can be trusted to serve the people's interest, rather than those of the people's masters and enemies, the American Federation of Labor is doing what it has done right along since its inception."

The subjoined resolutions have been adopted at successive conventions of the American Federation of Labor, and until further action is taken must be regarded as the practical policy of the trade-union movement of America:

POLITICAL ACTION.—That the American Federation of Labor most firmly and unequivocally favors the independent use of the ballot by the trade-unionists and workingmen, united regardless of party, that we may elect men from our own ranks to make new laws and administer them along the lines laid down in the legislative demands of the American Federation of Labor, and at the same time secure an impartial judiciary that will not govern us by arbitrary injunctions of the courts, nor act as the pliant tools of corporate wealth.

That as our efforts are centered against all forms of industrial slavery and economic wrong, we must also direct our utmost energies to remove all forms of political servitude and party slavery, to the end that the working people may act as a unit at the polls at every election.

THOROUGH UNITY.—We reaffirm as one of the cardinal principles of the trade-union movement that the working people must unite and organize, irrespective of creed, color, sex, nationality, or politics.

WORKING OVERTIME.—We advise strongly against the practice which now exists in some industries of working overtime beyond the established hours of labor, particularly in these times, when so many unemployed are struggling for an opportunity to work. It is an instigator of the basest selfishness, a radical violation of union principles, and whether on piece work or day work, it tends to set back the general movement for the eight hour day.

THE EIGHT HOUR WORKDAY.—Trade-unions should hold open and public meetings once a month, in their usual meeting halls, and invite non-union men and the public to attend and help forward the inauguration of the eight hour workday.

Canada-New Zealand Line.

The Canadian Government at Ottawa has concluded a contract with the Bucknall Steamship Company for a direct line between Victoria and Vancouver and three ports in New Zealand. There are to be not less than six round trips per annum, the subsidy being $50,000, with the understanding that New Zealand will give a similar bonus.

Two of the 13 steamers operated by the Bucknall Company, the Afrikander and Bucentaur, now in European ports, will be overhauled and placed in the service to open next July. Agents are now arranging a sailing schedule for the new line. The New Zealand ports to be touched are Auckland, Dunedin, Wellington, Lyttleton, and Bluff. A call will also be made at Sydney, Australia.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

HEADQUARTERS, SAN FRANCISCO, Apr. 16, 1906. Regular weekly meeting was called to order at 7:30 p. m., John Kean presiding. Secretary reported shipping very good.

E. ELLISON, Secretary pro tem.
S. W. cor. East and Mission sts. Tel. Main 5397.

TACOMA AGENCY, Apr. 9, 1906. Shipping fair; prospects good. Men very scarce.

H. L. PETTERSON, Agent.
3004 McCarver st. Tel. Main 808.

SEATTLE AGENCY, Apr. 9, 1906. Shipping fair.

P. B. GILL, Agent.
1312 Western ave. P. O. Box 65. Tel. James 3031.

PORT TOWNSEND AGENCY, Apr. 9, 1906. No meeting; no quorum. Shipping fair.

WM. THORBECK, Agent.
114 Quincy st. P. O. Box 48. Tel. 443.

ABERDEEN AGENCY, Apr. 9, 1906. Shipping fair.

WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

PORTLAND (OR.) AGENCY, Apr. 9, 1906. Shipping good.

CHAS. BOCK, Agent.
40 Union ave. Tel. East 4912.

EUREKA AGENCY, Apr. 9, 1906. No meeting; no quorum. Shipping good; prospects good.

C. SORENSEN, Agent.
222 C street. P. O. Box 327. Tel. Main 566.

SAN PEDRO AGENCY, Apr. 9, 1906. Shipping fair.

HARRY OHLSEN, Agent.
P. O. Box 2380. Tel. Main 774.

HONOLULU (H. T.) AGENCY, Apr. 2, 1906. Shipping dull; prospects uncertain.

C. COLDIN, Agent.
821 Alakea st. Tel. Main 95.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

HEADQUARTERS, SAN FRANCISCO, Apr. 12, 1906. Regular weekly meeting was called to order at 7:30 p. m., Eugene Burke in the chair. Secretary reported shipping fair. A subscription was taken up for the benefit of the widow of Comrade Fred. Woodyard, who lost his life on the steamship Higgins by falling overboard. The report of the Quarterly Finance Committee, stating that books, bills and cash on hand and in banks had been found correct, was read and adopted. Donated $25 to the Stablemen's Union, now on strike.

EUGENE STEIDLE, Secretary.
54 Mission st.

SEATTLE (WASH.) AGENCY, Apr. 5, 1906. No quorum; no meeting. Situation unchanged.

LEONARD NORKGAUER, Agent.

SAN PEDRO (CAL.) AGENCY, Apr. 5, 1906. No meeting. Prospects fair.

CHAS. M. DAWSON, Agent.

FISHERMEN'S PROTECTIVE UNION OF THE PACIFIC COAST AND ALASKA.

HEADQUARTERS, SAN FRANCISCO, Apr. 13, 1906. Regular weekly meeting was called to order at 8 p. m., Ed. Andersen presiding. Secretary reported everything going along nicely at Astoria, Seattle and San Francisco—men signing and shipping as fast as the shipping commissioners can handle them. Further, that the United Fishermen of the Pacific had applied to the International Seamen's Union of America for a charter. Meeting adjourned to meet again October 5, 1906.

I. N. HYLEN, Secretary.
9 Mission st.

ATLANTIC COAST SEAMEN'S UNION.

HEADQUARTERS, BOSTON, MASS., Apr. 10, 1906. Shipping very good.

WM. H. FRAZIER, Secretary.
1½A Lewis st.

LAKE SEAMEN'S UNION.

HEADQUARTERS, CHICAGO, ILL., Apr. 9, 1906. General condition fair.

WM. PENJE, Secretary.
123 North Desplaines st.

MARINE COOKS AND STEWARDS OF THE GREAT LAKES.

HEADQUARTERS, BUFFALO, N. Y., Apr. 3, 1906. Situation quiet.

E. E. TURNER, Secretary pro tem.
55 Main st.

On the Great Lakes.

(Contributed by the Lake Seamen's Unions.)

Lumber Carriers' Agreement, 1906.

This agreement made and entered into, in the City of Detroit, April 2, 1906, by and between the Lumber Carriers' Association, by its duly authorized committee and the Lake Seamen's Union, by its duly authorized representatives,

Witnesseth as follows:

Article I.

This agreement is made for 1906, on the Great Lakes, for all vessels with a carrying capacity of 375,000 and over, pine lumber, and for all schooners enrolled, or hereafter enrolled in the Lumber Carriers' Association.

Article II.

All steamers covered by this contract shall carry the same number of Wheelmen, Watchmen and Ordinary Seamen as has been the custom prevailing heretofore.

All barges covered by this contract under 300 gross tons Government register shall carry the same number of men as heretofore.

All barges of 300 gross tons, Government register, and up, shall carry the same number of men as heretofore, but not less than one (1) mate and four (4) able seamen. All schooners to carry the same number of men as heretofore.

Article III.

In the event that the Seamen's Union is unable to furnish sufficient union men when called for by the Captain, he may ship non-union men to fill such shortage for not longer than the ensuing round trip, and such non-union men shall not be disturbed before the expiration of their term of shipment for the trip as above provided. At least three hours to be given union shipping office for men, unless men desert just before vessel started, then vessel can take quickest obtainable.

Article IV.

It is distinctly understood and agreed that all men working under this contract shall observe and perform and execute faithfully, promptly and cheerfully, all orders given by the Captain or his executive officers.

Article V.

It is further understood and agreed that no union man shipping on any boat covered by this contract for the trip shall desert the ship before the trip is completed. The Captain shall report such desertion to the Lake Seamen's Union; such deserter shall be deprived of his book, and not allowed to work for a specified time, to be set by the agent where complaint is made.

Article VI.

It is further agreed that all requisitions for men to be furnished under this contract, shall be made by the officers of the vessels covered hereby to the shipping officers of the Lake Seamen's Union, for all such men, and if any transportation is required to get the men to the vessels, it shall be paid by the vessels. The shipping officers of the Seamen's Union guaranteeing the men so furnished with transportation will ship and serve for the trip in the boats to which they have been assigned. Nothing in this article shall prevent or prohibit the master or officer of any vessel shipping Union men who may apply to him for a job as heretofore, also shipping officer will advance railroad fare when necessary to furnish men promptly and settlement shall be made direct with shipping officer.

Article VII.

It is further agreed that the wages of the men employed in fitting out on steamers and barges shall be $1.75 per day while not boarding on the vessel, and such term "fitting out" shall be only construed to take in two days before vessels going into actual commission. As soon as they are shipped for the trip, and the vessels are in commission, the wages shall be fixed by the schedule hereinafter provided.

Article VIII—Section A.

Ten hours, from 7.00 a. m. to 6.00 p. m. shall constitute a day's work when crew is handling cargo, the rate of pay for overtime in handling cargo shall be the same as charged by regular longshoremen of the port.

Section B.

No man shall work more than ten hours' for one day's pay, unless they are given watch and watch. The rate of pay for overtime at all work (except as provided in Section A of this article) shall be 25 cents per hour. Shifting in port, mooring vessel, putting on and taking off hatches to be excepted.

Article IX.

Vessels shall furnish clean and sanitary quarters for the crew; have good mattresses and springs where practical, and provide a life preserver for each man, and a change of bed linen each trip. Wheelhouse to be placed on barges on or before September 15, 1906, wherever practicable, the owner or manager to be the judge.

Article X.

There shall be no Sunday or legal holiday work, such as painting, scrubbing paint or cleaning brass, scrubbing of decks however, not to be construed under this paragraph as unnecessary.

Article XI.

It is understood that the said Seamen's Union agrees that it will at all times use its best efforts, and so far as possible guarantee a sufficient number of men to carry out this contract to the satisfaction of the Lumber Carriers' Association.

Article XII.

It is the intention of the parties to this agreement that the Lake Seamen's Union shall and must furnish to all boats of the Lumber Carriers' Association, carrying 375,000 feet and over, pine lumber, all the men they require of the class herein mentioned, to the utmost of their ability.

Wage Scale.

Subject to the foregoing terms and conditions the Lumber Carriers' Association, and the members of the Lake Seamen's Union, do hereby agree to the following scale of wages for the season of 1906.

Article I.

The rate of wages for men under this contract shall be as follows:

For all vessels, (except schooners under sail) with a carrying capacity of 375,000 and over, pine lumber,

Wheelsmen and Watchmen, $45.00 per month; Ordinary Seamen $27.50 per month. After October 1, Wheelsmen and Watchmen, $65.00 per month; Ordinary Seamen, $37.50 per month.

Sailors on barges the same as wheelsmen on like tonnage; mates $10.00 per month more than sailors.

Wages on schooners under sail $2.00 per day to Sept. 1; $2.25 per day for the month of September; $2.50 per day for the balance of the season; Mates, 25 cents more than sailors.

Article II.

It is further understood and agreed that after a boat has completed her round trip, if any of the employes covered by this agreement quit, there shall be no obligation to hire others until the Captain needs them.

Article III.

And further, that said Seamen's Union will not order or allow its members to go out on strikes for any cause. In the event of any difference arising between the parties hereto as to the meaning or intent of any part of this contract, the men shall continue to work and said differences shall be arbitrated in the usual way within thirty days.

It is mutually agreed by and between the Lumber Carriers' Association and the Lake Seamen's Union that duly authorized delegates or representatives shall be appointed to meet before the opening of navigation 1907, for the purpose of arranging a wage scale and contract on vessels of the Lumber Carriers' Association for the season of 1907.

In witness whereof, the Lumber Carriers' Association, by its duly authorized committee as aforesaid, has caused this contract to be subscribed and made on its behalf, and the said Lake Seamen's Union has caused the same to be subscribed and entered into on its behalf, by its representatives, whose names are also hereunto subscribed, at the City of Detroit, this 24 day of April, in the year first above mentioned.

For the Lake Seamen's Union: Wm. Penje, Secretary; V. A. Olander, Alf. Pearce, Wm. Curry, Thomas Lester, W. H. Jenkins, Geo. Hansen, John Buckley, L. Fitzpatrick, Jas. R. Scanlan, Wm. Roberts.

For the Lumber Carriers' Association: O. W. Blodget, J. C. Carey, W. H. Teare, C. H. Prescott, Jr., W. D. Hamilton; H. E. Runnels, Secretary.

Big Dock for Milwaukee.

The Milwaukee-Western Fuel Co. this summer will build a monster coal dock at the foot of Greenfield ave., Milwaukee, that will cost over $500,000. The structure will have a frontage along the river of 1,450 feet and it will have a storage capacity of 300,000 tons. It will be capable of loading 150 cars daily and it will be able to accommodate two of the monster 600-foot steel steamers.

Three monster cranes, operated by electricity, that will permit the unloading of 5,000 tons of coal from boats in ten hours, will be installed.

The Sharkey Construction Co. has secured the contract for the substructure work, which will be of wood. The steel structural contracts have been let to Pittsburg firms. It is expected that the dock will be ready to receive coal August 1.

Officers of the Milwaukee-Western Co. say that with a dock of the kind proposed they will be able to keep enough coal in storage to supply the trade for several months.

Shower Baths for Crews.

Aiming to be in the lead in all progressive moves, the Cleveland and Buffalo Transit Company has announced that its palatial passenger steamers City of Erie and City of Buffalo will be equipped this season with shower baths for the members of the crew. This announcement was made by William F. Herman, general passenger agent of the company. It is an important innovation and means much to the rank and file in the business.

The tendency of the lakes at present is to equip boats in a most complete manner, but it is a fact that there are not many boats with shower baths for the crew. Some of the latest built freighters have them, but a great percentage of the boats are without anything of the kind. It is likely, however, that all boats built in the future will have shower baths.

Another important feature of the equipment on the big boats is the condition of the life-saving apparatus. Everything has been done to make this department a perfect one, no expense being spared to do it. In connection with this idea the general condition of the steamers also has been carefully looked into. General Manager Newman says he believes in having everything as near shipshape as it can be.

The engines of each boat were all taken apart during the winter months, piece by piece and replaced in a faultless condition. The fifty-eight-ton paddle-wheels have received the same scrupulous attention. In the engineer's department new and modern dynamos have been installed to furnish light for the boat.

Welcome Island Lighthouse.

The Canadian government has erected a lighthouse on the northeastern end of Welcome Island in Thunder Bay, Lake Superior. The light will be put in operation as soon as the season opens.

It stands on land 80 feet above the lake level and 150 feet back from the water's edge. It is 38 feet high from its base to the top of the ventilator on the lantern. The light will be a fixed white one 112 feet above the surface of the water. It is expected it will be visible 16 miles from all points of approach by water.

On the cape at the entrance of Thunder Bay, the Canadian government announces that a stronger fog alarm, operated by compressed air, is being installed. The new lighthouse and improved alarm it is expected, will greatly lessen the danger to mariners cruising on that treacherous part of the lake.

Another Kirby Boat.

The passenger steamer Hendrik Hudson, building for the Hudson River Day line, was launched at the yard of the Thomas S. Marvel Shipbuilding Co., at Newburgh, N. Y., on March 31. The vessel was designed by Frank E. Kirby, and he was present at the ceremony. The new ship is 400 feet long, 82 feet over the decks, and 14 feet deep. Her passenger capacity is said to be 5,000, and it is claimed for her that she will be the acme of a passenger steamer. The paddle wheel shaft will be below deck, and passengers will not be obliged to pass under or mount steps to go over it. Steam will be supplied by eight great boilers, and the vessel is expected to show a speed of 23 or 25 miles an hour. The old walking beam, so familiar on Hudson river boats, will be missing on the Hendrik Hudson.

Demand the union label on all products!

The Overtime Clause.

Taking off, or putting on hatches, entering or leaving port, or locking through the Soo do not constitute overtime.

The charter of the steamer State of New York by which the Lake Erie Excursion Co. will operate the vessel for two seasons on the Crystal Beach route at Buffalo, has been closed. The boat has been running for several years between Cleveland and Toledo. To fit the New York for day excursion work several rooms around the outside will be removed, giving more space on the deck for passengers. Manager Rebstock of the Buffalo company expects to have the New York running at the usual time, about June 15. The route is a short one, about six miles out from Buffalo, and the season extends to Sept. 15.

INFORMATION WANTED.

Clarence Elmer Pederson, who was in the United States Navy two years ago, will please communicate with the Lake Seamen's Union, 121 N. Desplaines street, Chicago, Ill.

Carl Knudsen, No. 6212, will please communicate with his brother, Bernt Knudsen, 92 South Halstead street, Chicago, Ill.

Robert Reesor, No. 5174, Lake Seamen's Union, will please write his brother, George Reesor, 103 Fuller street, Toronto, Ont., Canada.

Geo. T. Hurley, No. 13,845, Lake Seamen's Union, will please write his mother, Mrs. Maria Hurley, 198 Georgia street, Buffalo, N. Y.

Comrade Oscar Lavett, No. 7347, Lake Seamen's Union, last heard of in Buffalo, N. Y., in October, 1903. Please send information or address to Thos. A. Hanson, Treasurer Lake Seamen's Union, 121 N. Desplaines street, Chicago, Ill.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS

LAKE SEAMEN'S UNION

(Lakes District International Seamen's Union of America.)

121 and 123 North Desplaines Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, WIS.....133 Clinton Street
Telephone 240 South.

BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.

ASHTABULA HARBOR, O.....87 Bridge Street
Telephone 552.

CLEVELAND, O.....171 East River Street
Telephone Bell Main 1295.

TOLEDO, O.....719 Summit Street
Telephone Black 6981.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES.

DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3724.

ASHLAND, WIS.....515 East Second Street
Ashland Phone 1563.

SUPERIOR, WIS.....1721 North Third Street
Telephone, Old Phone, 4428 L.

BAY CITY, MICH.....919 North Water Street

OGDENSBURG, N. Y.....94 Hamilton Street

SUB-AGENCIES.

MANITOWOC, WIS.....809 South Eighth Street

ERIE, PA.....107 East Third Street
Telephone Bell 599 F.

CONNEAUT HARBOR, O.....992 Day Street

SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
Telephone 1944 South Chicago.

SANDUSKY, O.....1107 Adams Street

PORT HURON, MICH.....931 Military Street

HOSPITALS AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.
CHICAGO, ILL.; DETROIT, MICH.; CLEVELAND, O.

RELIEF STATIONS.

Ashtabula Harbor, O.	Manitowoc, Wis.
Buffalo, N. Y.	Marquette, Mich.
Duluth, Minn.	Milwaukee, Wis.
Erie, Pa.	Saginaw, Mich.
Escanaba, Mich.	Sandusky, O.
Grand Haven, Mich.	Sault Ste. Marie, Mich.
Green Bay, Wis.	Sheboygan, Mich.
Houghton, Mich.	Sturgeon Bay, Wis.
Ludington, Mich.	Superior, Wis.
Manistel, Mich.	Toledo, O.

We Don't Patronize.

FOOD AND KINDRED PRODUCTS.

Bread—McKinney Bread Company, St. Louis, Mo.; National Biscuit Company, Chicago, Ill.

Cigars—Carl Upman, of New York City; Kerbs, Wertheim & Schiffer, of New York City; The Henry George and Tom Moore.

Flour—Washburn-Crosby Milling Co., Minneapolis, Minn.; Kelley Milling Co.; Kansas City, Mo.

Groceries—James Butler, New York City.

Meats—Kingan Packing Company, of Indianapolis, Ind.

Pipes—Wm. Demuth & Co., New York.

Tobacco—American and Continental Tobacco Companies.

CLOTHING.

Buttons—Davenport Pearl Button Company, Davenport, Iowa; Krementz & Co., Newark, N. J.

Clothing—N. Snellenberg & Co., Philadelphia, Pa.; Clothiers' Exchange, Rochester, N. Y.; Strawbridge & Clothier, Philadelphia, Pa.; Blauner Bros., New York.

Corsets—Chicago Corset Company, manufacturers Kabo and La Marguerite Corsets.

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Hats—J. B. Stetson Company, Philadelphia, Pa.; E. M. Knox Company, Brooklyn, N. Y.

Shirts and Collars—United Shirt and Collar Company; Troy, N. Y.; Van Zandt, Jacobs & Co., Troy, N. Y.; Cluett, Peabody & Co., Troy, N. Y.; James R. Kaiser, New York City.

Shoes—Harney Bros., Lynn, Mass.; J. E. Tilt Shoe Co., Chicago, Ill.

Suspenders—Russell Mfg. Co., Middletown, Conn.

Textile—Merrimac Manufacturing Co. (printed goods), Lowell, Mass.

Underwear—Oneita Knitting Mills, Utica, N. Y.

Woolens—Hartford Carpet Co., Thompsonville, Conn.; J. Capps & Son, Jacksonville, Ill.

PRINTING AND PUBLICATIONS.

Bookbinders—Geo. M. Hill Co., Chicago, Ill.; Boorum & Pease Co., Brooklyn, N. Y.

Newspapers—Philadelphia Democrat, Philadelphia, Pa.; Hudson, Kimberly & Co., printers, of Kansas City, Mo.; W. B. Conkey Co., publishers, Hammond, Ind.; Times, Los Angeles, Cal.; Philadelphia Inquirer.

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Iron, Architectural—Geo. L. Meskir, Evansville, Ind.

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MISCELLANEOUS.

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Thomas Taylor & Son, Hudson, Mass.

C. W. Post, Manufacturer of Grape Nuts and Postum Cereal, Battle Creek, Mich.

Lehmaier-Swartz & Co., New York City.

On the Atlantic Coast.

(Continued from page 3.)

Miscellaneous.

The burning of the Fall River line steamer Plymouth affords a striking proof of the truth of the allegations made by the Seamen's Union and others that nothing whatever has been done by the authorities since the Slocum disaster to safeguard travel on that kind of vessel. The Plymouth was just such another floating tinder-box as the Slocum; a towering superstructure of oil-painted, resinous pine-wood, mounted upon a low, flimsy steel hull. Although she was tied up to her dock in Newport, R. I., and had plenty of watchmen and a gang of longshoremen on board at the time, yet the fire spread so swiftly after it started that those men had to jump for their lives, and even then one of these was overtaken by the flames and burned to death. Had the fire broken out while the Plymouth was steaming through Long Island Sound, or while rounding Point Judith, there would have been no earthly escape for her passengers and crew from the fate which overtook the Slocum's victims. But, so long as the public will stand for Slocum disasters, the steamship companies may be relied upon to furnish the Slocums.

The report of Assistant Secretary of State Peirce, anent the total unfitness for their positions of several of our Consular representatives in China, ought to convince our pro-Chinese fellow-citizens that we can not afford to abate one iota of either the letter or the spirit of our Chinese Exclusion laws. A fine bunch of grafters those Consuls seem to have been to be intrusted with the important official function of issuing certificates to Chinese "travelers" on the point of departing for the United States. And yet, the press organs of the "saviours and custodians of our national honor" will no doubt go on as blithely as ever telling us that because we have, ex necessitate rei, appointed our Consuls to represent us abroad, we are therefore estopped from assuming that they are corrupt. But, of course, in solemnly enumerating specious politico-economic syllogisms, with Q. E. D. clinchers thrown in for good measure, the mouthpieces of the trusts are simply doing what they are paid for. All of which points the moral to the workingmen of the United States that eternal vigilance is the price of Chinese Exclusion.

The annual spring rush of immigrants has begun with a vengeance. The number of arrivals via Ellis Island during the week ending February 17, greatly exceeded the record for the corresponding week of last year, more than 11,000 immigrants arriving on the first two days of that week. Italians were in the lead among the nationalities represented, but most of these were of that class which comes here to work through the summer and goes back to Italy in the late autumn. This phase of our immigration problem has so far not received the attention which its gravity demands. While the healthy immigrant of good moral character who settles in the country, and acquires a permanent residence, may be a distinct gain to us, even President Eliot or Andrew Carnegie, will hardly question the undesirability of the immigrant who comes here to work eight months in the year, and goes home to spend the remaining four months and the money he has earned.

Work for Direct Legislation and the Recall!

Fag Ends.

Work for Direct Legislation and the Recall!

Favors quicken gratitude, and gratitude invites more favors.

The man who acts as his own press agent will never lack inspiration.

That man would indeed be great who knew as much as he thinks he knows.

The white man's burden: Of necessities, a modicum; of superfluities, a multiplicity.

The man who goes afield to study evil is like the man who crossed the creek for water.

The trouble with borrowed experience seems to be that it's too cheap to be impressive.

It is the irony of fate that what has cost the most to gain is usually the easiest to lose.

The main trouble with Opportunity seems to be that there is not enough of it to go around.

If goodness paid as substantial dividends as "smartness" does, nine tenths of our social problems would solve themselves.

What is a man profited if he shall gain everything that trade-unionism stands for, and lose it all through Government by Injunction?

How wisely everything is ordained! Those who are envied can usually afford to ignore the envious, and those who can't afford that pleasure are seldom envied.

Special privileges create a special class of men; special classes in society breed class-hatred; class-hatred has ever been the bane of republics. Are you on, fellow "sovereigns"?

The acme of the ambition of the average citizen seems to have been reached when his picture heads a column or two of landatory puffs in the local Sunday paper. As Pope said:

No economic principle is so well established as that the limit of a nation's prosperity is the limit of the spending power of its people. Now then, where would be our prosperity such as it is were it not for the high wages our workingmen are earning? And where would the high wages of our workingmen be were it not for their unions. And where, oh where, would organized labor be were the Eliots, Posts and Parrys in control of our industrial fortunes? Referred to the Puzzle Editor of the "Square (?) Deal." Trust papers please copy.

A New York newspaper has figured out that the recent conventions held by the coal miners, and their conferences with the operators, must have cost a tidy sum of money, commenting thereon that "it all came out of the pockets of the poor miners." This is one of the many newspapers that some months ago approvingly quoted a speech of a certain clergyman—also quoted by President Roosevelt—to the effect that the more money the miners earned, the more they would spend on liquors, the inference being, of course, that the less money they had to spend the better for the good of their souls. Verily, "consistency thou art a jewel." Also, it's apparently a poor newspaper "story" that won't fit both sides of an argument.

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General News.

The revenue of the United Kingdom for the fiscal year shows an increase of $3,481,010.

Many threats have been made against the life of Premier Witte. Rumors of Russian Cabinet changes continue.

The stockholders and directors of the Panama Railroad Company held their annual meetings and election at New York.

Representative Hepburn introduced bills repealing the acts authorizing the erection of marine hospitals at Pittsburg and Buffalo.

Zion City has suspended John Alexander Dowie from office and membership in the Church on account of polygamous teachings and other grave charges.

The President appointed Assistant Secretary Barnes, who ordered the forcible ejection of Mrs. Minor Morris from the White House, as postmaster of Washington.

The House Committee on Immigration has agreed to report a bill amending the immigration laws. It is said to establish educational tests and more strict physical examinations.

The San Pedro, Los Angeles and Salt Lake Railroad has suffered a loss of $1,000,000 in the Nevada desert, between Las Vegas and Caliente, by washouts.

Senator T. C. Platt of New York declared he would make no effort to be re-elected to the United States Senate at the expiration of his term in 1909.

Justice Harlan, of the United States Supreme Court, denied a published story to the effect that he is about to resign his seat on the bench to devote himself to church work.

The Senate Committee on Pacific Islands and Porto Rico considered the Porto Rican citizenship bill and referred it to Senator Foraker to put the measure in shape to meet the views of the committee.

A congress of representatives of Russian trade associations has chosen twelve men to sit in the council of the empire. Permission has been granted to the Poles to use their own language in all schools and colleges.

The lower House of the Danish Parliament, by 76 to 13, passed a Government bill for the rebuilding of the historic castle of Christiansborg, which was burned in 1884. The Radicals opposed the measure.

The Constitutional Democratic victory in St. Petersburg has been followed by similar victories in elections throughout the empire. It is feared that in consequence the Government may be led to an increase of oppressive measures.

The Swedish Parliament on April 5 passed all the bills submitted by the Government as the result of the dissolution of the union with Norway. They place Norwegians in Sweden on an equality with other foreigners.

While experimenting in his laboratory at East Chester, N. Y., Professor Wurtenberger, the inventor of a marvelous new explosive, said to be twenty times more powerful than dynamite, was probably fatally injured by an explosion.

A trusted agent of the Russian secret police is in New York for the purpose of organizing an effective system of espionage on Maxim Gorky and his fellow revolutionists, who are here to raise funds for the cause of the Russian revolutionists.

Gangrosa, a tropical disease worse than leprosy, has become so prevalent upon the Island of Guam that Lieutenant McNamee, United States Navy, the acting governor of the island, has recommended the establishment of a hospital for the isolation of the disease, which is believed to be highly contagious.

World's Workers.

During January 5,897 artisans and laborers were employed by the New Zealand Government on co-operative works (roads and railways).

Cables state that there is great labor unrest throughout Chili, South America. Serious riots occurred in connection with a strike of employes of an English syndicate-owned railway, and 100 people were killed.

New South Wales United Furniture Trade Society reports that every effort has been exhausted by the executive in trying to induce the Chinese to more fully observe the Arbitration Court's award, but without any satisfaction.

New South Wales Boot Manufacturers' Association refused the Boot Trade Union's request for a conference to discuss improvements in present working conditions. Expected that the union will refer the matter to the State Arbitration Court.

It's a punishable offense for mine employes in New South Wales to have pipes, tobacco, or matches in their possession while working underground. At the Kurri Kurri court recently two miners were each fined £2 and costs, or one month's jail, for carrying pipes and tobacco in the Heddon Greta pit workings; and three others were also fined for having matches in their possession.

Returns received from certain selected British ports (at which 80 per cent. of the total tonnage in the foreign trade is entered and cleared) showed that during February 32,224 seamen were shipped on foreign-going vessels, an increase of 1,677 on the number shipped in February, 1905. The principal increases were at Liverpool, Glasgow and Cardiff. The greatest decrease occurred at Swansea.

The net effect of the changes in British wages during February was an increase of £2,150 a week, 130,000 workpeople having received advances amounting to £2,230, and only about 1,000 having sustained decreases amounting to £80. The changes on the previous month affected nearly 120,000 workpeople, the net result being an increase of £3,570 per week.

Out of 208,221 members of 1,251 trade-unions which made returns to the French Labor Department as to the state of employment of their members during January, 24,111, or 11.6 per cent, were described in the returns as out of work in the month, as compared with 10.7 per cent in the previous month, and 13.8 per cent in January, 1905. These figures are exclusive of the miners' unions in the Pas-de-Calais and Nord departments.

Fifty-three disputes were reported to the Italian Labor Department as having occurred in January, as compared with forty-one in the previous month. The number of persons directly affected by thirty-four of the new disputes was 5,274; in December, 7,040 were directly affected by thirty-four disputes. The groups of trades in which the greatest number of disputes occurred were the textile (eleven disputes), the transport (seven disputes), and the metal and shipbuilding (six disputes).

Members of the Sydney Wharf Laborers' Union who declined to accept the new working agreement terms for loading wheat were strongly advised by General Secretary W. M. Hughes, M. P., to start work, and to make any protest they desired at a meeting of the union to be held later on. The men, however, refused to work, contending that 1s. 6d. per hour was little enough for the hard, slogging work of lumping heavy bags of wheat. Non-unionists were then put on, but latest information shows that they failed to stand the enormous strain, many of them turning it up through sheer exhaustion.

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THE ORIGINAL UNION-MADE OVERALL
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ACCEPT NO OTHER

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BOOTS, SHOES, HATS, CAPS, Etc.
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General Outfitters for Men and Boys
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Union Made Goods a Specialty.
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Union Goods a Specialty.

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Buy Shoes Bearing the Union Stamp.
Union Stamp Shoes for Men, Women and Children can be had if you insist. If you don't insist you are actually an employer of CONVICT, UNFAIR and CITIZENS' ALLIANCE LABOR.
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See that this label (in light blue) appears on the box from which you are served.
Issued by Authority of the Cigar Makers' International Union of America
SEPT. 1880
Union-made Cigars.
This Certifies That the Cigars contained in this box have been made by a First-Class Workman, a MEMBER OF THE CIGAR MAKERS' INTERNATIONAL UNION of America, an organization devoted to the advancement of the MORAL MATERIAL and INTELLECTUAL WELFARE OF THE CRAFT. Therefore we recommend these Cigars to all smokers throughout the world
All Infringements upon this Label will be punished according to law
P. W. Perkins, President, C M I U of America
LOCAL STAMP
SMOKE UNION-MADE CIGARS THAT BEAR THE ABOVE LABEL.

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Amundsen, Peter	Klover, H.
Anderson, W. G.	Kraus, Karrl
Ardeleanu, Yon	Larsen, Hans-957
Auer, A.	Larson, O. Emil
Berthelsen, Alfred	Lindstrom, Fred
Back, Dan	Luhrs, L.
Bauer, Frank	Lynd, Thar.
Christensen, Emil	McDonald, Norman
Christensen, Albert	Meyer, Dick
Cully, Geo.	McGregor, Jonn
Djievik, Sivert Larsen	Miller, Henry
Edson, Frank	Moe, John
Ehlers, Henry	McFadden, Wm.
Elving, Gust.	Naylar, Thos.
Fellix, Lorens	Nilsen, Chas.
Fistrom, T. M.	Nilson, Hjalmar
Gunluck, John	Olsson, Enock
Goethe, Victor B.	Petterson, Auztaf
Hanson, H.	Petersen, Harold
Hancke, Paul	Rosenblad, Carl Captain
Hiinz, Fred	Runed, Wm.
Hinze, Jack	Seibert, Henery
Henriksen, S. N. O.	Swanson, Iver.
Ivers, John	Stephan, M.
Jacobsen, Andrew	Sands, Harry
Joansen, Hans	Soderman, Elis
Jacobsson, John	Styston, M.
Janson, Oskar	Svendsen, Otto
Johansen, Hans H.	Valet, Erling
Johansen, Karl	Westin, John
Jones, D. H.	Wiese, J.
Klimm, H.	

HONOLULU, H. T.

Anderson, Sigurd	Larsen, Werner
Anderson, Gilbert	Molden, Jakot.
Baldvin, Melmer	Nilsen, Henry-754
Bernet, Jack	Olber, Morsehins
Choate, Fred	Olsen, Carl
Choate, Fred	Orchard, S. H.
Gerdes, T	Pearsal, Jerry
Hansen, Peder	Ramsey, Morris
Hakanson, Fritz	Seppel, G.
Hanson, Rudolph	Sorensen, Theodore
Hakanson, F	Stephen, Emil
Hakanson, Clars	Sorensen, Theodore
Iverson, Carl	Seppel, J.
Johnson, H	Smith, William
Jackson, T.	Sundberg, John
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News from Abroad.

The German Government has placed an order with the Krupp Germania Works for a battleship of 18,000 tons.

The Government of the Argentine Republic has sent twenty-six of its officers to serve in the German army for a period of a year and a half.

British shipbuilders have received from the Brazilian Government orders for three first-class cruisers of 10,000 tons.

Another survivor of the mine disaster at Courrieres, France, on March 10, was discovered on April 4 and brought out of the pit.

The Russian Goverument is seeking to secure an agreement among the Powers to reconvene The Hague Arbitration Conference early in July.

The report that an international exposition will be held in Brussels in 1910 is officially confirmed. The most notable feature will be exhibits from the Congo.

While Governor Sleptzoff of Tver, Russia, was passing through the principal street of that city on April 7 he was killed by the explosion of a bomb. The assassin was arrested.

The Russian Council of the Empire has adopted a law by 11 to 2 votes punishing with a year's imprisonment the publication of false reports which affect the credit of the country at large.

The Lord Chancellor, Sir Robert Threshie Reid, has introduced a bill in the British House of Lords, making bribery and bankruptcy extraditable offenses in accordance with the Anglo-American convention.

The Hotel Zum Hirsch at Nagold, Little Black Forest, Germany, fell on April 5, during the progress of a festive dinner. There were 200 persons present, of whom seventy were killed and one hundred injured.

The Prussian Government has published a bill for the construction for twenty-four secondary railways and double-tracking twenty-seven existing roads and for other purposes, the total cost being $54,200,000.

An education bill was introduced in the House of Commons by the Government. It provides that all denominational schools now receiving State aid shall, if continued, give only undenominational religious teaching.

Lieutenant Burns, who accompanied Captain Robert F. Scott on his Antarctic expeditions, has formulated au expedition to explore the unknown region south of Grahamland on the opposite side of the Antarctic from that explored by Scott.

The twelve natives of Natal condemned to death for the murder of policemen during the uprising in February against the collection of the poll tax, the postpouement of whose execution led to a dispute between the Imperial and Colonial Governments, were shot at Pietermaritzburg on April 2.

The Russian Government has decided to stop the deportation of convicts to the Island of Saghalien. The penal colonies there will be disbanded and hard-labor prisons will be established on the mainland. The island will be transferred to the Ministry of the Interior so as to permit its better exploitation.

Germany's enormous drink bill is explained in letters from American Consuls Brittain and Guenther. Each inhabitant consumes a yearly average of 6½ quarts of wine, 129½ quarts of beer and 9 quarts of brandy. For a population of 60,000,000, the liquor expenditure is $672,588,000. The average for male citizens over 15 years would be $37.36. By contrast, German expenditures for schools were $99,722,000; for working people's insurance, $104,244,000, and for the army and navy, $203,847,000.

Labor News.

Representative Sibley has introduced a bill in Congress, preventing officers or agents of the Government from buying goods made by convict laborers.

Sixty-three labor organizations and reform associations met at Chicago, Ill., on April 8, and launched a new political party organization, which is to be the nucleus of a national party.

Immigration officers at Los Angeles, Cal., have uncovered plans for the most extensive wholesale smuggling of Chinese into the United States ever undertaken in Southern California.

In accordance with a ten days' notice given thirty furniture and glass factories at Charlotte, N. C., locked out all their employes who belong to labor unions. About 600 men and boys are idle.

Secretary of State William N. Olin of Massachusetts has suspended the license of the Metropolitan Coal Company, of Boston, which had been charged with fixing extortionate prices on coal since the coal strike was inaugurated.

The Canadian Minister of the Interior has prepared a new Immigration Act which will be more workable than the present one and will make it more difficult for immigrants of the vagrant or criminal classes to enter Canada.

The organized workers of Havana, Cuba, are on strike against the "Open Shop" demands of the employers, originating in a street car dispute. A sympathetic movement throughout the Island is being urged.

A Moyer, Haywood and Pettibone protest meeting held in San Francisco on April 8, under the auspices of the Socialists and Industrial Workers of the World, ended in a riot, during which a large number of arrests were made.

The tugmen of Chicago, Ill., struck on April 8 for an increase of wages from $60 to $65 per month, and every other night and every other Sunday off, instead of every third night and every third Sunday, as is the present arrangement.

In compliance with their promise of April 8, the majority of the stevedores at Havana struck in support of the employes of the Havana Electric Railroad, who went on strike March 31 for higher wages. The action of the stevedores induced many other wharf and harbor employes to follow their example.

Samuel Gompers, president of the American Federation of Labor, appeared before the House Committee on Merchant Marine and Fisheries in opposition to the ship subsidy bill. His principal opposition to the bill was that it required American labor to be conscripted into the navy in order to get employment.

One hundred printers employed in the National Printing Office were discharged on April 7 by Public Printer Stillings, the reason assigned being the lack of work. It is expected that as a result of the present agitation for a reduction in the amount of Government printing work, a number of others shortly will be dropped.

Strong influences are at work in the House of Representatives to prevent the passage of any Chinese legislation. The bill it is proposed to report providing for the inspection of immigrants in China is not particularly objectionable to the California delegation, but they would rather not have any legislation whatever. The House and Congressional committee leaders have been told that if the exclusion matter is let alone California will send a solid Republican delegation to the sixtieth Congress, but that if legislation is passed labor may become agitated with the result that some Republican Congressional candidates may be defeated.

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Headquarters for Seamen's Wearing Apparel. A complete line of Union Made goods in Clothing, Shoes, Hats, Furnishing Goods, Oil Clothing, Rubber Boots, etc., etc., etc.
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$3.00 to $5.00, Union Made.
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Reasonable Rates.
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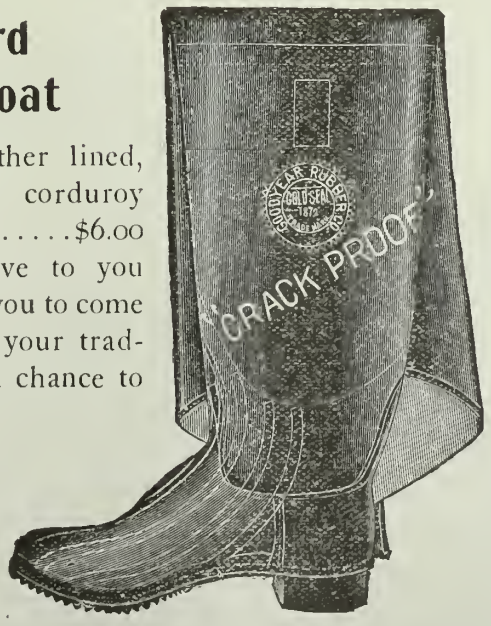
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Best quality Rubber Boots and Oil Clothing, Shoes, Flannel Underwear, Hats, etc.
ALL WITH THE UNION LABEL.
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Let us suggest the proper garments for you to take along with you. Anything purchased at this store carries with it a Money-Back Guarantee that you will like. On your next trip out wear Red Front Garments. On your next trip in—if things have not worn just right—you can get every purchase replaced by showing us any garment which has not worn just as we say they will.



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Reversible, leather lined, extra quality corduroy faced. Price.....$6.00
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Crack proof and a boot which stands all kinds of rough, hard wear. We are sole agents for these Wales Goodyear Rubber Boots—Guaranteed.

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Domestic and Naval.

Em. Z. Svitzer's Salvage Company, of Copenhagen, earned 1,357,579 kroner last year, the net profits amounted to 342,610 kroner, and a 10 per cent. dividend is declared.

The Bergenske Steamship Company, of Bergen, which pays a dividend of 6 per cent. for the year 1905, earned 3,710,000 kroner in freight last year, and the net profit was 190,600 kroner. The book value of the fleet (twenty-four vessels) is 4,725,000 kroner.

The negotiations between the Austrian Government and the Austrian Lloyd for the renewal of the subvention contract are said to be practically terminated. The new contract, it is stated, will be based upon the principle of an issue of new shares to the extent of twelve million marks.

Five survivors of the coasting schooner W. E. and W. L. Tuck, which they abandoned off Cape Sable on April 5, were landed at Yarmouth, N. S., on April 8, by the American steam trawler Spray, together with the body of Charles Wilstead, the steward of the vessel, who perished in the ship's long boat after many hours of exposure.

The protected cruiser St. Louis returned to the yards of the Neafie & Levy Company at Philadelphia, Pa., on April 7, from the builders' trial trip. The builders report that the cruiser attained a speed of 22½ knots, which exceeds the Government requirement by half a knot, and her convoys, bound for the Philippines, passed Valetta, Malta, on April 4 and reported all well.

The new 10,000-ton steamer Mexico, built for the New York and Cuba Mail Steamship Company, formerly the Ward Line, was launched from Cramps' shipyard at Philadelphia, Pa., on March 21. The Mexico is one of four steamers being built at Cramps' for the same company. The Merida was launched several weeks ago and the other two will be ready for launching in a few months.

The recent performance of the United States battleship New Jersey in maintaining a speed of 19.18 knots an hour in a four-hour endurance run off the New England coast, coupled with her remarkable speed over a measured mile at Rockland, Me., at a 19.48-knot gait, places this product of the Fore River Shipbuilding Company at the head of all American built battleships, so far as speed is concerned.

The five-masted schooner Fannie Palmer, stranded on the Virginia coast fourteen miles south of Cape Henry two months ago and abandoned and sold by her owners for a few thousand dollars, was succesfully floated by tugs employed by the purchasers of the vessel as she lay on the beach. The Palmer was taken in tow by the tug Salisbury and arrived at Norfolk, Va., on April 9.

Since the decision of the House Committee on Naval Affairs to recommend an appropriation of $6,000,000 for the construction of a battleship larger than any now afloat, naval experts in Washington have been discussing the question. This discussion shows that Admiral Dewey is not generally upheld in his opinion that the Government should have larger battleships. There will be but the one ship authorized at present.

The Royal Netherlands Steamship Company, of Amsterdam, is issuing new shares to the amount of one and a half million florins, thus raising the capital to five million florins. The money is wanted to pay for five ocean steamers (of 13,000 tons capacity altogether), two Rhine steamers, one steam lighter, etc., now in course of construction; to set up a new line to Egypt and Syria; and to take an interest in the "Nationale" Steamship Company (the Dutch Syndicate Owners).

With the Wits.

Bound to Linger.—"No," said Winter, "that report is wrong. I'm not dead yet. I've a duty to perform."

Then they realized that the peach crop had not yet been nipped.

Still in Commission.—"How's your new auto working?"

"Fine. The police have it."

"I thought you said it was working."

"Yes. It's working out my fine."

Mutations of Passage.—The rate bill was asked what it considered its prospect of getting through the Senate.

"I may pass," it replied thoughtfully, "but I'll have to get somebody to introduce me to myself if I do."

What He Meant.—Nell—"Mr. Nervey tried to hug me last evening."

Belle—"Oh! that's what he meant when I saw him hurrying toward your house. He told me he had a 'pressing engagement.'"

Deserved Recognition.—"Why do we celebrate George Washington's Birthday?" asked the teacher.

"Pleath, thir, I know," said Johnny.

"You may tell the class."

"Becauth, thir, he showed uth kids how to get out of a walloping, thir."

INTEREST ON SAVINGS

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$ 3,000,000.00

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KEEPING OF VAUABLES

Fire insurance companies do not insure against loss by fire of money, books of account or securities. The importance of keeping your valuables in a safe deposit box is therefore clearly apparent.

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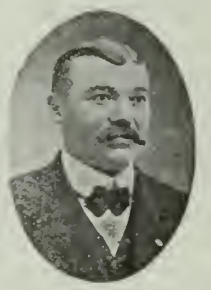
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Begs to inform his friends and customers that he has opened a branch store at
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Where he will be pleased to see old and new customers when in that vicinity.

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Both in beautiful new departments.

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COAST SEAMEN'S JOURNAL

FOR THE SEAFARING PEOPLE OF THE WORLD.

OFFICIAL PAPER OF THE INTERNATIONAL SEAMEN'S UNION OF AMERICA.

A Journal of Seamen, by Seamen, for Seamen. *Our Aim: The Brotherhood of the Sea.* *Our Motto: Justice by Organization.*

VOL. XIX. No. 31. SAN FRANCISCO, WEDNESDAY, APRIL 25, 1906. WHOLE No. 967.

SAN FRANCISCO IN RUINS

The Four-Day Fire

Fully 350,000 people in San Francisco are homeless and are camping in the streets, parks and along the beach of the bay and ocean, from Channel street to the Cliff House. Starvation is facing the people who were driven before the fire. Supplies of all descriptions are needed and unless sufficient immediate relief is sent serious suffering will be entailed on the women, children and babes.

The devastation of Wednesday's raging fire was made more full and complete by the continuous fire Thursday, Friday and Saturday. The conflagration of Wednesday was confined principally to the business portion. The fire on succeeding days was all in the residence district and found the wooden structures an easy prey. It is estimated that more than three-fourths of San Francisco has been burned.

The hopes of the people were raised on several occasions as the valiant firemen seemed to have stemmed the fiery flood, but the flames would break out afresh and shatter the hopes of the home and property owners.

Block by block the fire advanced, mercilessly driving the people before it with the scourge of flame.

Whole families were driven out during the night. In many cases after the families had established camps in the streets they were again compelled to move as the devouring flames traveled much faster than had been calculated.

The outskirts of the city present a most remarkable appearance. The only way of reaching the ferries from the greater portion of San Francisco is by going due north to the bay and then following the bay streets until the ferries are reached. This roadway presented a wondrous and infinitely sad spectacle. A caravan of women, men and children were on the roadway, slowly advancing toward the ferry, pulling, dragging or carrying their belongings.

The caravan was seemingly endless. It wound its sinuous course here and there. Each street that opened on to the roadway added to the stream of bedraggled, suffering, hungry and homeless people.

Here one old woman carried a gurgling babe in one arm, while in the other were all her earthly belongings.

At another point a frail mother sits or lies along the roadway, thirsty, tired and dispirited, perhaps a mile or two from the ferry. The only consolation she has is the innocent prattle of her child or children. After a little rest she bravely arises and makes another attempt to reach the ferry.

And thus the homeless caravan moves—with just one desire. To get away from desolate, smoke-besotted, fire-scourged San Francisco. It is a sight to melt the hearts of gods into sympathy and tears.

More than 100,000 persons have fled from San Francisco. The railroad officials estimate that fully 100,000 have left the one-time metropolis for the Oakland side of the bay.

The other homeless who have been unable to leave San Francisco, and who have sought safety by just keeping ahead of the fire, are scattered for ten miles along the beach. A few have tents, but the majority have only had clothing. Some are without cooking utensils. Already there has been some suffering, which will become very intense.

Great quantities of milk, cooking utensils, tents, blankets and substantial food are needed at once.

The Red Cross Society and other charitable workers are doing everything in their power, but even their efforts fall short in attending to the wants of 250,000 people who have nothing over them but the blue canopy of heaven.

Asked for an estimate of the loss in San Francisco, Rolla V. Watt, manager for the Royal and Queen Insurance companies, said: "I have made a rough guess of $200,000,000. Others say $500,000,000. The subject is almost too vast for human computation. No one can give more than a guess at this time."

Lodging Houses Fall

South of Market street the loss of life was mostly brought about by the collapsing of many cheap and crowded lodging houses. Among others, the caving-in of the Royal, corner Fourth and Minna streets, added to the horror of the situation by the shrieks of its many scores of victims embedded in the ruins and who were unable to escape from the mass of timbers which buried them. Insistently they implored for help, apparently even in their agony realizing that the fire was close upon them. Many of the more fortunate who had escaped from surrounding houses worked hard to liberate the victims before it became too late. As the fire crept steadily onward the shrieks still continued until in despair the rescuers were forced back.

The collapsing of the Portland House, on Sixth street between Mission and Market, came about in a similar manner. Fully sixty persons were entombed midst the crash of timbers and brick, their agonizing cries for relief being heard half a block away. Many of these were saved before the fire eventually crept to the scene and were hurriedly driven to the relief hospital organized at the Mechanics' Pavilion.

The large five-story Brunswick rooming house, with its 300 rooms filled with guests, collapsed to the ground entirely and fire started amidst the ruins scarcely five minutes later. It is estimated that over 300 persons lost their lives.

Part of the large Cosmopolitan House, corner Fifth and Mission streets, collapsed at the very first temblor. Many of the sleepers were buried in the ruins, others escaping to the streets in their night clothes.

At 775 Mission street, the Wilson House, with its four stories and eighty rooms, fell to the ground a mass of ruins. So far as known, very few of the inmates were rescued.

The Denver House, on lower Third street, with its many rooms, fared the same fate,

(Continued on page 4)

COAST SEAMEN'S JOURNAL

Published Weekly by
THE SAILORS' UNION OF THE PACIFIC
Established in 1887

W. MACARTHUR, Editor P. SCHARRENBERG, Manager

WEDNESDAY, - - - APRIL 25, 1906

UNION RECORDS SAFE

It is regarded as nothing less than a miracle that the old brick building which has for 18 years been the home of the Sailors' Union of the Pacific and the COAST SEAMEN'S JOURNAL survived the earthquake and the fire. The old building is badly shaken, but will remain the headquarters of the Sailors' Union until further notice. The building occupied by the Pacific Coast Marine Firemen's Union is razed to the ground. The home of the Marine Cooks and Stewards' Association and the Bay and River Steamboatmen of California is also demolished, partly by the earthquake and partly by fire. The office of the Fishermen's Union of the Pacific Coast and Alaska is in good condition, being located on the lower floor in the Sailors' Union Building. The records and books of the various maritime organizations are kept in the safes at the respective headquarters, hence all will be ready for use when the wreckage is cleared away.

The issue of the JOURNAL of April 18, 1906, was printed and ready for mailing at the usual hour on Wednesday last. However, the entire issue, with the exception of a few copies which were delivered at the JOURNAL office on the previous evening, was destroyed by fire in the printing establishment of James H. Barry. The building occupied by the Jas. H. Barry Co. on the corner of Montgomery and Sacramento streets, was burned to the ground. Mr. Barry has secured temporary quarters at Berkeley, but will resume business in San Francisco at the earliest opportunity.

Seamen and others arriving at San Francisco while the city is under martial law, should bear in mind that they must obey the order of any soldier or sailor who wears the uniform of Uncle Sam. Take no chances nor endeavor to argue the point for your life will be at stake. It is reliably reported that several members of International Seamen's Union have been shot in the streets because they were not aware of the above facts.

The JOURNAL, although somewhat diminished in size and temporarily minus Lakes and Atlantic departments, is still on deck and will be published regularly hereafter. As soon as arrangements can be made the paper will be enlarged to the usual sixteen pages. All old advertisements will be published in the regular position at the earliest possible convenience.

The Marine Hospital is in good condition. The earthquake did little damage and the fire did not get near the buildings. It is expected that the situation will be such on next Sunday that the usual supplies may be taken to the members in the Hospital.

THE GENERAL SITUATION

Editor Macarthur was in Erie, Pa., when earthquake and fire devastated his home city. The conference between Seamen and Longshoremen, recommended by the last convention of the American Federation of Labor, was called for the very day (April 18) when the terrible calamity overtook San Francisco. The Business Manager of the JOURNAL, who is the acting Editor, was burnt out of his home on the first day of the fire. With the assistance of several noble friends and particularly a former shipmate, who abandoned his own personal effects in order to help women and children, we succeeded in moving the family to a harbor of safety across the Bay after having been driven from one place of refuge to another for forty-eight hours. The families of comrade E. Ellison, Secretary pro tem. of the Sailors' Union and D. W. Paul, Second Patrolman, were also forced to leave their homes on that fatal Wednesday. The former comrades as well as the single men employed by the Sailors' Union who resided at San Francisco, lost all their earthly belongings, but escaped with their lives. Many members of maritime organizations whose homes and families are in San Francisco, were at sea during the days of horrors, and upon arrival at San Francisco, they were unable to learn whether or not their dear ones had survived the disaster.

There are between 300,000 and 350,000 homeless people scattered about the city, and the surrounding towns, and it will take weeks and months before missing friends and relatives can be located and families reunited. Readers of the JOURNAL are asked to bear these facts in mind if they have searched in vain for families and friends.

As to the number of dead from the earthquake, four days' fire, disease and shooting, there is nothing on which to base any approximately correct estimate. The names of members of the International Seamen's Union who are reported as having perished, will not be published until the smoke has cleared away, and identification is established beyond a reasonable doubt.

Members of the five branches of the International Seamen's Union, the Sailors, Firemen, Cooks and Stewards, Fishermen and Steamboatmen, when arriving at San Francisco, should endeavor to get in touch with their respective headquarters, which are until further notice, located at the old Sailors' Union Building, where information regarding Union affairs will be posted. At the time of going to press, the order had been given out that ships may leave port at will, hence it is believed that there will be more than sufficient employment for all seamen who are in port destitute.

Owing to the fact that many wharves in San Francisco were either destroyed or sustained more or less damage, the greater part of the port's shipping will probably be temporarily transferred to Oakland. The Pacific fleet under Admiral Goodrich has been brought to the harbor and is patrolling the water front and several torpedo boats from Mare Island have been detailed to assist in the work.

Attentive is the name of Britain's latest 25-knot scout ship.

SEAMEN AND LONGSHOREMEN

The arbitration conference between the International Seamen's Union of America, and the International Longshoremen's Association was held at Erie, Pa., on April 18, 19, and 20. The Seamen were represented by A. Furuseth and W. Macarthur, and the Longshoremen by H. C. Barter and A. Madsen. President Gompers, of the American Federation of Labor, acted as arbitrator. The cause of the dispute between the organizations in question, was reviewed at length, and President Gompers announced that he would render his verdict at the earliest possible date after the receipt of the stenographer's transcript.

At the close of the conference a resolution was adopted expressing sympathy with the citizens and organized labor of San Francisco. Comrade Furuseth is at present visiting the agencies of the Lake Seamen's Union, and will return to San Francisco next week. Comrade Macarthur left Erie for San Francisco immediately after the close of the conference and arrived in the city on Wednesday.

LABOR COUNCIL ON RECORD

"To the People of San Francisco—The San Francisco Labor Council on behalf of its 106 affiliated unions pledges the earnest and willing co-operation of each and every member of these organizations in the re building of our city, and that this may be accomplished as expeditiously as possible and under conditions as nearly normal as practicable, we declare it to be the sense of this council that the wage scales of the various unions remain as before the fire, and recommend that the affiliated unions adopt stringent measures to enforce this measure.

"We recommend that jurisdiction lines between the various crafts and callings be abolished until normal conditions are restored.

"We recommend that the affiliated unions establish headquarters as soon as possible where members may register for employment in order that those who desire their services may secure them with the least possible delay."

The reports sent East to the effect that the yellow and brown population of San Francisco is being neglected in the work of relief is base slander and it is to be deplored that the President of the United States should pay attention to these rumors and rush into print demanding a "square deal" for his special pets. Teddy need have no fear; the writer knows from personal observation that the Mongolians are well looked after. Thousands of citizens will also vouch for the fact that while white men were forced to work everywhere in the city Mr. Roosevelt's pets looked on and congratulated themselves upon their "pull" with the military. The white people of San Francisco gladly do their share of labor to clear the streets of the city, and do everything within their power to relieve suffering—but is there any good reason why the Asiatics should enjoy special rights and privileges in the shape of immunity from labor?

The JOURNAL is the first of the three labor papers of San Francisco to make its appearance after the days of horrors.

Governor Pardee's Message

While the people of San Francisco have suffered greatly in person and in property, they ought to be buoyed up with hope for the future and a surety of a city more beautiful than the old but beloved one gone up in smoke.

Let them not forget that while the flames have been dissipating all that was San Francisco, the eyes of all the world have been turned toward them, dimmed by the tears of a great sympathy and pity. From all sides telegrams of condolence, inquiry, sympathy and offers of assistance have been pouring in. The Governors of States, the Mayors of cities, the President of the United States have each and all proffered their aid, and from all directions—north, east and south—trains loaded with supplies are speeding to San Francisco's relief.

While the calamity that has befallen San Francisco, and, therefore, all of California, is appalling, there is no reason to despair. The immediate future will show that San Francisco's great need has shown her how many friends she has.

The situation is as good as can be expected considering the greatness of the calamity that has befallen us. The nation and world are taking great interest in our welfare and are showing material and financial aid. Although I am considering the advisability of calling an extra session of the Legislature, I have not yet taken any action. What we need especially is medical stores, clothing and shelter for the refugees. Of course food will be needed in considerable quantities for some time to come. An epidemic does not exist at present, and it is not probable that there will be any necessity for ordering a quarantine. The work of rebuilding San Francisco has commenced, and I expect to see the great metropolis replaced on a much grander scale than ever before.

Union men stick to your union! If there ever was a time, when unions were needed, it is now. In such crisis as this the best and the worst of human nature is brought forward. We meet the man who will charge a dollar for a loaf of bread for which he paid three cents, and we will also find the man who will give his all, his very life, to lessen the sufferings of others. The duties of a union at present are two-fold. First, to resist the reduction of wages below our present recognized scale. This will possibly be attempted by some unscrupulous employers, who desire to profit by this calamity. Second, organized labor is more interested than any one else in the upbuilding of San Francisco, and, therefore, we need a union to resist all unreasonable demands that may be made possible by the scarcity of certain classes of labor. True unionism condemns both employer and employe for taking advantage of public misfortunes and calamities. We are organized to bear each other's burdens, and this is the time when true unionism is most needed. Our burdens are very heavy, and our duties manifold. We stand for "equal rights to all, special privileges to none;" we stand for all things that are public spirited and noble; fraternity, humanity, purity in politics, purity in religion, and, last, and most for happy and pure home life. Therefore, if you stand for

Regarding the "Panic"

Many of the Eastern papers coming to hand comment on the "frightful panic" which they allege followed the earthquake and prevailed during the burning of San Francisco. There was no panic at any time. There was much confusion and hurry, of course, but nothing that could be called a panic. On the contrary, the presence of mind and fearlessness displayed by the mass of the inhabitants were wonderful.

The spectacle of the burning city was sublime, but the heroism of the people was sublimer still. Their readiness to risk their lives for each other, to divide the last crust and the last dollar, and their willingness to render any friendly office of aid and comfort will live long in song and story. There were a few cowards and brutes, an occasional sordid mercenary wretch who endeavored to traffic in human suffering, but these only served as foils to make more sharply distinct the stupendous and soul-heartening fact that the great body had warm, brave hearts, cool heads and willing hands.

No indeed, there was no panic. It is to the imperishable glory of the people of San Francisco that they did not give way to terror or lose their respect for law and order. Probably no vast crowd ever before observed such discipline under similar circumstances or exhibited so much self-restraint and contempt for danger. The obedience shown to the voice of authority, even when the authority was exercised with unnecessary harshness or too little judgment, as sometimes happens, was given with good-tempered alacrity. People did not murmur at hardship or fall into lamentation. Quite the reverse. The fortitude and good humor they displayed was in keeping with the courage and coolness they showed under trying and terrifying conditions, and the admirable discipline they held over their minds.

It was a signal triumph for Western intelligence. And all that is true of the people is equally true of the regular soldiers, the militia, the firemen and the police. With a very few exceptions they did their duty coolly, willingly and bravely as a matter of course. The exceptions serve to prove how general was the rule of good conduct.

No; the panic merely existed in the minds of excitable correspondents and imaginative head liners. But the self-control displayed is even more worthy of comment and emphasis. There was really the marvel—Oakland Tribune.

Twenty ruffians engaged in looting on East street Thursday afternoon are said to have been shot within an hour while the fire was raging on the water front. Though repeatedly warned to desist from breaking into shops and saloons, they kept smashing windows and doors whenever opportunity offered, until the soldiers finally put a stop to the thieving by firing bullets.

At the bankers' meeting in Kohler & Chase Hall on April 20, Mr. Lynch of the First National Bank reported that a committee had examined all the bank and safe deposit vaults in San Francisco and found them all intact. This makes it certain that the money and papers on deposit are all safe. It was also reported that the books and records

OFFICIAL.

Headquarters, San Francisco, April 23, 1906.—Regular weekly meeting was called to order at 3 p. m., H. G. Lundberg, presiding. Secretary reported that more than two-thirds of the city had been destroyed, partly through an earthquake, which occurred at 5:15 a. m. on April 18, and party through fire, which succeeded the earthquake. Through good fortune and by energetic work on the part of the members the building was saved from burning, it being the only building on East street from the Seawall to Howard street. The banks, in which the Union's funds are invested, are solvent, and will do business as soon as practicable. Secretary also suggested that all unemployed members in port ship or work their way to the Branches where shipping will be good. The city is still under martial law and members are urged to assist the military and avoid all trouble with the latter.

The First Patrolman reported having shipped a number of men for several vessels; was to Oakland and found a number of members destitute over there.

The Second Patrolman stated that he had shipped a few men.

The Third Patrolman reported that several steamers are detained by the military authorities; very few men shipped.

It was moved that our members be instructed to maintain the present schedule of wages and hours, but to make no unusual demands, particularly not to ask for overtime pay for the special legal holidays proclaimed by the Governor to save the banking institutions of the State. The motion was seconded and carried.

A motion was made and carried that the business of the Union be left in the hands of the officers of the Union and that the latter be constituted an Executive Committee for the purpose.

The Executive Committee was instructed to ascertain whether the present headquarters is safe for transacting business; and if not, to secure the necessary permits for new quarters. The Executive Committee was further instructed to appoint relief committees to assist married members securing food and shelter for their families.

The Editor pro tem. of the COAST SEAMEN'S JOURNAL stated that arrangements could be made for publishing the paper on the other side of the Bay.

There being no further business, the meeting adjourned at 4:10 p. m.

SW. corner East and Mission streets.

E. ELLISON, Secretary Pro Tem.

NOTICE—Members will find some of the officers at headquarters at all times unless the latter are impressed by the military. Kindly report for relief work and do what you can to assist needy members and their families to find food and shelter.

Chinatown was destroyed completely. It is estimated that at least twenty Chinese, opium fiends and drunks, were blown up with dynamite. Several mangled bodies have been found. Lieutenant F. M. Freeman states that in one building five or six bodies were blown fifty feet into the air and back into the flames.

Human Kindness

In the wreck of San Francisco the courage of her people found expression in kindness. The minds of the survivors are yet a little numb. The picture fails to reveal itself as a whole; it comes to us detached, broken; the perspective is all awry. We are so close to it that vision seems to have been reversed and we are miles and miles removed. San Francisco is fighting her way back to her-budding in the yet steaming ruins of Lower South-of-Market street; the resonant music of hammer on nails is heard near the Ferry building; already, before the smoke has cleared, the stimulus of reconstruction is in the air.

And fragments of the picture come back to the survivors, the reconstructors. It is only natural that they should be very personal. Each man has a story in his breast, a raw, incomplete narrative of terror. That is the splash of red on the canvas, and concerns not so much man as the elements. That was revealed in a single shock, and at best imperfectly understood, for the sedentary intellect of the twentieth century is hardly equipped to cope with anything so direct, so uncomplicated, so unsubtle, so brutal. This modern intellect has less difficulty grasping the kindness of man for man.

Human conduct was put to a terrible test, and survived it. Out of my own experience I recall only kindness. None was so hard put as not to help another, even though the help went no farther than a word. Let me be more specific.

When the ceiling came down on the top floor of the Occidental Hotel we fled with barely enough clothes for panic modesty. Among the absent articles were one pair of shoes. I barefooted it up Bush street towards Grant avenue, for the overhead trolley and telegraph wires in Montgomery and Kearny streets were falling. Near Kearny street an all-night cabman stood at his horse's head. He hailed me. His eyes glazed with terror, he said: "Let me drive your wife and you somewhere. It won't cost you a cent. You know me—honest, too bad, it won't cost you a cent! Let me drive you somewhere. Let me drive you to the cemetery."

That was kindness, and it was kindness as unconscious of ghastliness as of humor.

At Grant avenue we were joined by a stranger, completely clad save for a collar. My bare feet troubled him more than they did me.

"Here!" he said. "Here's a shoe store. Break the window and take a pair. You can pay for them later—if there is any later."

"Not yet," said I.

"I guess you're right. It might start the looting."

We were walking Grant avenue, making for Portland square. "Here," he cried suddenly, "there's a Jap store and the fellow's just opening it. Get a pair of slippers."

I started for the shop; my hand went mechanically for my pocket—it was empty. The stranger read my face.

"You forgot your money. Help yourself to mine."

Three gold twenties and a five-dollar piece were on his palm.

His thumb projected one of the twenties. He was "forcing" it as sleight-of-hand men "force" a card.

I took the $5 piece, gave it to the Jap and put on a pair of upperless bath slippers. The Jap gave me change—$4.65. He could not have been cooler had the earthquake been merely a Russian army. I turned to give the change to the stranger.

"Put it in your pocket," he said, "and I wish you'd take some more. It may come in handy this day."

"You don't know me," I said.

"You don't know me," he answered, "and there's no time for exchanging cards."

After five minutes of argument on my part the stranger gave me his name and address.

In that fragment of the picture his kindness is very vivid.

My next helpful brother is a Chinaman. We met him in Portsmouth square, where hundreds on hundreds of his countrymen were gathered. Of all of them, he alone wore the product of the American clothing store. I fancied that a cigarette might go with the tweeds. I was itching for a smoke, and asked him for one, and got it, and more than it.

"A pair of socks will warm your feet, and I've got another pair for the lady," said my Chinese stranger. "Come with me. It's only over the way to Sacramento street. I own the drug store next door to the Chinese doctor."

Yes, he was kind.

So was the gentle old lady that found a seat with us on a bench in the square and opened her telescope basket and gave to the lady of my itinerant household a pair of leather slippers. Those slippers are still in commission. They shall be precious souvenirs when the city is rich again, but just now they are as blessedly useful as my own shoes, which they were the means of restoring to their original owner.

We slept in another square, the Alamo, high over Hayes Valley; and there, too, all was kindness.

"To-morrow will be a hard day for the poor," said a man that had banked $15,000 the day before.

"For the poor!" laughed a big-hearted Irish cook that had escaped with a pillow-slip full of tinned beef. "For the poor!" she laughed, giving him a can of beef. "I'd like to know what the rich have got to be rich with."

Tom Ferguson dug me up next morning. "I don't know you," he said, without reproach, "but I kept the saloon at 719 Market, and I'm a friend of some friends of yours. How much money have you got?"

"A couple of dollars."

"Not enough. You'll be wanting to get your family over to Oakland, and you'll have to bribe a wagon or an automobile. Take this twenty. Oh, hell, don't worry about me. I stuck a thousand dollars in my pocket when the place went. That was for my friends and their friends. That's all money's for just now."

Mr. Ferguson's profession is not listed very highly by the ladies of certain worthy societies, and it might bar him from membership in clubs where his presence is not as welcome as his wares; but to me (and I confess myself prejudiced), Tom Ferguson is better than the best he ever sold. He sold whisky, but he gave of the milk of human kindness.—Ashton Stevens in San Francisco Examiner.

San Francisco in Ruins

(Continued from page 1)

and none may ever know how many were killed, the majority of the inmates being strangers of limited means, in a strange city.

A small two-story frame building occupied by man and wife, at 405 Jessie street, also collapsed without an instant's warning. Both were killed.

To the north of Market street the rooming house people fared somewhat better. The Luxembourg, corner Stockton and O'Farrell streets, a three-story affair, sufered severely from the falling of many tons of brick from an adjoining building. The falling mass crashed through one wing of the building, killing a man and woman.

At the Sutter street Turkish baths the brick chimney toppled over, and, crashing through the roof, killed one of the occupants as he lay on a cot in the resting room. Another, close by, scarcely three feet away, lying on another cot, escaped.

On Geary street, between Fillmore and Steiner, two large, new, partly constructed brick and stone buildings, one the Albert Pike Memorial Temple and the other the Congregation Beth Israel Church, both practically collapsed, the roofs falling in.

Not far away, on Sutter and Steiner streets, a large new building being constructed for the Golden Gate Commandery of the Scottish Rites, fell with a crash.

At the corner of Ellis and Mason streets the heavy brick cornice of the Y. M. C. A. Building crashed into the street below, filling the sidewalks with debris.

Along the wharfs many of the warehouses fell flat upon the docks, burying freight and store beneath their weight.

Out on Polk street, between Lombard and Greenwich, a frame building belonging to a Mrs. Shea, escaped both fire and earthquake in some sort of manner almost miraculous. It still stands perched high on a rising bluff, through which a new street has been cut.

Ferry Tower Condemned

The tower of San Francisco Ferry Building is to be taken down. It was condemned by United States army engineers who inspected the building at the request of President Spear of the Harbor Board.

General Funston ordered the army engineers to make the inspection at the request of President Spear, who desired to have the best expert advice obtainable before taking any decisive steps. The report of the military engineers was concurred in by Lott D. Norton, engineer for the State Board of Harbor Commissioners, and by H. H. Lynch, consulting engineer. It is not intended to rebuild the wrecked tower.

Aside from the tower and some damage to slip 4, the ferry building is safe and firm, and does not require extensive repairs.

Miss Marie Hall, the talented young violinist, who has returned to England from her American tour, sums up her American experiences in four words: "Iced water; hot hotels."

A New South Wales farmer went out the other day and tied his small dog to a fence. On his return he found a large carpet snake attached to the end of the leash and no signs of the dog.

COAST SEAMEN'S JOURNAL

FOR THE SEAFARING PEOPLE OF THE WORLD.

Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

Vol. XIX. No. 32. SAN FRANCISCO, WEDNESDAY, MAY 2, 1906. Whole No. 968.

LABOR IN SAN FRANCISCO.

THE labor movement of San Francisco was until a few days ago a thing in which the city, and indeed the whole country, felt a justifiable pride. In this respect, as in many others, local and national pride has received a severe fall.

This observation, of course, applies chiefly to the numerical strength of the organizations remaining intact since the great calamity of two weeks ago. In all that constitutes the claim of organized labor to a leading place in the activities of social life the trade-unions of San Francisco have fully justified themselves. Nothing has been done or left undone by these organizations other than as dictated by the exigencies of the situation.

In discharging the first duties of humanity to care for life and property, and later in rallying the scattered forces of the community to the task of rehabilitation, the local labor movement has honored the highest traditions, not only of intelligent, disciplined organization, but of courageous, public-spirited manhood.

Judged solely by its conduct in the crucial test through which it has just passed, the labor movement of San Francisco is entitled to be regarded in even higher esteem than ever before. From this viewpoint the condition of organized labor in that city is a matter of greater rather than of less personal satisfaction to its own members and to its well-wishers throughout the country. All in all, the past is safe; the future alone remains to be considered, and it must be well considered in order that the existing status, morally speaking, shall be maintained.

The first element in the condition now confronting us is the destruction of the industries in which the organized workers were formerly employed. Generally speaking, the only industry that has survived the cataclysm is the shipping of the port. Upon reflection it will be seen that this statement of the situation is rather more specific than general. Certain other industries, such as the building and iron trades, still provide employment for a number of men. Still other industries are in process of revival. These undertakings and the employment afforded by them are in their nature temporary, if not in reality tentative. This condition considered, the fact remains that of the total strength of organized labor before the earthquake—numbering about 60,000 men and women—probably not more than one-third may hope to secure employment now or in the near future.

As already stated, even this prospect, or possibility, is a temporary one. The whole future of the labor movement, as of the city itself, depends upon the question of reconstruction. If the work of rebuilding the city be undertaken on a large scale, the employment of labor in constantly increasing numbers and industries will be secured. Otherwise, the work now being done will be suspended, and the workers still remaining in the city will be forced to look elsewhere for a livelihood.

Of course, everyone hopes for a speedy realization of the "greater and grander San Francisco" so boldly predicted by press and property-owners. At the same time, it is well to temper these hopes with reason. No city was ever built upon hope alone. Least of all can the appalling desolation that now exists upon the site of the once magnificent metropolis be replaced by the abodes of civilized man, by the process of rubbing Aladin's lamp. Even the genii of high finance can not make a great city arise from its ashes, like the familiar and greatly overworked Phenix. In the last analysis but one power can with certainty be invoked in the great task, and that is the power of labor. The new city of San Francisco will be the product of the workers' hands and brains, not of the financiers' credit in the money markets of the world. Not only must the workers build the city, if it be built at all, but they must pay for it, too. In the present situation credit is a good and necessary thing; but it must be remembered that every dollar that is borrowed today must be paid with interest to-morrow or next day. In the future, as in the past, the man and woman who must pay rent for housing accommodations must by that fact pay both the principal and the interest of whatever debt may be incurred.

This inescapable truth should be kept well in mind by all parties concerned. The problem that now confronts the people of San Francisco consists not so much in the matter of the conditions under which the city shall be rebuilt, as in the matter of the conditions under which the inhabitants of the new city shall live. A "greater and grander San Francisco," built entirely, or largely, upon borrowed capital and with the aid of public-service corporations, which, in return, receive wholesale grants of public property (which grants amount in essence to so much power of taxation), might be a spectacle to excite the admiration of those who admire that sort of thing, and particularly of those whose property values have been restored. But there remains the question: Would San Francisco, under such conditions, be a better or worse place than before to live and work in? In other words, will the workers be better or worse off after the work of reconstruction is completed? Will the men and women who rebuild the city own any part or parcel of their handiwork, or must they confront the prospect that, their daily wages having been consumed by their daily needs, they must continue indefinitely to carry the burden of a heavy debt and to liquidate the same by the payment of high rents, high taxes and high everything?

Upon the answer given to those questions will depend much of the future growth and prosperity of the city. While indulging our hopes of a new and brighter era for the city which we loved, and which we now love the more because of her misfortune, let us keep well in mind the day of reckoning, "when men laugh no more"—that day in which men's love and loyalty will be put to the supreme test. The incidents of the past two weeks have demonstrated that in danger and distress class lines are obliterated, class interests forgotten, and the general welfare alone remembered. It is not unreasonable, therefore, to hope that the spirit of co-operation will survive the ordeal of earthquake and conflagration and grow stronger with the greater, or at least equal necessity that now exists and must continue to exist for a long time. Organized labor in San Francisco, although greatly reduced in numerical strength, is still actuated by that high spirit of devotion to the public good which gave it preeminence in the affairs of the city that was levelled by the forces of Nature. With full and disinterested co-operation on the part of all other elements of the community the success, moral as well as material, of the future is assured.

It has been noted that the disaster of April 18 and succeeding days is not entirely lacking some measure of compensation. During the great convulsion many things which had outlived their usefulness, but which were tolerated for sentimental or other reasons, were completely destroyed. These will never be resuscitated; their remains, if discoverable at all, will be finally disposed of with the other ruins. Included in this class are some things—one thing in particular—that afflicted the industrial life of the city. It is to be hoped that these latter ruins will be permitted to rest until carted away to the crematory which they had too long escaped. Let us begin the great work before us with clean hands and clean heads, with honest and intelligent co-operation, and without interference by any third party whose interest lies mainly in creating trouble between the legitimate factors of industry. Thus shall San Francisco arise upon her native hills, the proud possession of her sons and daughters, the home of the happiest and purest democracy among mankind.

There is talk of an early adjournment of Congress. The business of the House is in a forward state, and if it depended on that body Congress could break up in May. The Senate is hanging fire, and may, with its interminable discussions carry the session into the hot-weather month of June.

Pacific Coast Marine.

The Oceanic liner Sierra sailed from Sydney, N. S. W., on April 30, carrying $1,350,000 for San Francisco.

The Pacific Coast Steamship Company is rapidly resuming its schedule of sailing dates from San Francisco.

The Spreckels steamer Breakwater sailed from San Francisco on May 2 for Portland. She will return by way of Coos Bay.

The Pacific Coast Steamship Company's steamer City of Puebla was taken from Hunter's Point drydock to the Union Iron Works on April 30.

The Occidental and Oriental liner Dorie arrived at Honolulu on April 30 from China and Japan, and will be due at San Francisco on May 7.

Work has been resumed at the Union and Risdon iron works, in San Francisco, these plants having escaped serious damage from earthquake and fire.

It is reported that Captain McIntyre, formerly master of the steamer South Portland, was killed by falling walls during the earthquake at San Francisco on April 18.

The schooner Alice Cooke came to San Francisco recently from Crockett to take on ballast for the Sound. The vessel will load lumber on the Sound for Honolulu.

The halibut schooner Kilmeny was totally wrecked on a reef off San Jose Bay, at the northwest end of the Vancouver Island coast on April 21. Captain Schou and his crew of four escaped and camped near the wreck until the steamer Queen City arrived from Victoria and rescued them.

The German steamer Theban, of the Kosmos line, is to arrive at San Francisco from Europe on May 15, and the Ammon, also from Europe and the south, is to arrive on May 25. Manager Gray states that arrangements are already made to transact the usual amount of business at San Francisco.

Commodore J. M. Punnett, of the San Francisco Yacht Club, has issued orders postponing the opening of the season and the sailing programme for the present time. Speaking of the club's plans the commodore said that for the present there will be no regular events, but by July will be able to adopt a programme for the remaining sailing days.

The United States revenue cutter Golden Gate was released on May 1 by the naval authorities, who have had jurisdiction over the vessel since the earthquake and fire. The revenue cutters Hartley, Bear, Thetis and McCulloch, which were under the direction of Captain Hamlet, have also been released by Admiral Goodrich. These vessels did excellent work in saving the docks and shipping from destruction.

The Oceanic liner Ventura, Captain Hayward, arrived at San Francisco on April 30 from Sydney, Auckland, Pago-Pago and Honolulu with 131 saloon, 63 second-cabin and 75 steerage passengers and anchored in the stream. The Ventura docked at Pacific-street wharf on May 2, but will not sail again for Sydney for an indefinite period, service on the line having been suspended by the Oceanic Company.

The House bill appropriation of $170,000 for the emergency needs of the Navy Department at Mare Island, Cal., and for the postal service at San Francisco, made necessary by the earthquake, was passed by the Senate on April 30.

The tower of the Ferry Building at San Francisco has been declared safe, and will therefore not be pulled down, as first intended. The damage to the building itself will be repaired at a comparatively small cost.

Numerous passengers sailed from San Francisco on May 1 on the big Pacific Mail liner Mongolia for Yokohama and points beyond. The Mongolia will go direct to Japan, omitting Honolulu, on account of being a week late in her departure. The lost time will be made up by the time Hongkong is reached. Surgeon Husted has resigned from the Mongolia, his place being taken by Dr. Hieronimous, of the China. Dr. Meadows of the City of Para goes to the China.

The steamer Curacao, Captain Paulson, arrived at San Francisco on April 30, twelve days from Guaymas and sixty-four hours from Ensenada. Strong northerly winds caused a slow trip. Twenty-one passengers were brought by the Curacao, besides a good-sized cargo of freight and forty-seven bars of bullion. Officers of the steamer first heard of San Francisco's misfortune at Guaymas, but reports were greatly exaggerated, the statement being publicly made that 57,000 people had lost their lives.

Barneson, Hibberd & Co. are utilizing the ships Glory of the Seas, Sea King and Two Brothers, now at San Francisco, as warehouses, and there has been considerable demand for space on them. This concern had only recently taken possession of the new warehouse at Second and Brannan streets. The ship Sea King was under charter to the Alaska Packers' Association, but she failed to arrive at San Francisco on time. She was at one time on the overdue board from Australia for the latter port, but finally arrived after a slow trip.

At noon on May 2 the Kosmos liner Hermonthis sailed from San Francisco for the southern coast and Europe with a cargo of 5000 tons of freight from Coast ports. The Uarda, of the same line, has gone into drydock to have her bottom examined. On the morning of the earthquake, while entering the harbor, the Uarda struck bottom, presumably as a result of momentary shoaling of water on the bar. Captain A. F. Pillsbury, surveyor for the board of marine underwriters, will make the examination of the Uarda.

Captain R. P. Quinton, of Blunt's Reef lightship No. 83, stationed off Cape Mendocino, has reported that on Aprly 16 his crew picked up the body of a man apparently 25 years old, which had been in the water only a short time. The man weighed about 175 pounds, had brown curly hair and blond moustache, wore blue dungaree trousers, black shirt and dark gray coat, and had a lifebelt marked "S. S. Eureka" strapped around his body. There were no papers on the body, but a pocket contained an aluminum medal bearing the name of Abel Leman, Hartford, Conn. The body was sewed in canvas by the lightship's crew and buried at sea.

The old tugboat Wizard, a relic of early days in San Francisco harbor, is again out of commission, having been returned to Boole & Son, her owners, in Oakland Creek. For many years she lay in the mud, apparently at the end of her days of usefulness, but the big fire of two weeks ago caused her resurrection. She was needed for patrol duty and other purposes during the great stress of times, and it remained for Lieutenant C. C. McMillan of the revenue-cutter Thetis to volunteer to take command of the dangerous old craft. He was accompanied by a crew of brave fellows from the Thetis and Bear, and she was temporarily made a revenue-cutter. While not neglecting his duties as commander of the Wizard, much of Lieutenant McMillan's time was occupied in plugging up the tug's boiler tubes and stopping the wheezing long enough for the whistle to be heard. In real danger of a skyward cruise on the old tub, the commander and his men performed valiant service in transporting refugees and assisting the Army in carrying supplies, until the Wizard failed through sheer exhaustion, like an old horse. Then she was hurried back to her bed of mud.

DIED.

Fred Baekstrom, No. 183, a native of Sweden, aged 40, died at San Pedro, Cal., on April 26, 1906.

Catarrh Cannot be Cured

with LOCAL APPLICATIONS, as they cannot reach the seat of the disease. Catarrh is a blood or constitutional disease, and in order to cure it you must take internal remedies. Hall's Catarrh Cure is taken internally, and acts directly on the blood and mucous surfaces. Hall's Catarrh Cure is not a quack medicine. It was prescribed by one of the best physicians in this country for years and is a regular prescription. It is composed of the best blood purifiers, acting directly on the mucous surfaces. The perfect combination of the two ingredients is what produces such wonderful results in curing Catarrh. Send for testimonials free.

F. J. CHENEY & CO., Props., Toledo, O.
Sold by Druggists, price 75c.
Take Hall's Family Pills for constipation

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Apr. 29, 19

The Executive Committee met at 3:30 p m. All members present. Ed. Andersen elected Chairman and E. Ellison, Secretary.

The Secretary reported having been compelled to vacate the old building and had removed the most important books, papers and records to the South Side Hotel, 806 Third street. In the meantime arrangements have been made for the building of an office on Folsom Street dock, which building will accommodate the local office of International Seamen's Union. Shipping is good and men rather scarce.

It was reported that a regular meeting could be held on next Monday in the Sailors' Home, on the corner of Harrison and Main streets. On motion it was decided to hold the regular weekly meeting in the Sailors' Home on Monday, May 7, at 3 p m.

E. ELLISON, Secretary pro tem
South Side Hotel, 806 Third St.,

NOTICE—Nominations for officers for the ensuing term will be made at the next regular meeting held at Headquarters and Branches on or about May 7.

GENERAL NEWS.

An explosion in a shaft of the Colorado Fuel and Iron Company at Trinidad, Colo., on April 22, killed **twenty-two men.**

It is believed that Russian Premier Witte will shortly resign, being worn out in the struggle against his opponent Durnove.

The Americans have won the greatest number of events in the Olympic games, at Athens, Greece. The Greeks are second, with the Swedes third and the English fourth.

A corps of civil engineers sent to construct the new railroads in the Philippine Islands started from Kansas City on April 24. They go to the islands by way of Seattle, Wash.

Senator Aldrich has reported from the Finance Committee the Needham bill, authorizing the rectification of sweet wines and the use of water to aid the mechanical process of manufacture.

Riotous demonstrations occurred in Paris on May Day. The manifestants overturned omnibuses and threw up hasty barricades. Over 200 arrests were made during the day.

The Washington Post expresses the opinion that the Railroad Rate bill will not come to a vote in the Senate for some time to come. The debate on that measure is the most protracted and thorough accorded to any question in recent years.

The Auditor and Assessor of San Francisco have made an estimate placing the value of real and personal property destroyed at $400,000,000. Estimated upon the low basis of $200,000,000 as the loss sustained, the assessment roll for this year will be about $125,000,000 less than last year.

Members of the International Longshoremen's Association at South Chicago, numbering about 3000, quit the work of loading and unloading vessels on April 30. Of these 1400 are ore unloaders, and three laden steamers were tied up by the strike. The grain handlers refused to strike.

Evidence has been secured, showing that Father Gapon was recently put to death by the Russian revolutionists, upon proof of his secret relations with the police.

The United States drydock Dewey passed out of the Suez canal on May 1, en route to Manila, P. I.

The British steamer Blanefield, which sailed from Junin on March 10 for Dover for orders, was sunk off Beachy Head on May 1 by the British bark Kate Thomas, from Antwerp for Falmouth. Five persons were reported drowned. The master and nine members of the crew were landed at New Haven by a pilot-boat and it is believed four others were also saved.

Despite speculation concerning Secretary of War Taft's availability for the Republican nomination for the Presidency in 1908, it can be said on the highest authority that Taft has given up all Presidential aspirations and will accept the President's offer of an appointment as Associate Justice of the United States Supreme Court. October 1 is named as the probable date when Taft will leave the War Department.

On the Atlantic Coast

(Contributed by the Atlantic Coast Seamen's Unions)

MERCHANT MARINE OFFICERS.

Some journals representing the counting-house end of the shipping industry gloomily note the increasing difficulty of securing efficient ships' officers. They are puzzled to uncover the reasons why high wages and gold-laced uniforms are seemingly insufficient to induce young men to take to the bridge or the quarterdeck for a living. One of the journals in question casually adverts to the quandary of British shipowners, some of whom publish advertisements offering steady employment at liberal wages to young men holding Board of Trade certificates as mates or second-mates, yet are never able to secure a full quota of junior officers for their fleets. From this it is argued that if, through legislation or other means, we ever become possessed of a first-class foreign-going merchant marine, the trouble of efficient deck officers is certain to become more and more apparent.

The usual time-worn expedients—training ships and the apprentice system—are again recommended, but in such a desultory manner that it is apparent that the writers are not at all sure of their ground, owing, probably, to the fact that few if any of them have ever had any experience at first-hand of the things whereof they write. Both the training-ship and the apprentice system, as means of creating a body of efficient merchant marine officers have been thoroughly exploited by Great Britain, and have been found wanting, as the present scarcity of merchant marine officers in that country attests. It is not to be denied that training ships, and the system of indenturing apprentices on sea-going ships, considered as adjuncts to a general system for securing a sufficient number of trained officers for the merchant marine, are helpful institutions. But when, instead of adjuncts to a general system, they are merged with and become practically "the whole shooting match," as "Uncle Joe" Cannon would say, then their inadequacy in accomplishing the objects usually associated with their existence is painfully impressed upon those most immediately interested in the subject. And an understanding of this phase of the question under discussion will be helpful in trying to get at the reasons for the shortage in the output of ships' officers observed both in this country and in Great Britain.

As the merchant marines of Great Britain and the United States are in all essential details conducted upon precisely the same lines, a short analytical review of the causes leading up to present conditions in the British merchant marine, in regard to deck officers, will serve to show where we will fetch up in that respect if we continue the manning policy at present obtaining in our merchant marine. To go no further back than thirty-five or forty years, then, the officers on British merchant vessels were almost exclusively recruited from the forecastle. This was so because at that time the make-up of the crews was essentially British in texture and character. Hence, the average British boy of the period naturally enough reasoned that a calling considered good enough by his elders was good enough for him. Often he was the son or other near relative of a common seaman, and whether he signed on as a deck boy or was indentured as an apprentice, he was invariably berthed in the forecastle along with the able-seamen. In that way he learned his business as a seaman at first hand, which is the only way in which perfection in any occupation can be attained. If he happened to be a studious and ambitious lad, then at the end of his term of apprenticeship he was usually ready to go before the Board of Trade and pass an examination in navigation and seamanship preparatory to receiving a second-mate's certificate of competency. After that his promotion to mate and master, respectively, depended chiefly upon his own exertions. And it is a matter of record that the officers on British merchantmen in those days were as efficient as any to be found under other flags.

Then, gradually, the make-up and complexion of the crews on British merchant vessels began to change. Little by little British seamen were driven out, and their places taken by foreigners; at first by North Europeans, and lastly by Asiatics. One of the first results noted from the change was a perceptible and steady decrease in the number of British boys seeking employment in the merchant marine.

When the shrinkage in the output of British mercantile marine officers first began to manifest itself, the shipowners, through their representatives in Parliament, got busy securing concessions from the Government for increasing the number of training-ships for boys, and for making them more attractive generally as well as more suited to modern methods of navigation. This, it was argued, would furnish an unfailing base from which the merchant marine could be supplied with officers at all times, and in sufficient numbers to meet the normal demand. For the supply of seamen there was the whole Orient, with its teeming millions, to draw from, and with the supply of officers safely guaranteed by the training-ship system, it was thought that the manning problem of the British merchant marine had been satisfactorily solved.

But, as with many another and better theory, the training-ship plan did not work so well in practice as had been anticipated. In the first place, it turned out to be a rather hard job to induce a sufficient number of the right kind of boys to enlist on the training-ships. Boys, as a rule, are unsophisticated enough to think that the way to go to sea is on a real ship bound for some distant shore; not to be confined on board an old hulk, moored up a countrified creek. In the next place, it was noted that such boys as did graduate from a training ship were never as efficient as, everything considered, they should have been. They lacked that adaptability to the work and routine of sea life which only years of actual experience as a seaman can foster. In fact, they were but little, if any, better than "geenhorns." Even their knowledge of navigation was usually more academic than concrete, viewed from the standpoint of the veteran, offshore-trained navigator. Worst of all, it was found that the larger number of them soon quit the sea, generally at the expiration of the first voyage. This was no doubt due to the greater hardships of sea life as compared with the easy life on a training-ship, as well as to the fact that their education on the training-ship lent itself rather more readily to the duties of a clerkship on shore than to the strenuous life of a seaman. Whatever the cause, it is certain that training-ships, as institutions for supplying the merchant marine with a body of efficient officers, are today regarded in England as being so nearly failures as to be hardly worth arguing about.

Such, in brief, are the causes of the present scarcity of officers in the British merchant marine. As the same causes are increasingly at work in our own merchant marine, the effects must necessarily be the same, as, in fact, has already been demonstrated by the experience of certain large steamship concerns. It ought, therefore, to be of interest to American shipowners to know that a remedy for the evil in question is to be found in a bill recently introduced in Congress by Representative Spight, of Mississippi. This bill, among other things, aims at establishing conditions that will encourage the training of boys in our merchant marine. As has been shown in the foregoing review of conditions in that relation in the British merchant marine, this object can only be attained by creating conditions that will encourage American men to seek service in our merchant marine. Given the men, and the boys will follow as a matter of course. And, when American boys are encouraged in earnest to take to the sea for a livelihood, our merchant marine will never lack for efficient officers. Let us be warned by the experience of Great Britain, which teaches that the manning of a country's merchant marine with cheap Asiatic seamen is in the long run an unprofitable investment in more ways than one.

MISCELLANEOUS.

A bill has been passed by the Assembly of the Massachusetts Legislature poviding that in cases of strikes the strikers may establish and maintain one picket for every twenty men on strike so long as the picketing is conducted in an orderly manner.

The New York local of the American Association of Masters, Mates and Pilots of Steamboats is raising a fund for the defense of Captain Van Schaick, late master of the ill-fated steamer Slocum. All the locals of the Association throughout the country have been asked to aid the movement. The case of Captain Van Schaick, who is now out on heavy bail, will come up on appeal in October.

At the instance of the United Housesmiths and Bridgemen, the Central Federated Union of New York, at its regular weekly meeting, on April 8, indorsed a resolution calling upon Congress and the President "to immediately repeal the tariff law on all steel and copper products, such as are manufactured by the United States Steel Corporation."

The boycott on American goods in Central China is offset by the uninterrupted trade in Manchuria, reports Consul-General Simmons at Newchwang to the Bureau of Manufactures. He says the American cotton cloth quickly came into favor. The gray sheetings imported at Newchwang during 1905 from the United States amounted to $5,677,000. Japan furnished $125,000 and great Britain $25,000 worth.

Senator Morgan has introduced a bill providing that the canal across the Isthmus of Panama shall be with locks through the highlands and Culebra and Emerpador, for a distance of about eight and one-half miles, to be connected with the sea-level connections at each end by means of locks to be located in the vicinity of Obispo and Mirallores.

FAG ENDS.

The way of the union-buster is hard.

Work for the Initiative and Referendum, and the Recall!

There is but one unfailing social plan—the heaven-intended Brotherhood of Man.

Unequal opportunities make unequal men, no matter how "free and equal" they may be born.

Brother C. W. Post will please rise and favor us with a few remarks on organized labor as politician-busters.

The longer a young man tarries in a "tainted money" endowed university, the less likely he is to ever become a good citizen.

Few can talk so learnedly on the causes of other people's failures as those who were born with a silver spoon in their mouths.

Those politicians whom the gods would destroy they first make believe that the workingmen are chumps who don't know what they want.

And now the spring poets—that is, the spring paragaphers—have it that the Steel Trust has quietly ordered the salting away of the Ship Subsidy bill until the present recrudescence of the agitation for repealing the tariff on steel has subsided. This news comes under the head of "important, if true," and will therefore, under the rules, be laid over until new business.

When all is said, the value of laws lies fundamentally in their application, and the value of courts in their impartiality. It is the disregard of these self-evident propositions by governments which is at the bottom of all social unrest, fomenting the revolutionary leaven that lurks in the veins of all red-blooded men. Which explains much when connected with certain events that just now cast their shadows before.

The Spight bill, H. R. 17,724, "to amend the laws relating to American seamen, to prevent undermanning and unskilled manning of American vessels, and to encourage the training of boys in the merchant marine," may be termed the organized seamen's "Bill of Grievances," codified and Handy-Billified from truck to keel, with everything in trim to pass muster by the Congressional sea lawyers. Let 'er go, Gallagher!

Bishop Charles C. McCabe, of the Methodist Church, is the latest of the many godly gentlemen of the cloth to declare publicly that the trade-unions of this country are of the devil and must either be reformed or wiped out. By a curious coincidence that is the very opinion to a T that the Typographical Union has about the Methodist Book Concern, and for much better as well as more easily proved reasons. Move that the Methodist Church be placed on our unfair list until the Methodist Book Concern grants the eight-hour day to its printers. Vote, and so ordered!

The New York Times thinks that "it is amusing to note that the eminent Mr. Gompers, as an argument for excluding Japanese as well as Chinese from this country, says that if the Chinese should suddenly determine, as part of their modernization, to cut off their queues, 'when it was done there would be 400,000,000 more Japanese.'" Having thought which, the esteemed Times, with surprising relevancy, goes on to remark "that one Chinese differs as much from another Chinese, and one Japanese as much from another Japanese, as do two Englishmen, two Frenchmen or two Germans." Which is a curiously involved way of affirming the well-known anthropological fact that the difference between a queue-less Chinaman and a Jap is rather less than the difference between the proverbial two peas in a pod.

One of the most serious defects of our Immigration policy is undoubtedly the lack of arrangements on the part of the State for distributing the newly-arrived immigrants where they are most needed. Of course, every one recognizes the constitutional difficulties in the way of compulsory distribution, but the plan of the city of Baltimore to limit employment upon public works to citizens only, if generally adopted by other cities and by the Federal and State Governments, would do much to scatter the immigrants over the country. As it is, statistics prove that the majority of the immigrant laborers who come here flock to the cities, attracted there by the ease with which they may secure work under the municipality, or from contractors for public works. This is manifestly both an injury and an injustice to citizen laborers, who in many instances are forced to move out of the place in which, maybe, they were bred and born, or have worked for years, because they can not live and support a family on the wages paid to the alien laborers. If employment on public works were limited to residents of a certain period, the Immigration problem would be half solved.

With the Wits.

Where Ignorance is Bliss.—Blobbs—"When I get up to make a speech I feel as though I had forgotten everything I ever knew."

Slobbs—"What an ideal witness you would make in a trust investigation."

"What's the Use?—"Do you say your prayers in the morning or at night?" asked Ted.

"At night," of course," answered Bob. "Anybody can take care of theirselves in the daytime."

Don't Let Him.—"The Elizabethan ruff is likely to return," said Ma Twaddles, looking up from the fashion paper she was reading.

"If he does," responded Pa Twaddles, with emphasis, "you set the dog on him—do you hear?"

Had Used It Himself—First Clubman—"I say, how do you spell temporary?"

Second C.—T-e-m-p-o-r-a-r-y-, and the next word has two R's, e-m-b-a-r-r-a-s-s——"

First C.—"Thanks.'

Busmesshke.—A large manufacturing concern in the East recently received the following postal, sent from a little country town in the South:

"Dear Sir—Plees sen me yore caterlog of e'eetrical batterys.

Yores truely,

"P. S.—You need not sen it. I have change my mind."

Not Always — "Your bookkeeper seems to be a bright young woman?"

"Yes; but she has some very eccentric ideas."

"Indeed?"

"Yes. She enters our messenger-boy's wages as running expenses."

Got There First—The Judge—"But if you tooted your horn, how is it that the plaintiff did not hear you in time to get out of the way?'"

The Defendant—"I am convinced, your Honor, thatth caccidentwasdue your Honor, that the accident was due entirely to the inferior velocity of sound."

Details Unnecessary.—Mamma—"Foolish child! You want to marry this man, but what do you know of his character, his habits, his family, his ability? It is absolutely necessary to be satisfied on these points before you can dream of accepting him. What do you know of him?'

Daughter—"Well, he is very rich, and—"

Mamma—"Oh, well—don't give me a list of all of his virtues. Take him and be happy."

Pardoned.—"Who is that distinguished-looking man?" asked the stranger.

"Dat man saved me a good deal of trouble once," replied the man on the corner. "He interrupted me in de middle of a sentence, and——'

"Ah, I see. You were going to say something improper and——'

"Naw! I wuz in the penitentiary an' he wuz Governor of de State at de time."

She Gave Him Hope.—Twenty-hve or thirty years ago the Rev. Charles G. Finney, president of Oberlin College, was carrymg on a series of revival meetings in Boston. One day a gentleman called to see him on business, and was admitted by Mr. Finney's daughter, perhaps five years old.

"Is your father in?" asked the stranger.

"No," replied the demure maiden; "but walk in, poor, dying sinner! Mother can pray for you."

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NEW KIND OF LIGHTHOUSE.

Not the least interesting feature of the new steel-plate lighthouse that is to be built at Diamond Shoals, off Cape Hatteras, by Capt Albert F. Eells, of Boston, is the fact that Captain Fells is to put it up and run it for a year at his own cost, and that he is not to be paid a cent until the Government has operated it four years. At the end of this period, if all is well, he is to receive $750,000. This would not appear to be an excessive sum, for in 1902 a government official reported the probable cost of a lighthouse on this spot as $1,588,000.

The foundation for the lighthouse will be a massive steel caisson in the form of a truncated cone with a cylindrical base. Upon this will be erected a tower comprising essentially a plate-steel cylinder with a slight batter from base to top, which tower will support a lantern at a height of 150 feet above sea-level. . . . The estimated weight of the entire structure, including the lighthouse and contents, is to be 27,000 tons. The displacement of water will be about 10,000 tons, which will leave an effective weight resting on the sands of the Diamond Shoals of about 17,000 tons, covering an effective area on the base of 8,900 square feet.

The caisson is to be built at some shipyard and towed to its destination. The central tube in the caisson, which extends from top to bottom, is made of curved rolled steel plates, attached to the ends of the horizontal floor girders and to the bracings, all of which when rivcted together will form a vessel-like caisson of circular shape, built sufficiently strong to stand its sea voyage and the wind and wave pressure, after its final settlement into the sands of the Diamond Shoals.

All the inside horizontal girders are covered at the different elevations to make temporary floors and rooms in the caisson. It is proposed to place in these rooms, at the time of towing, the boiler, engines, pumps, derricks, dredging apparatus, concrete-mixing machinery, water, sand, and cement, and the different materials necessary for sinking and filling, as well as supplies and equipment for the workmen.

A portion of the space between the two outer shells, and part of the bottom, will be filled with concrete before leaving the shipyard, so that the caisson will draw about 21 feet of water.

After reaching its destination the caisson will be held in place by suitable anchors and cables. It will be scuttled by pumping water into the interior compartments until it rests on the sands in about 24 feet of water, leaving the top or deck about 56 feet above the surfact of the ocean.

After the caisson has been scuttled water is to be pumped into the side compartments above the sea-level, and it will then be sunk into the sand as quickly as possible. It will first be lowered as far as practicable by open dredging through the central well, preferably in the spring of the year, when the seas do not run high. Later, the water will be forced from the lower air-chambers with compressed air, and laborers will enter these chambers and assist in the excavating with water jets, shovels, and special tools, forcing the sand toward the central tube, whence it will be pumped out.

While the dredging is being done the work will be carried on as fast as possible in filling the different chambers with concrete. The material—cement, crushed stone, granite blocks, boulders, supplies, etc.—will be brought to the caisson in lighters, and hoisted aboard and stored in the different rooms to be used when required. A balance in weight will be preserved between the increasing weight of the structure and the increasing buoyancy of the surrounding water as the caisson sinks to its final depth. The caisson may thus be temporarily held at about the same level, to facilitate certain details of the excavation, or it may be made to sink more rapidly in the sand.

After this caisson has been scuttled and sunk a few feet into the sand it is claimed that it will withstand any storm that may come up at that season of the year, and by the time it has reached its total depth of 26 feet in the sand and been partially fil'ed with granite and cement and surrounded with riprap, it will withstand as great a storm as has ever been recorded off these shoals.

The entire shell of the caisson having been filled with concrete, and the central tube having been loaded with sand, except a space of about 12 feet deep, for a cistern that will hold 15,000 gallons of fresh water, and for rooms 14 feet high for storing the oil, water, and hoisting-engine for the lighthouse, the foundation will be complete. The erection of the lighthouse or superstructure will thereupon begin. The lighthouse is of steel construction, and consists of an outside circular steel shell with an inner central steel tube, which contains a spiral stairway, chimneys, and ventilators, a'l of which are well braced by steel girders, frames, and partitions, and which has eight different floors besides the lantern-gallery and watch room. The outer shell of this structure is to be lined with a layer of concrete or plaster placed upon wire mesh or expanded metal, about four inches thick.

STEAM WITHOUT FIRE.

A new type of boiler that is able to keep on supplying steam for several hours after the fire has been extinguished has been devised by Mr. Maurice, engineer-in-chief of the French Navy, and is attracting considerable attention, being operated upon a novel and original plan. This invention, which was awarded a prize at the end of the last year by the Academie des Sciences, is thus described in The Scientific American Supplement:

The principle of the storage of heat consists in the use of a mixture of salts having a great specific heat and surrounding the greater part of the tubular system of the boiler. The temperature of these salts rises to about 450° C. [841° F.] during the heat. The result forms a new solution of the problem which was formerly solved by the use of reservoirs of superheated water, and here we have an economy of weight as well as space. After the heat which has accumulated is exhausted during the run after the fire is extinguished, the accumulation of heat is again made very quickly after the fire is started. The system is of special value in the marine, and also in electric stations. The resu't of the first experiments which have been made at Cherbourg are quite favorable, and no doubt the system will be applied afterward on a larger scale.

REALISTIC ACTING.

The late Joseph Jefferson used to say that his career came very near being nipped in the bud in a small Western town. He at that time was a member of a small pioneer company which progressed by means of three "bull teams" from one mining camp to another. They were always heartily received by the miners and cowboys, who readily paid the five dollars in go'd required to witness their performance. Mr. Jefferson was the traditional melodramatic villain, and in the third act was supposed to kidnap "the child." The supposed mother, hearing its cries, rushes upon the scene just as he is about to escape, and fires a fruitless shot from a revolver.

Upon this particular occasion all had gone well until this scene was reached, and the audience, many of whom had never before seen any kind of theatrical performance, sat as if spellbound. At the crack of the mother's revolver, however, the spell was rudely broken.

"By heaven, she missed him!" a red-shirted miner in the front row shouted, drawing his own "six-shooter" and leaping to his feet. "Round to the back door and head him off 'fore he can git a hoss, boys," he yelled, and, following him, half the audience stampeded for the exit.

The excitement was finally allayed by the "mother" and the villain appearing hand in hand before the curtain, and the manager's explanation of the situation. When the performance had been concluded, the audience insisted on paying another admission price and having an immediate repetition from beginning to end.—Success Magazine.

A FEMALE ENGINEER.

Another triumph has been won for American womanhood. Miss Nora Stanton Blatch has been elected to membership in the American Society of Civil Engineers, the first woman so distinguished. She is a granddaughter of the famous Elizabeth Cady Stanton, and the first woman to win the degree of civil engineer in Cornell University.

Miss Blatch has been still further honored. A Chinese student at Cornell, who had watched her work closely, turns out to be an agent of his government sent to this country to organize thirty-six corps of engineers for the great industrial undertakings contemplated by China. He has offered her a fine position in one of these corps. His response to her inquiry as to the difficulties a woman might encounter in the interior of China is interesting in two ways. It indicates the advance of thought in the New East and has a bearing on the status of the modern professional woman.

"I know of no difficulties," he said. "You have chosen a man's career; you studied like a man and your scholarship is superior to that of most men. Why hesitate to do a man's work? I suppose you do not fear anything. Act like a man. As for me, I shall consider myself greatly honored to take the first woman engineer to China." Miss Blatch has the offer under consideration.

Whatever be her field of work, there is little doubt that this young woman engineer will take a worthy place in her chosen profession. She may become eminent in it. The fact that she has a'ready won high honors in one of the most difficult lines of human endeavor will be gratifying to all American women, regardless of their opinions as to woman's most suitable work in the world.—Cleveland Leader.

Startling comparisons are made in the report of the business transacted by the Equitable Life Assurance Society for the first quarter of 1906, which report was recently presented to the board of directors. Compared with the corresponding period last year the volume of new business has decreased over 54 per cent, or nearly $1,400,000

President Roosevelt has called on the War and Navy Departments to report the names of the officers and enlisted men of the Marine Corps and Army who displayed special gallantry in checking the San Francisco fire by the use of dynamite, with a view to reward and recommendation.

Chicago's city hall has settled to an extent since the completion of the excavation for the adjoining new county buildings, that it has been found necessary to rope in the entrances to prevent pedestrians from being killed by the falling sections of coping and cornices.

The programme of the opening of the Russian National Parliament has been changed. The Czar will not go in person to the Parliament, as had been planned, but will go to St. Petersburg and receive the members of Parliament and Council of the Empire at the Winter Palace.

The passenger steamer Courier, with a crew of nine men and carrying about twenty excursionists, foundered on April 30 off Sark, Channel Islands, soon after leaving that island. Three members of the crew and one passenger were drowned, all the others being rescued.

The threatened strike of 30,000 members of the Rockmen and Excavators' Union against the members of the Contractors' Protective Association for an increase in wages, scheduled to take place on May 1, has been postponed, and may not take place at all.

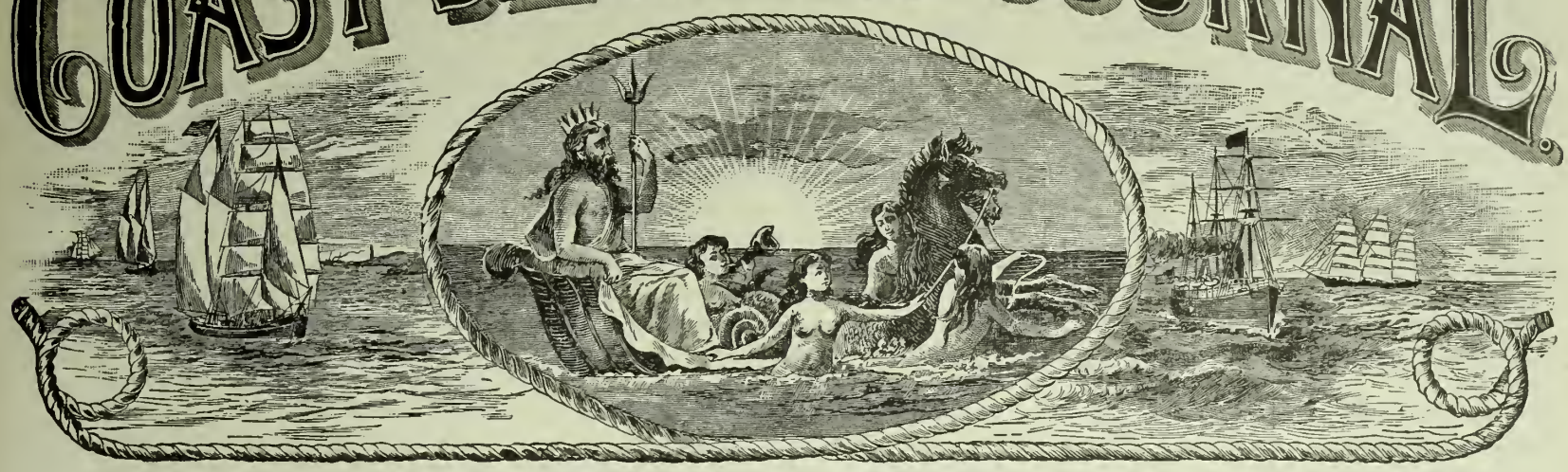
At an auction sale of boxes for a concert given at Manila, P. I., on May 2 for the benefit of the San Francisco sufferers, the Filipinos outbid the Americans, a prominent native purchasing the Governor-General's box for $350.

Private advices received at Manila, P. I., from Hongkong say that the flour mills of America contemplate forming a combine to control the distribution of their product in China, along Standard Oil lines.

Steamers which arrived at Leith, Scotland, on April 30, report that Mount Heela has been in operation, ashes being scattered over a wide area. The disturbance, however, was not serious.

An American seaman was shot and seriously wounded and another slightly wounded on April 29 at Guantanamo, Cuba, in a row between sailors from American warships and the local police.

COAST SEAMEN'S JOURNAL



FOR THE SEAFARING PEOPLE OF THE WORLD.

Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization

Vol. XIX. No. 33. SAN FRANCISCO, WEDNESDAY, MAY 9, 1906. Whole No. 969.

THE PROBLEM OF WAGES.

AMONG the great problems which now confront the people of San Francisco, that contained in the so-called labor question must be regarded as occupying a leading, if not the chief, place. When all other plans for rebuilding the city are perfected, the system upon which the labor necessary for the realization of these plans shall be employed will remain to be considered. Probably it would be more correct to say that the labor plan should be considered first, or at least contemporaneously with all other plans.

Whatever the order of precedence, it is obvious that the future progress and prosperity of the city will depend very largely upon the manner in which the labor question is met and dealt with. The one thing that ought to be guarded against at the present moment is a tendency to let the labor question solve itself, to ignore or evade that question, in the hope of an automatic adjustment satisfactory to all concerned. This tendency is equally as dangerous as would be a tendency to rebuild without due precaution against earthquake and fire, and those who indulge the former should be treated as equally culpable with those who should indulge the latter.

As soon as possible after the great calamity of April 18 the trade-unionists of San Francisco, represented by the Labor Council and Building Trades Council, met and formally determined that no change should be made in the previously existing wages and other conditions of employment. Organizations which had already decided upon the enforcement of certain improvements in their conditions suspended such action. Jurisdiction lines, the drawing of which, although of the greatest importance to the crafts concerned, was apt to cause friction, were temporarily abandoned. This course was adopted at the dictates of humanity, in order that everything possible might be done to save life and relieve distress. In taking this course organized labor simply did its duty, and it is prepared to adhere to that course so long as necessity demands.

How long the necessity for the suspension of the rules of organized labor shall continue is a matter to be determined, in the absence of a better criterion, by the attitude of the employers. Viewed from the latters' standpoint, the labor question has already ceased to be one of distress and relief, and has become one of dollars and cents. In other words, the employers in many of the industries already established show marked signs of returning to their ancient allegiance, the law of supply and demand. These employers, noting the fact that there are now in San Francisco a great many more workers than jobs, and doubtless encouraged by the attitude of organized labor in suspending its wage and other rules, are endeavoring to secure help at the lowest possible figure.

These employers are not themselves in need of assistance from organized labor, nor is it apparent that they are rendering any assistance to others. They are simply taking advantage of what they regard as a favorable opportunity to secure cheap labor. To the extent that this tendency succeeds the result, to labor at least, will be to increase distress rather than to relieve it.

In these circumstances it appears that organized labor would be justified in reasserting its previous position in the matter of wages, hours of labor, and other conditions of employment. Indeed, such course appears to be not only justifiable, but necessary, in order to prevent general demoralization, thus establishing a source of indefinite trouble to all concerned. The declaration that relief work shall be performed without reference to the standing rules of the trade-unions should, of course, be permitted to stand in every instance in which it is clear that such relief is accorded gratuitously—that is, in which the recipients are not required to render an equivalent in labor. Wherever such equivalent is exacted, there is no good reason why remuneration should not be fixed upon the basis prevailing before the earthquake and fire. On the contrary, there are many good reasons why remuneration should be so fixed, one of which is that the workers will thereby the more quickly become self-supporting.

Generally speaking, we believe that no time should be lost in re-establishing the labor conditions prevailing prior to April 18. In adopting this course the trade-unions will be conforming to the generally expressed determination that business shall be resumed "at the old stand" as speedily as possible. The suggestion made in some quarters that labor must be satisfied to work harder and for less wages than formerly in order to expedite the task of rehabilitation is illogical and impracticable; first, because the city can prosper only in proportion as labor prospers, and, secondly, because if the city be rebuilt within a reasonable period the wage question is certain to resolve itself into a question, not of keeping remuneration down to a minimum, but of keeping it from rising to an excessive maximum. The "greater and grander San Francisco" can not be realized on a charity basis, and even if it could, it wouldn't be worth the trouble.

The labor movement of San Francisco is not alone concerned in the wage question. Every interest involved in the future of the city is concerned equally with the workers in establishing a stable condition of the "labor market." A frank recognition of this fact will go far to insure the future against developments which may hamper the progress of the great work in hand. The most useful citizen in the present circumstances is he who, recognizing the fact in question, can devise the best method of dealing with it. The Journal believes that the best way to deal with the situation as it now exists, and as it is likely to exist in the future, is by means of a general agreement between employers and employes, through their respective organizations, upon the basis of mutual recognition. As to the details of such agreement, much must necessarily be left to be determined by discussion. The salient feature of the proposed plan would be the adoption of wage and general terms of employment, to which both parties should bind themselves. The maintenance of these terms would necessitate a system of registration by means of which labor seeking employment would be placed under obligation to respect the terms generally agreed upon. This does not imply that all men must be members of union; to the extent that the demand for labor in any given craft exceeded the available membership of the union of that craft, non-union labor, under the general rule of trade-unionism, would be perfectly free from objection. The important point is that under the registration system proposed, the non-union worker would not be at liberty to make excessive demands, nor to hinder operations by striking indiscriminately.

The system of registration might be conducted by the unions themselves or by a bureau representing both sides, with a third party representing the State, such, for instance, as the State Commissioner of Labor Statistics. This, however, is merely a matter of detail, which, with many other matters, can only be dealt with upon mature deliberation. The important point to be considered at present is that of finding some means by which the labor question, present and future, may be solved satisfactorily and permanently. Organized labor in San Francisco has demonstrated its business capacity, and no fears need be entertained concerning its ability to carry out any plan that may be agreed upon between it and other interests. In the absence of such agreement, organized labor can not, even if it would, afford any guarantee of stability in the conditions of employment. Assuming that the work of reconstruction will be vigorously undertaken, large numbers of workingmen will enter the city inspired with but one object, namely, high wages. Neither local pride nor supply and demand will influence these men. If conditions do not pan out as they had anticipated, they will show their displeasure by making trouble of one kind or another. The only way to avoid that danger is by mutual agreement between the parties interested in rebuilding the city for the sake of what it holds dear to them.

Let us do first things first! Let us get together—the organizations of labor and the organizations of capital—and agree upon the fair thing to all concerned. Then let us stick for that, as against the greedy propensities of either party. Let us start right on the road to the

AUSTRALIAN NOTES.

(For the COAST SEAMEN'S JOURNAL.)

The outlook in Australia is becoming a little more hopeful, as is shown by the reports from the Chamber of Commerce and large business agencies here. One large firm reports exports from July 1 to March 31, 358,749 bales of wool, from Australia, and 334,569 bales from New Zealand. You can, therefore, draw your own conclusions as to whether or not this country is going to the dogs. The exports of wheat have also reached large proportions, so much so that it is quite common to see the huge sheds at Darling Island full to the ceilings, and very few ships in port to load.

A conference of Premiers has lately taken place here, and it would strike the average person outside this country that land which will grow anything can be had just by simply asking for it. Even if that were so, what can one do without water? There is no such a thing as irrigation here, excepting that practiced by the Chinese market-gardeners.

Our Government does not seem to be able to grasp anything except its salary. No syndicate or company will be allowed to move in the matter, and yet the Premiers' conference preaches immigration. There are millions of gallons of water running to the ocean, and no attempt is made to conserve the same. Something may be done by the next body of Legislators.

The unions that have filed cases in the Arbitration Courts are wishing they were out of it, as there is more to be obtained by an agreement between employers and employee. Although, according to the decision of the High Court, which says that the Arbitration Court has no jurisdiction, we are prevented from striking. There is an election on just at present at a place called Queenbeyan. Half of the Ministry are supporting the Liberal Reform candidate, and some of the Labor party are in the field supporting the Labor men. Queenbeyan is quite a distance from Sydney, and one of our Labor members, on his way there, happened to get out at the wrong station, and the train having gone before he had time to make inquiries, he discovered that he was thirty-five miles from the place of meeting, but undaunted he shouldered his swag or bundle and set out to tramp, and arrived close on 10 p. m. and addressed the electors or citizens on behalf of the Labor candidate. It may be said that this particular M. P. is by no means a young man, and that being taken into consideration, it just shows the enthusiasm that you will find among the Laborites. The Labor candidate is leading at the polls at present, and it is my hope that he will be returned to swell our ranks in Parliament, as we need all we can get there.

The election returns are to hand from Tasmania, and Labor in politics has gained three more seats in that island. There has not been any outburst in the press here. That is as we except, as, had Labor been defeated, there would have been several late editions, with leaders and sub-leaders announcing that the country in general was moving in the right direction. There were no large headings on the posters. The press winked the other eye and took a turn on the lee side to see if the cook was in the galley.

The Federated Seamen's Union has had a conference with the local shipowners and the committee has brought back a report to the union, which was adopted. The agreement gives the seamen and firemen an increase of ten shillings per month and several minor concessions. The most important point gained was preference to unionists. I may also mention that a reference or conciliation board has been appointed to deal with all future troubles. The board consists of the managers of three of the local shipping companies and the Secretary, President and Vice-President of the union.

The ballot for the election of a Federal Executive Council closes here next week, and after returns are compiled a meeting of delegates will take place in Melbourne, Vic., when new rules will be drawn up and registered under the Federal Arbitration Act. It is hoped to secure better results than under the local Act, as there are a great many abuses that it is necessary to wipe out of our working conditions.

The seamen here are waiting patiently for the Navigation Act to be carried along, as we contend that it will not only be beneficial to the white workers who go down to the sea in ships, but also to the Australian shipowners, as it will prevent unfair competition by the cheap European firms. It is about time that some of our British and Australian shipowners realize the fact that it is one common cause among us all, and so work in harmony together.

The Royal Commission appointed to inquire into the dissensions existing between the Railway Commissioners has just finished its sittings, and it seems as if the decision has a rather peculiar taste. The press comments are that the chief is to go, and to retain the juniors, because the chief is not of their particular Free Trade party. The crime in the eyes of the investigators, as the press would lead one to infer, is that the chief recommended that certain work should be done in this country, and as this is not "quite English, you know," trouble arose. It does seem strange that the late chief who was brought here from England should recommend the present chief, and that the Government should indorse it. It is now stated that the Laborites in Parliament will stick to this chief. Anything will do to strike a person with who is in bad grace with the enemies of Labor. It is about time that the trade-unionists had something to say in matters of this kind. We are termed class legislators, when in reality we are mass legislators.

Fraternally,

THE COMMODORE.

Sydney, N. S. W., April 8, 1906.

GREEK FISHERMEN IN FLORIDA.

The Oil, Paint, and Drug Reporter states that the Turkish Government's action in closing the Mediterranean beds has caused a large number of Greek fishermen to invade the Florida waters, where they have succeeded in making some very large catches of sponges. The Florida Legislature has been appealed to in the matter, and it is expected that this will result in the closing of Florida fisheries for a season, as it is believed that the beds there will soon be depleted if unrestricted gathering of sponges by the Greek fishermen continues. They practically destroyed the fisheries in the Mediterranean waters, and it will be the same in the Florida waters. A drop in the Florida market has taken place since the arrival of some 500 Greeks, who are intent upon exploiting the deeper waters of the Gulf in quest of the valuable Rock Island sheepswool sponge. The old Florida sponge-hookers are naturally very much alarmed over the influx of so many Greek fishermen, and there are threats of trouble.

ELECTRICITY FOR CANALS.

Among the latest developments of mechanical power the propulsion of canal boats and barges by electric power promises new life to canal traffic.

Siemens and Halske have brought out a new method of electric traction, which is already in use on the Teltow Canal, Hanover, Germany. The first experiments of an electric canal boat were unsatisfactory, but the present system seems to entirely meet all requirements. Originally the engines were built symmetrically, so that boats could be towed at will either up or down the canal. This plan turned out to be unsatisfactory, and a double system of rails, one on each side of the canal, was tried. This proved to work well and is the system now in use.

The gauge of the line is 100 millimetres, the distance between the wheels 3.700 millimeters. Both wheels run on rails, as the idea of running one wheel on a rail and the wheel nearest the canal on the ground did not give the best results. The wheel frame has in front a turning frame with wheels 1 meter apart, and a fixed pivot, and a hind longitudinal axle. The total weight of the locomotive is so distributed that the wheels on the land side have to bear the greater portion (six-tenths) in order to keep up the equipoise of the towrope. For the same reason the pivot of the turning frame is not in the longitudinal axle of the locomotive, but 300 millimeters outside the same toward the land side. Both axles of the turning frame are worked by a 10-horsepower direct-current motor with double-cogged gearing. The motor works at a tension of 550 volts, the speed and steering being regulated by the usual parallel series. When traveling without load, the locomotive can go at a speed of 5 kilometers per hour when the series is used, and when the parallel multiple is used, at a speed of from 9 to 10 kilometers per hour.

The tow-pole is worked by a 1-horse electro motor specially provided for the purpose. At the upper end of the tow-pole is a funnel through which the towing rope is led, and then wound round a drum. To work this drum there is another electro motor provided which has a drawing power of more than 120 kilograms. An automatic coupling connects the drum with its shaft, so that in case of any overburdening the stability of the locomotive may not be endangered. The driver's place is fixed in front and contains all the controllers for the various motors, the switch for working the tow-pole, and a switchboard for the gauges. The locomotive is also provided with the necessary accessories.

The tests to which these locomotives have been subjected have proved that they are thoroughly efficient, and at the same time that they are extremely economical.

The Singer Sewing Machine Company, of South Bend, Ind., is building a branch factory at St. Johns, Quebec, which will cost, when completed, $1,500,000. It will be the largest plant of the kind in the Dominion, covering 37 acres, and will employ 1,400 hands. Nearly all the material used in the construction is being purchased in the United States.

A whaling station and factory has been established on Barklay Sound, less than 100 miles from Victoria. There is an abundance of whales on the coast, and already a number have been caught and utilized at the new factory.

On the Atlantic Coast

(Contributed by the Atlantic Coast Seamen's Unions)

LABOR TO THE FORE.

The recent action of the American Federation of Labor in presenting the "Bill of Grievances" to the administration, and later calling upon all affiliated bodies to act as a political unit at the coming fall election in ousting from Congress the enemies of labor and replacing them by friends, has been widely discussed by the press, and generally in a way indicating alarm at the proposition rather than open hostility to it. Here and there, however, the project is regarded with philosophical equanimity, as something which may not be so very dreadful after all. The following from Collier's Weekly, for instance, is rather encouraging:

The decision to enter politics, taken by the American Federation of Labor, is one that sooner or later was bound to come. The division into two big parties is disappearing. The group system is gaining everywhere, and is the natural condition where no one overshadowing question divides mankind. A labor party would not do Congress any harm, and most of the ends for which organized labor works are just. The unions make mistakes. So does everybody else. On their whole record the unions deserve the approbation of all liberal minds. They should be kept from despotism, as should every other power, but there is not apparent danger of their acquiring more influence than is wielded by certain other and less admirable combinations. The financial, mercantile, and professional classes have had the world's ear too much. The laborers have had it too little, and whatever gives them a more attentive hearing makes for good.

This is assuredly a "safe, sane and conservative" view of the latest bogey of privilege, "labor in politics," and should go a long way toward reassuring those timid citizens in whose minds organized labor is somehow associated with anarchy and revolution. As pointed out by Collier's, whatever tends to give labor a more attentive hearing from the world "makes for good." This is so because labor has in all ages been the most conservative element of society, and there is absolutely nothing to show that American organized labor differs from the general rule in this respect.

MISCELLANEOUS.

As tending to show the storminess of the winter just passed, Captain Nicholas Reilly, of the Ellis Island (N. Y.) ferry, counted in a single day in the beginning of April fifty-three sailing vessels carrying between them fifty-seven new topmasts.

Governor Higgins has vetoed the bill providing for a three-cent railroad fare for school children, the passage of which by the New York Legislature was recently noted in the JOURNAL. The reasons assigned for the veto were the usual stereotyped ones—"unconstitutional," "class legislation," "dangerous precedent," etc.

There have been two Eight-Hour bills pending in the New York Legislature during the present session. One was favored by organized labor, the other by the contractors and public-service corporations of the State. On April 18th the bill favored by organized labor was passed by the Assembly. Although the ultimate fate of the bill is still uncertain, its enactment into law is regarded as promising.

At the regular weekly meeting of the New York Central Federated Union on April 15, a communication was read from the Executive Council of the American Federation of Labor, emphasizing the need of organized labor to make a direct appeal to the conscience of the people through an independent ballot. Upon motion the communication was indorsed, and the Central Federated Union pledged itself to hereafter support at the polls only those measures and candidates that are in harmony with the labor movement.

The most active antagonist against Typographical Union No. 6—"Big Six," as it is generally called—in its fight for an eight-hour day, has been the Butterick Publishing Company. That the fight is beginning to tell on the latter concern is evidenced by the fact that when its stock was recently offered for sale on the New York Stock Exchange it dropped within an hour from 52½ to 40. The company makes no attempt to deny that its business has declined considerably since it declared for the "Open Shop," nor that its forthcoming financial report will show decreased earnings.

An indignant New York citizen writes to one of the metropolitan papers on "the flood of labor bills" absorbing the attention of the Legislature. Says he:

Is it not time some action was taken by the Merchants' Association, the City Club, the Citizens' Union, and other public-spirited bodies? Where are the Chamber of Commerce, the Board of Trade, the Produce and other exchanges, the different civic bodies who are looking out for the welfare and prosperity of the city and State? It is time they woke up, else the most obnoxious bills ever introduced at the instance of the men paid by the labor organizations at Albany will be put through and become law.

It's rather rich referring to a lot of institutions standing for nothing more patriotic than profits for all the traffic will bear as "bodies who are looking out for the welfare and prosperity of the city and State." Probably the writer thought that the best way to serve the city and State is to gain control over them through some political machine and work them for all they are worth.

The opening of the excursion season in and around New York harbor serves to recall to the observer the utter worthlessness of Federal inspection of steam vessels, as brought out at the inquiry into the General Slocum horror. The same old type of floating tinderbox coffins, of which the Slocum was an example, is still doing duty. The crowds that go excursioning are greater than ever, as may be expected from the steady increase in New York's population, and the deckhands that run the boats are of the usual type of waterfront slimes, neither sailors nor soldiers, nor anything else that would be of the least use in an emergency afloat or ashore. As for the life-saving and fire-extinguishing apparatus, no one seems to know what improvements if any have been effected in that line. There was some attempt by the authorities for a while after the Slocum disaster to enforce the regulations in regard to drilling of crews and against the overcrowding of excursion boats, but by now it has all simmered down again to the same old happy-go-lucky, "let her go, Smith; she's all right" method of inspection.

So long as human nature is weak and private depravity exists, so long will there be official venality, for no government can be better than the governed.

FAG ENDS.

An evil exposed is an evil half cured.

Work for the Initiative and Referendum, and the Recall!

Organized agitation, tempered by intelligence, is the only sure reformer..

Against a pompous fool of lordly bearing what chance has lowly wisdom of a hearing?

Alas! the man who may a thousand foes have braved is oft at last by his own appetites enslaved.

Better too little law than too much; for laws are like bad habits, easy to acquire, but hard to get rid of.

Rear-Admiral Bowles, President of the Fore River Shipbuilding Company, is the latest authority of note favoring Ship Subsidies as a means of inducing American boys to seek service before the mast in the merchant marine. It will now be in order for our statesmen to get the views of Wu Ting-fang on the subject.

On the very day that the distressing news of the San Francisco earthquake reached New York the "funny column" of one of the afternoon papers contained the two following "pert paragraphs":

There was no popular demand for that shake in San Francisco.

Probably that shake in San Francisco was made by agents of Vesuvius.

Such heartless levity would be out of place even in a missionary-gorged Cassowary's postprandial reflections on the uncertainties of human life. But, then, some of our present-day "molders of public opinion" are doing their molding in a manner strongly suggestive of minds inspired by nothing more altruistic than incipient delirium tremens. Anyway, such "journalism" as that typified by the "pert paragraphs" quoted above is altogether too common nowadays to leave much credit to be reflected upon the press as a whole. What many of our newspaper offices seem to need as much as anything else is an occasional business visit from the fool killer.

Those two old platitudes to the effect that the poor we have always with us, and that the exceptional man will get rich no matter what kind of economic system we devise, would carry a good deal more weight as arguments had we ever tried any kind of economic system other than one based upon special privileges to the few in the form of monopoly of natural resources. As it is, the civilization we are bragging so much about is simply the outward and visible manifestation of a system of latent corruption which rewards an honest workingman with a mere living, and a financial crook with all the splendors of Elysium and the powers of a feudal baron. Any man who is willing to hold a brief in defense of that sort of an economic system is morally either a shortsighted fool, or a calculating rogue to whom the terms right and wrong acquire a distinct meaning only in so far as there is anything "in it" for himself. Trust papers please copy, and politicians please search themselves to see which of the two classes they belong to.

HOME NEWS.

The Army bill, carrying an appropriation of about $74,000,000, was passed by the Senate on May 3.

Ten persons were killed and twenty injured by a head-on collision on the Pennsylvania Railroad, near Clover Creek Junction on May 4.

The ruins of San Francisco contain eleven million cubic yards of debris, which will require from eight to twelve months' work to remove.

Work was recently begun on what is to be the biggest steel plant in the world in Indiana. The cost of construction will be about $10,500,000.

Senator Knox's boom for the Presidency to succeed Mr. Roosevelt has been semi-officially launched in Pittsburg by Attorney-General Moody.

A warrant has been issued for the arrest of Professor Muenter, of Harvard University, who is accused of having poisoned his wife with arsenic.

The Senate Committee on Foreign Relations has reported favorably a bill establishing a consul-generalship in the Congo Free State, with an annual salary of $5000.

A bill forbidding National banks to give money for campaign funds was favorably reported from the Senate Committee on Privileges and Elections after amendment.

The Isthmian Canal Commission has decided to ask for an appropriation of $26,348,281 to continue the construction of the canal during the fiscal year ending June 30, 1907.

Mrs. Julius Goldzier of Bayonne, N. J., is heading a movement in that city for the appointment of women police to guard the morals of boys and girls while at play out of doors.

E. H. Harriman, of New York, and associates have applied to the Sinaloa State Government for a concession to erect a silver and gold smelter at Mazatlan, Mexico, to cost not less than $1,000,000.

Henry Spackman, of Philadelphia, is co-operating with Frank L. Brown, of San Francisco, in the interests of a syndicate that plans to invest millions in the development of the cement industry on the Pacific Coast.

The total subscriptions to the San Francisco relief fund reported and confirmed up to May 7, including that from the Federal Government, aggregate $4,406,248.52. In addition subscriptions to the amount of $411,750 have been reported but not confirmed.

The lowest bidder for the erection of the Manhattan bridge, a structure paralleling the Brooklyn bridge, across the East River N. Y., and requiring an estimated 40,000 tons of steel, is the Ryan Parker Construction Company, with an offer of $6,493,223.

The Panama Canal Commission had 27,000 employes on its roll during the month of April. Five thousand of these were paid in gold and 22,000 in silver. The number of them at work exceeds by 9000 the greatest number the French company ever had in its employ.

Th Executive Council of the American Federation of Labor has given its indorsement to a strike among 3000 agricultural laborers in the Arecibo district of Porto Rico. The laborers are contending for an increase of wages, principally in the sugar industry.

Returns from the Democratic Congressional primary election in the Sixth District of Alabama confirm the nomination of Captain Richmond P. Hobson, of Merrimac fame, over Representative John H. Bankhead by a majority of 400. The nomination is equivalent to an election.

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Pacific Coast Marine.

Premier Seddon, of New Zealand, is moving for the establishment of a State-owned line of steamers between that country and Great Britain.

The steam-schooner Del Norte, arriving at San Francisco on May 7 from Crescent City, Or., brought a number of packages of supplies for the homeless in the former city.

The schooner Carrie and Annie collided with the barkentine Georgina off Meiggs wharf in San Francisco Bay on May 6, but slight damage resulted. The tug Relief separated the vessels.

The steamer City of Topeka, Captain Reilly, which has been laid up at Broadway wharf, San Francisco, since the fire, is nearly ready to sail for the North. She will ply between Seattle and Southeastern Alaska points.

Clem Randall, formerly in command of the steamer St. Paul and one of the best known master-mariners on the Coast, has been appointed assistant to Captain Gray, manager of the Merchants and Shipowners' Towboat Company.

A telegram received at San Francisco on May 3 from Shanghai, by way of London, reported that the steamer Bessie Dollar, from Mukilteo for Shanghai, was ashore in the tide-way of the river, but would probably get off after discharging part of her cargo.

Anxious to learn the details of the great destruction by earthquake and fire in San Francisco, the Occidental and Oriental liner Dorie made the best time in her history between Yokohama and Honolulu, accomplishing the run in nine days and three hours.

An action was brought in the United States District Court at San Francisco on May 8 to libel the barkentine Amelia, to satisfy a claim of $550 said to be due the Pacific Shipyard and Ways Company, for services and material rendered at the order of the managing owner of the vessel.

The Alaska Packers' Association's fleet is sailing for the northern canneries with men and supplies. The ship Sintram sailed from San Francisco on May 5 for Pyramid Harbor, and the ship Lucile and steamer Nushagak have also sailed for Bristol Bay. Other vessels are about to leave for the canneries.

The steamer Breakwater, of the Spreckels line, hitherto running to Coos Bay, sailed from San Francisco on May 1 direct to Portland with a good passenger list and large cargo. It has been decided to keep this steamer on the run, and she will leave pier No. 7 at San Francisco on May 15 for Portland, via Coos Bay.

The steamer Columbia, of the San Francisco and Portland route, is nearly ready to resume business. The vessel was undergoing repairs at the Union Iron Works at the time of the earthquake, and was tumbled through the floor of the dock. This additional injury to the steamer has been repaired, and the Columbia is at present apparently all ready for service.

The steamer Curacao, Captain Paulson, will sail from San Francisco on May 18 for the Mexican coast, with passengers and freight. A stop will be made at San Pedro, and it is likely that the steamer will touch at Magdalena Bay on the way south, to land mail and supplies for the Mexican residents there. The Curacao will return the latter part of the month.

The long-overdue British ship Red Rock is at last reported to be safe. She sailed from San Francisco on October 20 for Liverpool, Eng., with a general cargo, and for weeks past has been on the overdue board, quoted at 20 per cent for reinsurance. On May 4 a telegram from Liverpool reported that the Red Rock had passed Kinsale, on the British coast, apparently in good condition.

The Oceanic liner Sonoma, which was scheduled to sail from San Francisco on April 19, but was unable to get out on account of the disaster, will sail on May 31. A large number of passengers have ben booked for the trip. The steamer Sierra of the same line, due at San Francisco on May 21, from Australia and New Zealand, has a large number of passengers. She sailed from Auckland, N. Z., on May 5.

The steamer Maheno of the Canadian-Australian line, arrived at Victoria, B. C., on May 7, after a record-breaking trip of twenty-one days from Sydney, N. S. W., with 328 passengers, beating the previous record held by the Moana by ten hours. The Maheno is the first turbine steamer to cross the Pacific Ocean. On the way from Honolulu Hugh McCarley, a seaman, from Sydney, fell overboard and was drowned.

The San Francisco Harbor Commissioners estimate that the total damage to all shipping facilities, and East street, which is controlled by the Harbor Commission, will amount to perhaps $600,000, or $400,000 less than was at first estimated. Only four sheds—on Mission 1, Washington, Broadway 2 and Union 1 wharves—were ruined by the earthquake, and five gangs of pile-drivers and wreckers are engaged in tearing away the ruins.

Many of the cabin passengers who arrived at San Francisco on May 7 on the steamer State of California from the south have come only to see the sight of a fire-swept city, and some of them are making their homes aboard the ship. They hold round-trip tickets and will return to their homes on the 10th. It is reported that hundreds of people along the Southern California coast are anxious to make an excursion trip to San Francisco.

A telegram received at San Francisco on May 2 from Juneau, Alaska, announced the arrival there of the German steamer Mariechen, previously reported ashore at False Bay, in tow of the salving steamer Salvor for Esquimalt. Conflicting reports had been received concerning the vessel and this is the first definite news of her whereabouts and condition.

Hundreds of refreshment stands have been erected near the Ferry Building, and along the water front of San Francisco, since the big fire, and each day sees an increase in their number. Many of these stands are conducted by restauranteurs and chefs who were in lucrative business up town a month ago, but who are now willing to carry on even a small and inconvenient trade in order to keep busy. But almost without exception these refreshment stands are making money.

All the way up the California coast the steamer San Juan sailed through discolored seas. Although Captain Urry and his crew were not aware of it, this discoloration is believed to have resulted from the big earthquake of April 18, and the two-score smaller temblors that have since stirred up things on the coast. The discoloration of the water was first noted by the San Juan's officers in Santa Barbara Channel, and until they reached San Francisco on May 5 the sea was muddy.

The log raft which left the mouth of the Columbia River in tow of the steam-schooner Francis H. Leggett, and subsequently broke adrift, is still unaccounted for. The raft is in the form of logs, and contains 8,000,000 feet of lumber, board measurement. It was reported at San Francisco on May 8 that the Francis H. Leggett and the steam-schooner Ravalli had returned to Eureka, with the report that they had been unable to find the raft. It is believed to have gone ashore somewhere on the northern coast.

A new fourteen-foot flag, donated by the Oceanic Steamship Company, was thrown to the breeze from the lofty staff on the Merchants' Exchange building in San Francisco on May 5, giving an air of cheerfulness to the otherwise desolate neighborhood. The Exchange employes are still doing business in the building, occupying the entrance, and the marine department will find a home in the large hall by the middle of the coming week. Telephone wires are now working between the Exchange and the Point Lobos lookout station, as well as Meiggs Wharf.

Arlington dock, at Seattle, Wash., filled with Government supplies, intended for shipment to the Philippines on the transport Sherman, was destroyed by fire on May 7. The rigging of the Sherman was damaged, and the masts and the rigging of the French ship Daniel, lying north of the dock, were damaged by the flames. Several boxcars standing alongside the warehouses were burned. The losses are approximately as follows: United States Signal Corps supplies, $100,000; Arlington dock (fully insured), $50,000; United States commissary supplies, $14,000; 20,000 sacks of flour, $20,000. Total, $184,000.

The excursion steamer Spokane, of the Pacific Coast Steamship Company's fleet, was taken to Broadway wharf No. 2, at San Francisco, on May 8, to be used as a mess ship and restaurant for the next two weeks. Crews and employees of the company are to be given their meals on board, and others desiring refreshment on board will be served if they are willing to pay the price. The regular lines of the company have lately been overtaxed in feeding people, and it has been difficult for the crews to perform necessary work and take the steamers to sea on schedule time. At the end of two weeks the Spokane will proceed to Puget Sound to begin excursion trips to Alaska, under command of Captain Carroll.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 9 Mission street, Room 3.

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ITEMS OF INTEREST.

I. V. Hotes, who had charge of the construction of the ironclad Monitor, died at Wheaton, Ill., on April 30.

The meeting of the National Educational Association, which was scheduled to take place in San Francisco in July, has been postponed for a year.

Fourteen boats are being built by members of the Eastern Yacht Club for the trials preparatory to the German-American yacht race, to be run off Marblehead, Mass., in September.

The Great Lakes Towing Company has given a contract for a tug which will be a combination ice-crusher and fire-tug, besides doing the ordinary work of towing. It will be 76 feet on the keel, 17 feet beam, and 7 feet depth of hold. For service as a fire-boat the tug will have a pump capable of supplying 5,000 gallons a minute and will be equipped with four hose lines and a stand-pipe. The tug will be in service at various Lake towns, and along the docks its fire-extinguishing equipment may often be of use.

The well-known imitativeness of the Japanese, says the American Machinist, is instanced by the anecdote of an American machinery salesman who in 1904 sold to Russia and Japan one each of a certain machine for marine work. Some time having elapsed without any additional orders, he made an investigation and found Russia's machine untouched and neglected in a navy-yard; but the situation in Japan was much different, for in a navy-yard in the latter country he found that the machine had been used as a model and many others built after it.

The experiment made in depending solely on native Filipinos to man the cars of the Manila Electric Railway has proved eminently successful, says Electricity. The native has lived up to the requirements of the job fully as well as the white man could have done under any conditions and probably better, taking the climate into consideration. To operate a modern electric car in the crowded streets of an Oriental city, where the traffic and pedestrians are absolutely at variance and unaccustomed to so foreign an element, calls for the full measure of steadiness and resourcefulness to avoid accident.

According to the Boston Transcript, the cat is rapidly becoming a favorite article of food in certain parts of Italy, particularly in Venice and Verona. In these and some other cities also, the butchers sell dressed cats under the name of rabbits. There is a law against eating cats, but, notwithstanding, a large business is done in raising cats for the market. The cat is usually cooked by roasting in the oven until brown, along with onions, garlic, parsley, bay leaves, and other herbs. "There seems to be no good reason," says Good Health, "why there should be a prejudice against cats. Squirrels are very commonly eaten. The squirrel eats nuts ordinarily, but it eats birds also when it does not find a good supply of its natural foods. Cats are in every way as wholesome as fish. Nearly all fish are strictly carnivorous, while cats take readily to a diet of bread and milk."

The oldest artificial leg in existence is now in the museum of the Royal College of Surgeons of England, as reported by the British Medical Journal. It was found in a tomb at Capua, and is described in the catalog as follows: "Roman artificial leg; the artificial limb accurately represents the form of the leg; it is made with pieces of thin bronze, fastened by bronzed nails to a wooden core. Two iron bars, having holes at their free ends, are attached to the upper extremity of the bronze; a quadrilateral piece of iron, found near the position of the foot, is thought to have given strength to it. There is no trace of the foot, and the wooden core had nearly crumbled away. The skeleton had its waist surrounded by a belt of sheet bronze edged with small rivets, probably used to fasten a leather lining. Three painted vases (red figures on a black ground) lay at the feet of the skeleton. The vases belong to a rather advanced period in the decline of art (about 300 B. C.)"

COAST SEAMEN'S JOURNAL

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Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, - - - - - - - - MAY 9, 1906

WORK OF EXCLUSION LEAGUE.

The Japanese and Korean Exclusion League, of San Francisco, held its regular monthly meeting last Sunday. The occasion was also the first anniversary of the League. Arrangements had been made at the preceding meeting to celebrate the close of the first year's successful work with fitting ceremonies. The incidents of the recent past precluded the carrying out of these plans. However, the necessary business of the League was transacted, possibly with greater earnestness and dispatch than would otherwise have been the case. A constitution was adopted, and officers elected, the incumbents, who in each instance have rendered excellent service, being chosen by unanimous vote. A resolution expressive of the League's appreciation of the aid rendered it, and its confidence in the success of its work was adopted, as follows:

Whereas, The Japanese and Korean Exclusion League has now completed the first year of its existence, during which period it has fully demonstrated its necessity and usefulness; and,

Whereas, The conditions now existing in San Francisco and other cities of California, by reason of earthquake and fire, make it imperative that still greater efforts be made to protect American labor from competition with Mongolians; therefore, be it

Resolved, By the Japanese and Korean Exclusion League, in first annual session assembled, on May 6, 1906, that we reaffirm our belief in the necessity of the League, and our confidence in the ultimate success of its work, and pledge our increased efforts to that end; and be it further

Resolved, That we extend a vote of thanks to the press of San Francisco, particularly the San Francisco Chronicle, to the labor and reform press of the United States; to those persons in private and public life who have aided in our work, and to the Building Trades Council of San Francisco, for the generous aid accorded in granting the use of its hall for meeting purposes; further

Resolved, That we call upon all labor, fraternal, civic and other organizations, and upon all public-spirited citizens, to join the League in order that its work may be hastened to successful conclusion; further

Resolved, That copies of these resolutions be given to the press.

The work accomplished by the League during the past year has fully justified its existence. To that body, more than to any other single agency, probably more than to all other agencies combined, is due the maintenance of the present Exclusion laws. But for the vigorous and widespread protest originated by the League against the various proposals to "modify" the Exclusion laws, it is morally certain that the latter would by this time have been seriously impaired. In addition to the work of maintaining intact the existing laws on the subject of Chinese Exclusion, much progress has been made in the creation of a general sentiment favorable to the extension of these laws so as to exclude Japanese and Koreans. The vast amount of literature disseminated and the extensive correspondence established by the League have arrested public attention throughout the country to an extent that is bound to produce material results in the near future.

The work of the League will be continued without let-up, and in fact with increased diligence in proportion to the increased necessity of the present situation. One of the prime requisites to a realization of the "greater and grander San Francisco" is a greater and grander Japanese and Korean Exclusion League, to the end that when the metropolis of the Pacific Coast shall be rejuvenated, it shall be inhabited by a better, a freer and a more numerous race of American workingmen and women. A new city containing more yellow or brown labor than did the old one won't be worth the trouble involved in its construction, so far as labor is concerned, nor in fact, so far as anybody else is concerned. It is, therefore, the imperative and immediate duty of the workingmen and women of San Francisco to continue and increase their efforts in the work of the Japanese and Korean Exclusion League. The membership of that body has been materially reduced by the enforced exodus of the people, which condition must continue for some time. This loss must be made good by greater industry and devotion on the part of those who are fortunate enough to be able to remain on the ground. That the situation will be thus met is a foregone conclusion, demonstrated by the earnestness displayed by the members present at the meeting of the League last Sunday.

In passing, we would urge upon the trade-unionists and all public-spirited citizens in other localities on the Pacific Coast, that they do all in their power to carry a share of the increased burden imposed upon the people of San Francisco in this connection. The earthquake and conflagration have passed—never to return, as we hope. The problem of American versus Mongolian labor is still with us. However that problem may be settled, the result will be felt by the people of the whole Coast in larger proportionate degree than ever before. It, therefore, behooves the people to aid with all their might in realizing the determination of the Japanese and Korean Exclusion League that the future of San Francisco and other cities affected by the recent disaster shall not be marred by a cheap, coolie-labor problem more acute than that of the past.

The people of San Francisco, now that they have had time to gather themselves together a bit, share equally with the country at large in sympathy for the other cities of California which suffered by the earthquake even more, comparatively, than did the metropolis. May fortune favor them in the work of reconstruction.

THE PRESIDENT'S MANIA.

Editor Coast Seamen's Journal:—The term "square deal," so frequently used by Mr. Roosevelt, is a gambling term. Before Mr. Roosevelt began to use it in describing the relationship of man to man, it was probably only known at the card-table. There are other terms, used in the same connection, which are equally as important, and may be of some use to Mr. Roosevelt. For instance, "square shuffle," "square cut," "square play," and, last but not least, "square pay."

Mr. Roosevelt but recently hurled this phrase to the four winds, with all the force that that gentleman is capable of, in connection with the distribution of the relief supplies which have been contributed, forwarded and are at present being distributed to the once prosperous, but now destitute inhabitants of San Francisco.

The incident referred to was caused by a fear entertained by Mr. Roosevelt, arising from his knowledge of how greatly the Caucasians have suffered from the Mongolians in San Francisco, and his belief that to balance the accounts, the former would withhold relief supplies from the latter. Possibly Mr. Roosevelt is judging us by himself. We have in the past, and will in the future, share these supplies with our yellow, oval-eyed brothers, and render them many other services. But above all things, we will give them all inducements at our disposal to depart for their own country. We will do this regardless of who disapproves of it. The conclusion has been forced upon us that if the Mongolians are allowed to enter and remain, that they will soon exclude us. We have determined to stay here.

Therefore the Mongolians must of necessity go, and if need be, their champions with them.

PRO-AMERICAN.

The subject of our correspondent's remarks is one that has aroused very widespread comment, even to the extent of eliciting an official expression of dissent upon the part of the committee entrusted with the management of the city's affairs during the crisis through which it has just passed. When President Roosevelt issued the now-famous declaration that the Chinese should be succored equally with all other classes of the community he revealed a state of mind that goes far to explain his general attitude toward the people of the West, in their efforts to protect themselves against Mongolian labor. The thought that the Chinese might be denied a full share in the relief so promptly and generously afforded San Francisco by the people of the country at large could be conceived only in a mind engrossed with an entirely false impression concerning the animus of the attitude of the American people in the West toward the Chinese and other Mongolians. In other words, Mr. Roosevelt evidently thinks that we are opposed to the Chinese upon personal grounds, and that our opposition assumes the form of personal hatred, and is, therefore, apt to manifest itself in inhuman acts. Upon this assumption of the President's mental attitude his injudicious, premature and entirely unnecessary appeal on behalf of the Mongolians is as natural as it was inevitable. The explanation of his course given by the President himself, namely, newspaper report, does not mend matters, since it is obvious that such report was, on its face, open to suspicion.

The mania which President Roosevelt attributes to the people of San Francisco exists solely in the President's own mind. With the former, the question of Chinese Exclusion is not a personal question, but an economic one. We favor and demand the continued exclusion of Chinese, not so much because of antipathy to the individual members of that race as because of the danger to the American standard of living arising from contact with that race. So far as the duties of humanity are concerned, particularly in an emergency such as existed in San Francisco a few weeks ago, the people of that city, as of every other locality of the West, may be depended upon to make no

distinction of race, color or creed. This, of course, is well understood by every one familiar with the guiding principles of the Exclusion movement. The fact that President Roosevelt is unacquainted with these principles, and regards the whole question as a case of personal prejudice, accounts for his unfortunate break in the matter of Chinese relief.

Among the menaces not chargeable to uncertain nature or unknown causes is the big lumber-raft now adrift in the Pacific. It contains six million feet and may go to pieces at any time and greatly endanger shipping. What is the use of complaining about the dangers which we can not avert while we deliberately create for ourselves others equally bad? is the question which rises in the mind of the philosophic inquirer. The only answer is none. So long as humanity consists in getting along in a slipshod fashion regardless of consequences there are bound to be just such happenings.—San Francisco Chronicle.

The question asked by the Chronicle has been in the minds and on the tongues of men for many years. As to the answer—well, probably it will be found after a great catastrophe has occurred as a result of collision with one of these menaces to navigation. This paper has asked that question, and proposed a remedy for the evil involved, upon numerous occasions in the past. But what's the use? If it takes an earthquake and a conflagration to make men realize the danger of faulty construction in buildings, it is quite likely to take some other form of catastrophe to compel recognition of the dangers of faulty methods of transportation by water. And yet we boast of our foresight!

Prominent among the losses sustained by San Francisco in the recent great calamity is the suspension of the Star, owned, edited and published by James H. Barry. The Star plant was completely destroyed, and Mr. Barry, in order to accommodate his business associates, has devoted his entire energies to filling the printing orders of the latter. The success already achieved in this direction by the Barry Company is a source of mutual congratulation upon the part of all concerned, but no more by reason of the personal convenience thus afforded than by reason of the prospect it affords of the early resumption of publication of the Star. That paper, always a powerful instrument of public good, is needed now more than at any time in its existence, and it is likely, nay certain, to be needed still more as time passes. We hope to be able to welcome the reappearance of the Star at a very early date.

In the gigantic task of rebuilding San Francisco, the trade-unionist occupies a place second to none in importance, as compared with that occupied by the representatives of other factors of the community. The labor movement must be rebuilt, and only those remaining of that movement can do that work. The Committee on Reconstruction is a very important body, but its work will amount to little, from a labor standpoint, unless accompanied by a corresponding activity on the part of the Organizing Committee of the San Francisco Labor Council. The salvation of the local labor situation depends mainly upon the latter body, and it should lose no time in getting down to serious work.

Demand the union label when making purchases for household or personal use.

The action of the American Federation of Labor in appealing for one day's pay from each member of the organizations affiliated with the Federation, in aid of the San Francisco sufferers, is fully appreciated by the latter, and particularly by the trade-unionists of that city. The prompt and generous steps taken by many International unions in aid of their respective locals, has also greatly encouraged the members of the local labor movement. All in all, organized labor, both local and National, has fully demonstrated that in a great emergency its will and power for good are equal to those of any other form of association among men.

The headquarters of the Sailors' Union of the Pacific are now in running order in the temporary building on Folsom Street Dock, San Francisco. The Marine Firemen, Cooks and Stewards, and Bay and River Steamboatmen are also located in the same structure. The business of these organizations is being transacted in the usual way. Space is somewhat limited, of course, but with the necessary patience and forbearance on the part of the members no serious inconvenience need be experienced.

Much credit for the saving of the docks north of the Ferry Building is due to Captain Wallace, of the Pacific Coast Steamship Company, who, by the skillful disposition of the steamers under his authority, was enabled to use their fire-fighting apparatus to the best possible advantage. Captain Wallace, in his long and successful career as a seaman, has coped with many emergencies even more dire than that of April 18, and he was therefore able to put his experience to good use.

The JOURNAL's local contemporaries, the Labor Clarion and Organized Labor, have resumed publication after a brief suspension, due to the destruction of their equipment. We congratulate these publications upon the energy displayed by them and wish them a long future of increased prosperity.

Members of the Sailors' Union of the Pacific, in common with all other organized workers in San Francisco, have used every means to further the relief work in that city. While the regular schedule of wages and hours has been maintained, all overtime pay has been suspended during the working of relief cargoes.

Attention is directed to the temporary location of the JOURNAL's city advertisers, as published on page 12 of this issue. In all instances these firms are, or shortly will be, prepared to do business as before. Our San Francisco readers are, therefore, under no necessity to go out of town for their purchases.

Agents of the Sailors' Union of the Pacific are requested to promptly forward revised letter lists for publication in the JOURNAL.

Now, more than ever before, the trade-unionists of San Francisco and their friends should demand the union label on all purchases.

For fair products of all kinds consult the Journal's ad. columns.

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, May 7, 1906.
Regular weekly meeting was called to order in the Sailors' Home at 3 p. m., Ed. Andersen presiding. Secretary reported shipping very good. The new Headquarters on Folsom Street Wharf will be completed and opened by the middle of the week. Officers were nominated for the ensuing term. On motion the Executive Committee was discharged. A committee on permanent Headquarters was elected.
E. ELLISON, Secretary pro tem.
Notice.—Regular weekly meetings will be held hereafter every Monday at 3 p. m. in the chapel of the Sailors' Home, corner of Harrison and Main streets.

Tacoma Agency, Apr. 30, 1906.
Shipping fair. Men very scarce.
H. L. PETTERSON, Agent.
3004 McCarver st. Tel. Main 808.

Seattle Agency, Apr. 30, 1906.
Shipping fair; prospects good.
P. B. GILL, Agent.
1312 Western ave. P. O. Box 65. Tel. James 3031.

Port Townsend Agency, Apr. 30, 1906.
No meeting; no quorum. Situation fair.
WM. THORBECK, Agent.
114 Quincy st. P. O. Box 48. Tel. 443.

Aberdeen Agency, Apr. 23, 1906.
Shipping brisk; men scarce.
WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

Portland (Or.) Agency, Apr. 30, 1906.
No meeting; no quorum. Shipping medium.
CHAS. BOCK, Agent.
40 Union ave. Tel. East 4912.

Eureka Agency, Apr. 16, 1906.
No meeting; no quorum. Shipping good; prospects good.
C. SORENSEN, Agent.
222 C street. P. O. Box 327. Tel. Main 566.

San Pedro Agency, Apr. 30, 1906.
Shipping and prospects medium.
HARRY OHLSEN, Agent.
P. O. Box 2380. Tel. Main 774.

Honolulu (H. T.) Agency, Apr. 16, 1906.
Shipping and prospects fair.
H. COLDIN, Agent.
821 Alakea st. Tel. Main 95.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, May 3, 1906.
Regular weekly meeting was called to order at 2:30 p. m., Ed. Andersen in the chair. Secretary reported situation fair. Owing to the destruction of headquarters at 54 Mission street by the earthquake, a space to erect a temporary office was secured by permission of the Harbor Commission near the bulkhead on Folsom and Steuart streets. Nominations of officers for the ensuing term were proceeded with. In view of the great calamity which has befallen this city, causing widespread distress and destitution among the inhabitants of San Francisco, the following resolution was passed: That this organization will not demand any more wages or overtime than what was in vogue before the earthquake took place, and for any work performed in the discharge of provisions handled free by the different companies for the Relief Committees for the destitute of this city, no extra pay to be charged. The full Shipwreck Benefit was ordered to be paid to Victor Anderson, wrecked on the schooner Sadie February 25.
EUGENE STEIDLE, Secretary.

Seattle (Wash.) Agency, Apr. 26, 1906.
No meeting; no quorum. Shipping fair; plenty of men coming in.
LEONARD NORKGAUER, Agent.

San Pedro (Cal.) Agency, Apr. 26, 1906.
Shipping very good. Good many men coming from San Francisco.
CHAS. M. DAWSON, Agent.

The Navigation Act of New South Wales provides that should a master of a vessel proceed to sea after a detention order has been served upon him for overloading, he is liable to a fine not exceeding $5,000, or imprisonment with hard labor for three years. In addition, the owner or agent, if they be parties to the offense, can be fined $00. The offense of leaving port without a pilot is punishable by a fine.

On the Great Lakes

(Contributed by the Lake Seamen's Unions)

FAVORITE CHANGES BASE.

The wrecking-tug Favorite, of the Great Lakes Towing Company, will be stationed this year at St. Ignace instead of at Cheboygan, as in the past. This is the result of experience which has proved to Great Lakes officers that St. Ignace is nearer to the majority of wrecks than was the old stamping ground of Cheboygan.

The Favorite has been in Cleveland during the winter, being generally overhauled. She had some small repairs made on her and is now ready for the season, with the exception of the paint, which will be put on after she leaves port. This year she will have an entirely new crew, from the pilot-house to the stoke-hole, Captain Alexander Cummins is in charge of the wrecker and has selected an entirely new crew. Captain Cummins has been in charge of a tug at Escanaba for the Great Lakes Towing Company. Last year he demonstrated his ability as a wrecker when the storms swept Lake Superior, and the officers of the company decided he was the man for the big wrecking-tug.

One of the new features of the Favorite this year will be the telephone, which will be installed at St. Ignace. While the tug is at the dock she will always be connected with the telephone system there, and captains can reach her over the long-distance phone from any point in the Upper Lake region.

MARINE NOTES.

The Erie (Pa.) Life-Saving crew of nine men have gone into commission for the season. Capt. A. P. Jansen is in command.

The Port Huron & Duluth Steamship Company is converting the steamer Russia into a passenger boat. She is now receiving entire new cabins and will have fourteen staterooms more than she had last season. When the work is finished she will go on the route between Green Bay and Duluth.

The Smith Steamship Company, operating the steamer J. Q. Riddle, and the Milwaukee Steamship Company, operating the steamer Henry B. Smith, were recently incorporated at Columbus, with headquarters at Mentor, O., by Messrs. W. A. Hawgood, Arthur H. Hawgood, Frank S. Masten, William Wisner White and N. B. Snavely.

The Government inspectors at Milwaukee, Wis., have completed the official investigation into the burning of the steamer Atlanta, of the Goodrich fleet, some weeks ago, and their report exonerates the crew. In recognition of the efforts to save the vessel, and for excellent judgment shown during the fire, Captain Fetherston has been presented by the company with a gold watch.

Assistant Government Engineer Howard Smith, of the Ashtabula station, has located the wreck of the barge Yukon which sank off that harbor last fall. The wreck lies about a half mile beyond the outer light and almost directly in the path of vessels passing out and in on the westward course. A buoy that was placed over the sunken hull last fall was carried away by the ice and another will be placed over the wreck at once. No steps have been taken by the owners of the boat to remove the wreck.

The Dominion Government is considering the construction of another ship canal at Sault Ste. Marie and the Ontario Government has been asked to donate fifty acres of land. The new canal will be 1,400 feet long and eighty feet wide, or twenty feet wider than the present canal.

A deal has been closed whereby Harriet Hart, executrix of H. W. Hart, deceased, sells the entire interest in the Green Bay Transportation Company to L. C. Schilling. The case of Harriet Hart, recently brought against Schilling and the Transportation Company, in which a receiver was asked for and an injunction requested against the sale of the population, was dismissed by stipulation.

An apparatus which will give instant alarm when a vessel is navigating water so shallow as to be dangerous to it; which will trace on a disk an accurate representation of the bottom over which a boat may be passing, maintaining a constant record of the depth of water; which may also be used to record tidal action—an invention which will do all these has been perfected and patented by E. S. Wheeler, veteran chief-assistant district engineer at Detroit. It is called a bathometer; pronounced bathom-e-ter, with the accent on the second syllable. It was explained recently by the inventor to the Detroit Engineering Society. Engineers and marine men who have seen the workings of the machine are most favorably impressed with its value.

The quick work of the Great Lakes Towing Company's tug Rescue in clearing the blockade caused by the recent sinking of the steamer Iroquois at the dykes has been generally commented upon. Estimates made by the Lake shipmasters was that the channel would be closed to navigation for at least forty-eight hours. The Rescue, however, cleared the channel with a delay of only a fraction of that time. The major portion of the cargo aft was removed, the boat was swung out of the way and enough of the cargo replaced to trim the boat. The Rescue took 7,000 bushels to the Soo and deposited it in an elevator. The statement is made that by avoiding delays to up and down-bound boats vessel owners were saved at least $75,000.

BODY IDENTIFIED.

The body of an unknown woman which was washed ashore at Southampton, Ont., recently, and believed to be one of the victims of the steamer Kaliyuga, which foundered on Lake Huron last summer, has been identified as Mrs. Harry LaFlamme, second cook of the Kaliyuga. She was identified by means of a description wired to Southampton by her sister, Mrs. Michael Ronan, of No. 63 Whitman street. Mrs. Ronan said that she thought from the general description that it was her sister, but was not sure until the initials engraved on the inside of the wedding ring found on the woman were wired to her. The officials of the Cleveland-Cliffs Iron Company, which owned the steamer Kaliyuga, have ordered the body sent to Cleveland. On its arrival it will be turned over to the sister for burial. The body of a man, thought to be Harry LaFlamme, steward on the Kaliyuga, was washed ashore near Port Huron some months ago, but was never positively identified.

FURUSETH VISITS THE LAKES.

Following the Erie meeting between the delegates of the International Longshoremen's Association and the International Seamen's Union of America, Secretary Penje and Mr. A. Furuseth made a short tour of the Lake ports. It had been the intention for Mr. Walter Macarthur, editor of the JOURNAL, to accompany the former gentlemen, but the disaster in San Francisco prevented that, much to the disappointment of the members on the Lakes. A number of special meetings were held at each port, which were addressed by Secretary Penje and Mr. Furuseth. There is a world of instruction in those heart-to-heart talks with the members, and the situation of the Lakes district was fully gone into and explained.

CARGO BLASTED OUT.

An unusual sight was presented at Conneaut a short time ago by the steamer Elwood, of the Pittsburg Steamship Company's fleet. She arrived with a cargo of frozen oil, which had to be blasted out of her with dynamite.

It will be remembered that this vessel was one of the many which were caught in the great storm on Lake Superior last fall. She succeeded in returning to Duluth Harbor. The Elwood sank in Duluth Harbor, and during the cold weather which followed her cargo of oil was frozen solid. She was raised this spring and sent to Toledo; could not handle her cargo there, and from there to Conneaut, where for the best part of three days and nights men worked blasting her cargo. She left Conneaut for Toledo drydock on April 28. The barge Bryn Mawr, of the same fleet, also came to Conneaut. The barges Nasmyth, Corliss and No. 131, went to Ashtabula, all with frozen cargoes, which had to be blasted out.

OPENING HARBORS.

The hydraulic dredge Burton, owned by the Government, is at present engaged in opening the harbors into the various ports on Lake Erie. At the opening of the season the usual difficulty was experienced at Fairport, where a bar had formed across the mouth of the river. The Burton was at work upon it before the ice was out of the harbor, and has now completed the job. From there she will go to Conneaut, where the channel has been narrowed by the winter deposits of silt. Boats can go in and out without danger, but it is necessary to proceed with caution. In a few days the channel will be back to its normal width and depth. The same is true at Ashtabula, where the channels have been narrowed by the winter deposits. The Burton, after leaving Conneaut, will do the emergency work at Ashtabula, and then proceed to Toledo to work on the straight channel.

BUILDING A PORT.

The effort of the Short Line Railway to build up a new port of importance at Sandusky has created considerable interest in marine circles. Sandusky Bay was formerly the center of Lake commerce. That was at the time when ports were smaller and the draught demanded was not as great as that of today. In recent years the shallowness of the bay and the difficulty of maintaining a channel has operated against Sandusky, and in favor of some of the other south shore ports.

The Short Line Railway, which has been the principal feeder of that port, is now reported to have made arrangements with two other railroads to handle their business. The result expected is that Sandusky will increase in importance as a transfer harbor.

The Government has been appealed to for aid, and the city of Sandusky has made an appropriation for dredging. The Government this year is starting the construction of a channel 400 feet wide and twenty-one feet deep. This will extend only from the Lake to the Short Line dock. The Government has agreed to dredge only the shale, sand and gravel, while all rock dredging will be done by the city authorities. Sandusky has appropriated $50,000 for this purpose, and will let a contract in a few days. The bay itself averages only about eleven feet deep. Along the shore line where docks would have to be placed the water is only six to eight feet deep. At a depth of sixteen to seventeen feet rock is encountered, which has to be blasted out. This rock lifts toward the shore, making channel construction a most expensive process.

It is extremely improbable that even in years Sandusky will take the same place it formerly occupied, as the principal Lake port, but the marine men say that there is every facility for and every possibility of increasing the outbound shipments of that port. Last year Sandusky's receipts were 362,072 tons, while its shipments, principally coal, were 1,127,810 tons. In the matter of receipts, therefore, its commerce was practically nil. In the matter of receipts it equaled many of the smaller ports along the Lake. In the same time Lorain shipments were 1,100,000 tons, and Huron 259,000 tons. The effort of Sandusky and the Short Line Railway is centered for the time being on increasing the receipts, principally of ore, to a basis commensurate with its outbound commerce. Last year Toledo received 1,400,000 tons, Huron 932,000, and Fairport 2,500,000 tons. In order to increase Sandusky's importance it will be necessary to establish new docks for the handling of ore and it is expected that before this year is over this work will be done.

WORK AT HURON.

The Government has just sunk three cribs in the jetties which are under construction at Huron. When these have been filled and the superstructure added the Government will have completed its work there, and the rest of the improvement will be done by Hunkin Brothers. They have a contract for work which is to cost $150,000. The west pier is to be rebuilt and extended, and the east pier is to be removed and a new pier built. The distance between the new piers at the outer end will be 300 feet, while at the inner end the distance between them will be over 500 feet. This will give the harbor a wider entrance and at the same time a refuge for ships in the event of a storm. At the present time Huron presents the scene of greatest activity along the south shore of Lake Erie. The Wheeling & Lake Erie Railroad has appropriated the sum of $500,000, which is to be used in building a new slip and equipping it with machinery for handling cargoes. The new slip will be one of the most expensive on Lake Erie. It will have a new Hulett ore unloader and a new McMyler car dump.

The United States steamer Visitor recently located and buoyed the wreck of the steamer Minch. She is lying eight and one-half miles east of the Middle Island lighthouse, with twenty-three feet of water in the clear. The buoy covered with galvanized iron left on the wreck last winter is still in place. The Government has a contract with a Sandusky firm for cutting the boat down to give twenty-five feet of water, and intends as soon as possible to have the wreck blown up.

The owners of the steamer C. F. Bielman have been assessed $4,264 by the Canadian courts as a result of a collision in St. Clair River last May, which resulted in the complete loss of the sandsucker Burroughs, owned by C. W. Cadwell, of Windsor. The costs of the suit and 5 per cent interest on award are also charged against defendants.

Four thousand workmen are employed in the manufacture of straw braids and hats at Florence, Italy, and 80,000 women and children devote their spare time to braiding and plaiting.

INFORMATION WANTED.

Thos. J. Cullin, No. 7833, Hugh Galloway, No. 1207, A. Hagerty, No. 11979, and Andrew Hanson, who were part of the crew of the No. 105 in 1904, are wanted as witnesses, and wi'l please communicate with the nearest agent of the Lake Seamen's Union.

William H. Fay is inquired for by his sister, Mrs. J. Lawson, 41 Princeton Place, Buffalo, N. Y.

Gust, or Harry, Johnson is inquired for by his mother, Mrs. Selia Johnson, 1145 Milwaukee

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LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

121 and 123 North Desplaines Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, WIS.....133 Clinton Street
Telephone 240 South.

BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.

ASHTABULA HARBOR, O.....87 Bridge Street
Telephone 552.

CLEVELAND, O.....171 East River Street
Telephone Bell Main 1295.

TOLEDO, O.....719 Summit Street
Telephone Black 6981.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES.

DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3742.

ASHLAND, WIS.....515 East Second Street
Ashland Phone 1563.

SUPERIOR, WIS.....1721 North Third Street
Telephone, Old Phone, 4428 L.

BAY CITY, MICH.....919 North Water Street

OGDENSBURG, N. Y.....94 Hamilton Street

SUB-AGENCIES.

MANITOWOC, WIS.....809 South Eighth Street

ERIE, PA.....107 East Third Street
Telephone Bell 599 F.

CONNEAUT HARBOR, O.....922 Day Street

SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
Telephone 1944 South Chicago.

SANDUSKY, O.....1107 Adams Street

PORT HURON, MICH.....931 Military Street

HOSPITALS AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.

CHICAGO, ILL.; DETROIT, MICH.; CLEVELAND, O.

RELIEF STATIONS.

Ashtabula Harbor, O.
Buffalo, N. Y.
Duluth, Minn.
Erie, Pa.
Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Wis.
Houghton, Mich.
Ludington, Mich.
Manistel, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault Ste. Marie, Mich.
Sheboygan, Mich.
Sturgeon Bay, Wis.
Superior, Wis.
Toledo, O.

We Don't Patronize.

FOOD AND KINDRED PRODUCTS.

Bread—McKinney Bread Company, St. Louis, Mo.; National Biscuit Company, Chicago, Ill.
Cigars—Carl Upman, of New York City; Kerbs, Wertheim & Schiffer, of New York City; The Henry George and Tom Moore.
Flour—Washburn-Crosby Milling Co., Minneapolis, Minn; Kelley Milling Co., Kansas City, Mo.
Groceries—James Butler, New York City.
Meats—Kingan Packing Company, of Indianapolis, Ind.
Pipes—Wm. Demuth & Co., New York.
Tobacco—American and Continental Tobacco Companies.

CLOTHING.

Buttons—Davenport Pearl Button Company, Davenport, Iowa; Krementz & Co., Newark, N. J.
Clothing—N. Snellenberg & Co., Philadelphia, Pa.; Clothiers' Exchange, Rochester, N. Y.; Strawbridge & Clothier, Philadelphia, Pa.; Blauner Bros., New York.
Corsets—Chicago Corset Company, manufacturers Kabo and La Marguerite Corsets.
Gloves—J. H. Cownie Glove Co., Des Moines, Iowa; California Glove Co., Napa, Cal.
Hats—J. B. Stetson Company, Philadelphia, Pa.; E. M. Knox Company, Brooklyn, N. Y.
Shirts and Collars—United Shirt and Collar Company, Troy, N. Y.; Van Zandt, Jacobs & Co., Troy, N. Y.; Cluett, Peabody & Co., Troy, N. Y.; James R. Kaiser, New York City.
Shoes—Harney Bros., Lynn, Mass.; J. E. Tilt Shoe Co., Chicago, Ill.
Suspenders—Russell Mfg. Co., Middletown, Conn.
Textile—Merrimac Manufacturing Co. (printed goods), Lowell, Mas.
Underwear—Oneita Knitting Mills, Utica, N. Y.
Woolens—Hartford Carpet Co., Thompsonville, Conn.; J. Capps & Son, Jacksonville, Ill.

PRINTING AND PUBLICATIONS.

Bookbinders—Geo. M. Hill Co., Chicago, Ill.; Boorum & Pease Co., Brooklyn, N. Y.
Printing—Hudson, Kimberly & Co., printers, of Kansas City, Mo.; W. B. Conkey Co., publishers, Hammond, Ind.; Times, Los Angeles, Cal.; Philadelphia Inquirer.

POTTERY, GLASS, STONE AND CEMENT.

Pottery and Brick—J. B. Owens Pottery Co., of Zanesville, Ohio; Northwestern Terra Cotta Co., of Chicago, Ill.; C. W. Stine Pottery Co., White Cottage, Ohio; Harbison-Walker Refractory Co., Pittsburg, Pa.; Utica Hydraulic Cement and Utica Cement Mfg. Co., Utica, Ill.; Corning Brick, Tile and Terra Cotta Company, Corning, N. Y.

MACHINERY AND BUILDING.

Carriage and Wagon Builders—S. R. Baily & Co., Amesbury, Mass.; Hassett & Hodge, Amesbury, Mass.; Carr, Prescott & Co., Amesbury, Mass.
General Hardware—Landers, Frary & Clark, Aetna Company, New Britain, Conn.; Kelsey Furnace Company, Syracuse, N. Y.; Brown & Sharpe Tool Company, Providence, R. I.; John Russell Cutlery Company, Turners Falls, Mass.; Atlas Tack Company, Fairhaven, Mass.; Henry Disston & Co., Philadelphia, Pa.; American Hardware Co. (Russell & Erwin Co. and P. & F. Corbin Co.), New Britain, Conn.; Merritt & Company, Philadelphia, Pa.
Iron and Steel—Illinois Iron and Bolt Company, of Carpentersville, Ill.; Carborundum Company, Niagara Falls, N. Y.; Casey & Hedges, Chattanooga, Tenn.; Gurney Foundry Company, Toronto, Ont.; Sattley Manufacturing Company, Springfield, O.; Page Needle Company, Franklin, N. H.; American Circular Loom Company, New Orange, N. J.; Payne Engine Company, Elmira, N. Y.; Lincoln Iron Works (F. R. Patch Manufacturing Company), Rutland, Vt.; Erie City Iron Works, Erie, Pa.; David Maydole Hammer Co., Norwich, N. Y.; Singer Sewing Machine Co., Elizabeth, N. J.; National Elevator and Machine Company, Honesdale, Pa.; Pittsburg Expanded Metal Co., Pittsburg, Pa.; Peckham Manufacturing Company, Kingston, N. Y.; American Hoist and Derrick Co., St. Paul, Minn.; American Iron & Steel Company, Lebanon and Reading, Pa.
Iron, Architectural—Geo. L. Meskir, Evansville, Ind.
Stoves—Germer Stove Company, Erie, Pa.; "Radiant Home" Stoves, Ranges, and Hot Air Blast, Erie, Pa.; Wrought Iron Range Co., St. Louis, Mo.

WOOD AND FURNITURE.

Bags—Gulf Bag Company, New Orleans, La., branch Bemis Brothers, St. Louis, Mo.; H. B. Wiggins' Sons Co., Bloomfield, N. J.
Baskets—Williams Manufacturing Company, Northampton, Mass.
Brooms and Dusters—The Lee Broom and Duster Company, of Davenport, Iowa; M. Goeller's Sons, Circleville, Ohio; Merkle-Wiley Broom Co., Paris Ill.
Carriages—Crane, Breed & Co., Cincinnati, Ohio.
Cooperage—Northwestern Cooperage and Lumber Company (otherwise known as the Buckeye Stave Company), of Ohio, Michigan, and Wisconsin; Elgin Butter Tub Company, Elgin, Ill.; Williams Coperage Company and Palmer Manufacturing Company, of Poplar Bluff, Mo.
China—Wick China Company, Kittanning, Pa.
Furniture—American Billiard Table Company, Cincinnati, Ohio; Brumby Chair Company, Marietta, Ga.; O. Wisner Piano Company, Brooklyn, N. Y.; Krell Piano Company, Cincinnati, Ohio; N. Drucker & Co., Cincinnati, Ohio; St. Johns Table Company, St. Johns, Mich.; Grand Rapids Furniture Manufacturing Association, Grand Rapids, Mich.; Derby Desk Co., Boston, Mass.
Gold Leaf—W. H. Kemp Company, New York, N. Y.; Andrew Reeves, Chicago, Ill.; George Reeves, Cape May, N. J.; Hastings Company, Philadelphia, Pa.; Henry Ayers, Philadelphia, Pa.
Lumber—Trinity County Lumber Company, Groveton, Texas; Reinle Bros. & Solomon, Baltimore, Md.; Himmelberger Harrison Lumber Company, Morehouse, Mo.; Union Lumber Company, Fort Bragg, Cal.; St. Paul and Tacoma Lumber Company, Tacoma, Wash.; Gray's Harbor Commercial Co., Cosmopolis, Wash.; Far West Lumber Company, Tacoma, Wash.
Leather—Kullman, Salz & Co., Benicia, Cal.; A. B. Patrick & Co., San Francisco, Cal.; Lerch Bros., Baltimore, Md.
Paper Boxes—E. N. Rowell & Co., Batavia, N. Y.; J. N. Roberts & Co., Metropolis, Ill.
Paper—Remington-Martin Paper Co., Norfolk, N. Y. (Raymond Paper Co., Raymondsville, N. Y.; J. L. Frost Paper Co., Norwood, N. Y.); Potter Wall Paper Co., Hoboken, N. J.
Watches—Keystone Watch Case Company, of Philadelphia, Pa.; Crescent Courvoisseer Wilcox Company; Jos. Fahy, Brooklyn Watch Case Company, Sag Harbor.
Wire Cloth—Thos. E. Gleeson, East Newark, N. J.

MISCELLANEOUS.

Bill Pasters—Bryan & Co., Cleveland, Ohio.
Railways—Atchison, Topeka & Santa Fe Railroad; Missouri, Kansas & Texas Railway Company.
Telegraphy—Western Union Telegraph Company, and its Messenger Service.
D. M. Parry, Indianapolis, Ind.
Thomas Taylor & Son, Hudson, Mass.
C. W. Post, Manufacturer of Grape Nuts and Postum Cereal, Battle Creek, Mich.
Lehmaier-Swartz & Co., New York City.

LABOR NEWS.

A strike of the longshoremen throughout Finland was declared on April 23.

One thousand structural ironworkers went on strike in Chicago, Ill., on May 2. A large number of general building trades men are also affected.

The electricians of all the telegraph companies in Minnesota, North and South Dakota, struck on May 3. About 800 men walked out.

Telegraphers on the Delaware and Hudson Railroad received an advance in wages on May 1, as a result of recent conferences with officers of the company. Twelve hours will constitute a day's work, and all time in excess of this will be paid for at a rate of 25 cents an hour.

The United States Supreme Court has advanced the hearing of the habeas corpus cases of Moyer, Haywood and Pettibone, charged with complicity in the murder of former-Governor Steunenberg, of Idaho, naming the first Tuesday in October as the date for their presentation.

A strike of union cigar-makers was started at Boston, Mass., on May 7. It is estimated that about 1200 men are out in an effort to force an increase in wages. Most of the small places have agreed to the new union schedule, which called for an increase of from 50 cents to $2 a day in various grades of cigars.

President Gompers, of the American Federation of Labor, replying to the request of President Roosevelt, has submitted particulars of a number of instances in which the National Eight-Hour law is being violated. The information has been referred to United States Commissioner of Labor Neill for a complete report.

After a long debate the Trades Disputes bill, which is designed to define the liability of trade-unions for damages through their acts, and which marks the legal limitations of persuasion and picketing in times of strikes, was passed to its second reading without opposition in the British House of Commons on April 25.

On the advice of President Mitchell, representing the sub-scale committee, the United Mine Workers' convention on May 5, unanimously voted to adopt the first proposition of the operators for a continuation of the award of the Anthracite Coal Commission, with the modification that the term for which it is to continue shall be mutually agreed upon. The operators' suggestion was that it should be at least three years.

Efforts were made in 1899 by the New York Bureau of Labor to obtain as complete a record as possible of all accidents for three months in industries which comprised half the factory workers in the State. A large part of these factories were in New York City or its neighborhood. The returns were confessedly incomplete, yet they showed 1822 accidents. On this basis all the factories in the United States would in a year show 14,576 accidents.

In the current issue of the Typographical Journal, the official publication of the International Typographical Union, there is an accounting of the International receipts and expenses of the strike for an eight-hour day from August 4, 1905, to April 21, 1906. It shows that the expenditures out of the Defense Fund for benefits and expenses during that time were $612,277, and that the receipts for the Defense Fund during the same period were $669,109. The balance on hand August 24, 1905, was $86,791.41.

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INFORMATION WANTED.

Wilhelm and Gustaf Jacobsen, sailing on the Pacific Coast, are inquired for by their half-brother, John Jacobsen, at Port Ludlow, Wash.

Joseph Clark, native of County Rush, Dublin, Ireland, is inquired for by his mother. Any one knowing his whereabouts will please communicate with the Journal office.

George Bayliss, a native of Woodstock, England, aged about 38, last heard of ten years ago on the Pacific Coast, is inquired for by his brother. Any one knowing his past or present whereabouts will please notify the Journal office.

Marquis Oyama has retired from the post of Field Marshal and chief of the Japanese headquarters staff, being succeeded by Viscount Kodama. Admiral Togo will shortly be made a count because of his service during the war. Viscount Kodama will be further promoted and be made a Count. Count Nodzu will become a Marquis and Generals Kuroki, Oku, Nogi and Kawamura, who were recently appointed to command the Tokio district, will be created Viscounts.

The Town Council of Nordhausen, Prussian Saxony, has issued an ordinance prohibiting women from allowing the trains of thir dresses to drag in the streets as a "measure for the precaution of health and for the prevention of tainting the air with dust."

The crew of the wrecked steamer Anglo-Peruvian, numbering thirty-eight men, were landed by the Mohawk at Weymouth, Eng., on May 4.

The last batch of Russian prisoners returning from Japan arrived at Odessa recently, making a total of 67,000.

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COAST SEAMEN'S JOURNAL

NEWS FROM ABROAD.

The police of Barcelona, Spain, on May 7, discovered an anarchist conspiracy. There have been sixteen arrests and eight bombs have been seized.

The committee of the International Postal Convention, in session at Rome, Italy, has rejected the proposal of the delegate from New Zealand for the establishment of a universal two-cent postage rate.

The latest rumor as to the whereabouts of Father Gapon appears in the Echo de Paris, which says he is in London, enjoying himself upon the money he earned as a spy in the service of the Russian secret police.

It is reported that if trouble really does occur between Turkey and Great Britain as a consequence of the dispute over Tabas territory, the Turkish navy, in all probability, will be commanded by an American—Admiral Mammscord Bucknam.

The British War Office has been informed of a battle between the forces of the Emir of Hadeja one of the most powerful native rulers of Northern Nigeria, and a British expedition which was sent against him in March. The Emir was captured.

The Count de Smet de Naeyer, a cadet sailing ship used by the Belgian Government for training officers for the Government service, foundered in the Bay of Biscay on April 18, with a loss of thirty-two lives, including the captain and the officer commanding the cadets.

The newspapers of Lisbon, Portugal, print a sensational story of an alleged Boer conspiracy to seize Portuguese territory in Southern Angola by force of arms and then to found a new Boer republic. The name of an ex-Boer general is said to be connected with the plot.

The Portuguese warship Baptista Andrado, which was carrying a new Governor to Mozambique, disappeared some months ago. It has now been found that she was driven ashore by a cyclone on an uninhabited African island. When found all hands were living Crusoe-like. All were well.

Governor General Ide of the Philippine Islands has appointed a committee of Judges for the purpose of examining the records of the cases of prisoners under sentence for sedition and insurrection, with a view of determining if such prisoners can be given their liberty without endangering the public peace. Bilibid prison contains 4,000 native prisoners a large percentage of whom are serving sentences for the above mentioned crimes.

The French election results on May 7 show increasing Government gains. The Ministry of the Interior gives the gains at thirty-five and the losses at eleven, or a net gain of twenty-four seats. The effect of this is to give the "Bloc" or groups supporting the Government in the Chamber of Deputies 243 votes, against a total vote of 146 for the opposition groups. The governmental Left, therefore, appears to be assured of a majority of about 100.

The Occidental and Oriental liner Doric, at San Francisco, reports that the Russian transport Salize, when cruising off Askold Island, near Vladivostok; a few weeks ago, with 2000 troops on board, struck a floating mine. At least 150 soldiers on the lower decks were killed, but all others on board were saved although the Salize was seriously damaged, and only by the utmost endeavors on the part of the officers and crew saved from foundering.

WITH THE WITS.

No Pretense.—"So you want to work?"

"Please don't misunderstand me. I don't want to work, but I've got to."

Active Service—Friend—"Have you ever seen active service, Colonel?"

Colonel Grass—"I have, sir—very active. I once promised a waiter two shillings if he served me quickly."

Couldn't Lose It.—"I see the San Franciscans made a brave fight to save their mint."

"Yes, sah; yes, sah," responded the gentleman from the South; "the julep season approaches, sah."

Breakage.—"I have promised my friends to break silence," said the smoked-out gangster.

"Go slow," commented a shrewd adviser. "If you're bound to break something, better break that promise."

All Troubles—"Oh, well, we've all got troubles in this world."

"Oh, I don't know."

"Oh, yes, indeed. Some have empty cupboards and pocketbooks and others have yachts and automobiles.'

Visible Agitation.—"Speaking of a labor agitation," began the lazy reporter, "the worst in my experience—"

"Was when some one asked you to do some real work," broke in the city editor, who knew his man.

Not Swell Garments.—Hicks—"Plodder seems to consider himself a real society man."

Wicks.—"Yes, he contends that a man of polish doesn't need to be rich to shine in good society."

Hicks—"Yes, but all Plodder's shine and polish are on his coat."

Too Modest. — "Please send a stamped and directed envelope with your manuscript," said the magazine editor's circular.

"No, thanks," replied the occasional contributor. "I've heard of people so conceited that they wrote letters to themselves, but I'm not one of them."

Too Busy.—Senior Partner—"The new man doesn't seem to have developed any good points yet."

Junior Partner—"No, he hasn't had time.'

Senior Partner—"Hasn't had time?"

Junior Partner—"No, he spends most of his time explaining his mistakes.'

Scared Himself.—"That didn't hurt much," said the man in the chair, gazing in a surprised way at the extracted molar."

"Thought it would kill you, I suppose," remarked the dentist. "You must have been reading jokes about my profession."

"Reading 'em! Why, man, I write 'em regularly."

He Had Done His Share.—He was ten years old and had gone to the dentist's to get one of the last of his "milk teeth" extracted. It was not a difficult job, and the little fellow never whimpered. Instead, he said to the dentist, when the operation was over:

"Well, we made a good job of that, didn't we?"

"We?" replied the dentist. 'Why do you say 'we'? What did you do?"

"Why, I held the socket while you pulled the tooth, didn't I?"

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A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization

Vol. XIX. No. 34. SAN FRANCISCO, WEDNESDAY, MAY 16, 1906. Whole No. 970.

NO PROPERTY RIGHTS IN MAN.

THE following review of the injunction question was presented by Andrew Furuseth, before the Judiciary Committee of the House of Representatives, during the hearings on the Anti-Injunction bill (H. R. 4445), and is reprinted from the American Federationist:

Let it be clear in the minds of this committee and of Congress that labor—organized or unorganized—does not ask for the destruction of the injunction as it rightly applies to the protection of property. We do protest against and resent the perversion of the equity power, glaring examples of which you have here in your records.

You seek our reasons for asking legislation to restrain judicial abuses of the equity power in labor disputes. I am commissioned by laboring men to present some of their reasons. We feel strongly on this question. You have had it under consideration for years, and before this committee makes any recommendations to the House, I want to make suggestions which I believe go to the bottom of this subject.

The one man power to enjoin, to forbid, to legislate, except as used by the father, was, we, think, first conferred upon the Roman tribunes, elected for one year, and to be used to protect the plebeians against the patricians. This power was absolute and irresponsible. The person of the tribune was made sacred. Contempt of him or violations of him were punished by death.

The tribune having been clothed with absolute and irresponsible power to forbid, it was soon understood that this included powers to command, and the tribunitian power created the Roman Emperor. The powers of the Emperor, who in his person represented and exercised all the authority of the people, made him sovereign. These powers were resurrected and conferred upon Carl the Great, the first Emperor of the Holy Roman Empire of the middle ages.

As absolutism developed, as freedom was lost to the people, the Kings assumed, in theory and in fact, the powers which had been vested in the Emperors of the old Empire over which they became sovereigns. The power to forbid—to legislate—was vested in the King. He was sovereign, and by virtue of his sovereignty could and did rule by command or proclamation. Under the name of equity this absolute power was adopted into our system, but only in the form and for the purpose then used in England. It was conferred upon our federal judges, who are appointed for life. We suffer under the misuse of this power.

We believe that it has been unduly extended. We come to you to submit our complaint, and it is not that the judges have not power enough, but that they are exercising powers which we believe they have not. We fear this power, we feel its results. From what we have seen, we believe it capable of infinite extension when permitted to go beyond the boundary set at its adoption into our system. I shall now endeavor to state why we fear it and what reasons we think we have for this feeling.

Any condition of society, no matter how produced, which condition prevents a healthy family life, is destructive of humanity and should be resisted.

The condition may be inherent in the system; it may have been artificially created by legislation or by judicial decisions. In either case it is man's sacred duty to insist upon such changes or remedies as shall put within reach of the industrious father the power to support a family in health.

The energies of existing society are devoted to the production of wealth for sale. The struggle between individual firms, communities, and nations is to produce wealth so cheaply as to be able to undersell any other.

To be the workshop of the world was the ambition of England, of the Manchester school of economics. To accomplish this, land, machinery, and labor had to be brought to the lowest figure and skill to the highest. Land and machinery bought for the lowest figures and held in private ownership were conceived to be the most economical, and the question was how to get the cheapest possible labor. The workers must have sufficient wages for subsistence and reproduction. Under the old system of production labor had been needed especially on the land, and it had, therefore, been tied to each manor by registration, and its wages determined by judges sitting in quarter sessions under the statute of laborers.

The concentration brought about by factory production made the old system costly, hence inconvenient, and the registration in manors and the statute of laborers were repealed. The laborers, however, remained on the land in too great numbers, and they were needed in the factories. When needed on the land, they were tied to the land. Now, when needed in the factories, they were driven from the land.

The first condition of getting labor cheap is to so arrange that it becomes plentiful and dependent; hence the razing of old English villages and the driving of the workers into the cities, where, landless and homeless, they must work for such wages as the employers should be willing to pay.

But as wages must be sufficient for sustenance and reproduction, the cost of food became all-important. For generations England had maintained a protective tariff on foodstuffs, in the interest of the land-owner. The factory owner wanted cheap food in order to get cheap labor, and between the two interests arose a fierce struggle, which ended in the present system of free trade in foodstuffs.

Under the existing system of land tenure and prices farming became unprofitable, tilled land was turned into pastures, and more laborers were driven into the cities to bid against those already there. Thus followed further reduction in wages and a still further lowering of the standard of living. It came to a condition in which the husband working 16 hours per day was utterly unable to provide for the family. Children were compelled to work in the dusty atmosphere of the factories for 14 to 16 hours per day; their physical development was arrested; their mental and moral development became impossible. Still lower wages and standards had to go, and mothers were compelled by bitter need to work under-ground, doing work now done by mules, steam, electricity, or to stand on their feet tending machines until it often happened that they were taken with labor-pains at their work.

Labor, voiceless, homeless, and hungry, had been made so cheap that its very cheapness was destroying its efficiency and threatening its extinction.

Laborers resisted to the best of their ability, but leaving one master who was bad often meant going to another who was worse. If one or more men quit, there were others to take their places; quitting work singly was no remedy, since it could not interfere with production by stopping machinery. Then they joined together in unions—voluntary associations— based upon the right of quitting work individually. As subjects they had the same rights as other subjects—freedom of locomotion, of speech, of the press, and of assembly.

Assuming that they did not lose these rights by laboring for a living, they assembled, they discussed their grievances, they printed them in pamphlets, books, and papers. They appealed to others to join with them, and determined to refuse to labor until their worst grievances should be remedied, and found that, while the statute of laborers had been repealed, the conspiracy law, based upon this statute, was, according to the rulings of the judges, still in force, and they were punished for doing as workingmen what they as subjects had a full right to do.

They did not give up, although they found themselves thus punished. Combinations to raise wages being forbidden, they still combined. Notwithstanding traitors in their own ranks, they struggled onward. They punished their traitors as deliberately as did the old Germans in their Fehm-Gericht. They were executed or transported for having acted as judges and executioners, but they still persisted. They could but partly stay the inevitable downward trend, but at last it became evident that wages must be sufficient for sustenance and reproduction, and legislators were compelled to pass laws legalizing collective action and curtailing the power of the judiciary.

The trade-union acts were passed and the conspiracy law was amended, so that men in England might use their rights as subjects to defend their interests as workers. How many men were driven from their families, executed, or transported; to what extent the race was crippled before relief came from legislative depression of the wage rate or judicial usurpation in the interest of cheap labor, we can only surmise, but it came at last, thanks to the bitter and determined struggle of the workers, assisted to some extent by humanitarians, chiefly members of England's old aristocracy.

Not that the struggle there is won, but improvement has begun, and that it will continue and finally be won may reasonably be expected from the temper which could face prison and transportation in the past.

The political, social and industrial conditions of the United States have throughout been patterned upon those of England.

Substantially our President has the power which was vested in the King of England at the time of the Third George. Our Senate and House of Representatives are substantially the House of Lords and the House of Commons. We copied from England the common law, our system of jurisprudence, with the Bill of Rights, and the powers of the judges. We adopted the English system of land tenure, entail excepted.

Our industrial system is taken from England and has followed the English lines in its development; chattel slavery in some States, contract slavery in all at one time. Term contracts

to labor were long in common use in this country and were transferable by inheritance or sale. They were recognized by the organic law, and one of its clauses provide for their enforcement. That this system did not in the earlier days of the republic produce the same results as in England was due to the unlimited amount of land ready for squatters' occupation, and, when the servitude became too galling, the Indian country west of the Alleghanies lay open for settlement, safe from servitude and assured of sustenance.

After the adoption of the Declaration of Independence and the Constitution, the enforcement of term contracts to labor was stopped in some northern States, and such contracts ceased to be made. The individual workman could leave the employer with whom he was dissatisfied and seek another. The white worker's right of locomotion and of the absolute ownership of his own body, became, except in one of two callings, recognized. The system of chattel slavery was destroyed, and an amendment to the constitution forbidding its existence was adopted.

With freedom to seek better conditions and with land yet plentiful there were early marriages, large families, and a healthy people. There was no mournful cry of race suicide. But, as land became settled, or absorbed in individual ownership, and this outlet was stopped, city slums grew, low wages, long hours, and want became more and more common here. Wages went below the line of subsistence and reproduction, the number of marriages and of children decreased, while prostitution grew. This became so apparent that the census gave much attention to ascertain the extent of the condition. It was found to be worse than was suspected, and the talk of race suicide was heard—women standing on their feet until their capacity for motherhood was destroyed, children stunted in their physical and mental growth by work utterly unsuited to their age.

Remedies more or less successful were suggested and tried. Here, as in England, men quit as individuals, but found the quitting ineffective. Here, as there, they came together in voluntary associations and quit work in unison until their grievances should be redressed, and in so doing found themselves violating statutes or judicial decisions designed purely to keep labor cheap. Constant agitation, repeated violations and punishment, gradually molded a public opinion that compelled a final recognition of men's right to quit work collectively—to strike. Statutes and decisions treating the strike as conspiracy were repealed or became obsolete.

Men who had struck endeavored to persuade fellow-workmen not to take their places—this, in order to compel an adjustment of the trouble; and, when adjustment did not follow, appeals were made to the public to cease giving patronage to the unfair firm—that is, they levied a boycott on the firm in question.

Thus, the two main weapons of organized labor came into use, and as they grew older and more systematic they became so effective that the employer was looking for some remedy, and from out of the lumber room of the past came the injunction as it was when most abused by the Court of Star Chamber. That is, it came as a proclamation by the court forbidding the workers to perform some specified or unspecified acts of which the employer complained, on pain of being punished for contempt of court. This seems to be what the injunction is nowadays when used in labor disputes. It used to be "a judicial process operating in personam, and requiring the person to whom it was directed to do or refrain from doing particular things," and this to protect property rights.

Like other parts of our judicial system, we have our injunctions from England. The king, by virtue of his absolute power, legislative, judicial, and executive, would be appealed to when some one was about to do something not forbidden by the law, yet if done would cause great injury. Something needed to be protected; the law was insufficient, and, by virtue of his absolute power, the king could and did supply the remedy. Addressed to one subject, it was a royal command; if to many a royal proclamation. In the first instance it was intended to protect the individual, and in the second the community.

As the law became more complete, the need for such proclamations became less imperative, their places being taken by statute law, or usage accepted as law; but, law and usage being general in their application, serious injury might happen to individuals, hence the royal power was more and more restricted to individual instances of injustice or injury.

The king, being too busy to sit in court to exercise his power, delegated it to his chancellor, and it grew apace until it came into serious conflict with the common law and the jury system. Its purpose being to prevent great wrong by forbidding the action which would cause such wrongs, the penalty necessarily had to be swift and certain, and, violation being a disobedience of the king's command—contempt of the king—and the facts being easily ascertained, punishment was immediate in operation and severe in kind. The royal power being irresponsible and absolute, it was necessarily misused by the individuals intrusted with its execution and their friends, and had to be curtailed, circumscribed, and carefully guarded.

There was a time when the Court of Star Chamber was used in England as our courts are now being used, to forbid the doing and then punish disobedience without trial by jury in any and every direction. Personal liberty was at the whim and caprice of this court, but the English people would not long tolerate any such use of the royal power. The people abolished the Court of Star Chamber and compelled the King to sign the Bill of Rights.

It became the fundamental principles of chancery or equity that:

1. It was to be exercised for the protection of property rights only.
2. "He who would seek its aid must come with clean hands."
3. "There must be no adequate remedy at law."
4. It must never be used to curtail personal rights.
5. It must not be used to punish crime.

It was substantially in this shape that it was accepted by this country, engrafted in our constitution, and the power of its administration conferred upon our courts.

Equity law and jurisdiction at that time had a specific meaning, and any extension in jurisdiction, any enlargement of scope, must come from the people through an amendment to the constitution, or there is judicial usurpation.

If injunctions, which nowadays are issued in disputes between employers and employes, can stand the test of these principles, our complaint should be against the law. If they can not, then we have a just complaint against the judges, who, either from ignorance or mistaken zeal for public order and cheap labor, misuse their power—act as a sovereign in issuing his proclamations.

The fundamental principle of American law as we understand it, is that there shall be no property rights in man. A man's labor power is part of him; it fluctuates with his health, decreases when he grows old, and ceases at his death. It can not be divorced from man, and therefore under our system can not be property. Property may be bought, sold, or destroyed without destroying the possessor thereof; it is the product of labor or of nature. Labor is an attribute of life, and through no system of legitimate reasoning can it be treated or denominated as property.

An individual, a firm, or a corporation runs an enterprise for the production of some form of property. Through grant or purchase land has been obtained. Upon the land buildings have been erected and machinery installed, and to the plant has been brought the necessary raw material. These things are property, and, based upon its possession, contracts are entered into to furnish within a given time a stated amount of commodities. Giving this property in pawn, money is borrowed to pay operating expenses. But without labor these things will produce nothing. Labor is obtained and production begins. Being in business to make money, the company in question (assuming the producing concern to be a combine) first endeavors to find out how much of any kind of work a man can do, going at his highest capacity, and it begins the piecework.

Prices are gradually reduced until the greatest capacity is ascertained, and that becomes the standard of production. Wages are gradually reduced until the labor of the husband can not sustain the family. The wife helps in any way she can, and the children are sent to the factory. Still the earnings are too small, and the wife goes there also. Wages are under the danger line, but are still going down. A poorer home, ragged and untaught children growing up as half savages. Young men and women see the situation and refrain from matrimony. Marriages and births are on the decline, and the rising generation is stunted.

The laborers get together in voluntary association, that is, they use their freedom of assembly. They bring their grievances before the management—petition for redress of grievances. They are refused, and, to enforce their petition, they use their right to quit work—use their freedom of locomotion. They publish the facts of the disagreement, the causes which led thereto; they induce, or endeavor to induce, other workers to make common cause with them—their right freely to print and publish. They are successful to such an extent that production is partially stopped. The company endeavors to get other men, and the men on strike appeal to the public to refrain from purchasing commodities manufactured by the firm. They levy a boycott. They appeal to fellow-workmen and the public to use their purchasing power to redress a grievance. Sales of stock on hand decrease, and the company is unable to meet its obligations, fill its orders, or fulfill its contracts.

The company then goes to some judge and appeals to him to use the equity process to protect what it calls its property. It sets forth that it has the land, the appliances, the raw material, and contracts to deliver goods, but, owing to a "conspiracy" on the part of labor, it is unable to get workmen, and its property, that is, its business, is being destroyed. The judge takes the statement and issues an order forbidding the workmen "to interfere with the business" of the firm. The workmen know that disobedience means imprisonment for contempt, and, disheartened and hopeless, they obey. The firm gets new men, its business moves again; but those at work must live in squalor, children must be laboring instead of at school, women must be in the factory instead of in the home. Home life is destroyed. Still fewer grow the marriages, still fewer the children. The equity process has been used so that homes are destroyed, women are made barren, and the coming generation of men are made unfit for their life-work.

Has any judge the right to use the equity power in this way? The workmen have used their constitutional rights as citizens—freedom of locomotion, of assembly, of speech, and the press. They have not destroyed any tangible property; they have neither interfered with, nor threatened to interfere with, any property. But the attorney for the plaintiff sets up the idea that the earning power of property is property, that is, business is property. The earning power of a plant depends upon labor, and sales depend upon patronage.

The firm can have no property right in labor, because that is inherent in the laborer and would mean property right in the laborer. The firm has no vested right in the patronage of the public. Patronage is the free act of the patron. Under our system it is a new doctrine that the ownership of a store carries with it a vested right in the patronage, or that the ownership of a factory carries with it the vested right to so much labor and at such prices as will make it profitable. Such doctrine followed to its logical conclusion would destroy all personal liberty, transform existing society, and re-establish the feudal system.

Do these men who are driving women into the factory and crippling the race come into court with clean hands?

They seek the aid of equity to protect their financial and industrial interests, and yet they run their industry in such a way as to cause untold misery, destitution, and crime. Wages so low as to cripple or destroy the race. If their hands be clean how must they act to be considered unclean?

Injunctions—proclamations—used contrary to and destructive of constitutional guarantees of individual freedom, are usurpation, whether they take place in a monarchy by the king or in a republic by a judge. The power is the same, its results are the same, and a people that will endure become serfs, will deteriorate and die.

Gentlemen, you have before you two bills, dealing in different ways with injunctions. H. R. 4445, by Mr. Little, of Arkansas. You have had this bill before you during several Congresses. You have had hearings on it, and so far as has appeared at those hearings this bill would, if enacted into law, put a stop to the use of injunctions in labor disputes. That the relations between laborers and their employers are personal relations as distinct from property relations; that the rights of either party are personal rights, as distinct from property rights, will hardly be seriously disputed.

If these are the true relations, then there is no occasion for the equity power to step in. We maintain that it is pure usurpation on the part of the judge to so extend the powers granted to him as to cover labor disputes. We believe that by passing this bill you stop the usurpation and bring the law and the judges back to where it and they belong. Labor will be content with nothing less. Anything short of this robs the laborer, because he is a laborer, of his rights as a citizen.

You have also before you H. R. 9328, "a bill to regulate the granting of restraining orders in certain cases," by Mr. Gilbert, of Indiana. This bill, supposed to have had its origin in the White House, and drawn in the Bureau of Corporations, confers upon the courts sitting in equity absolute jurisdiction in all cases "involving in or growing out of labor disputes." The judge is to give the defendant a hearing, but may, as in any other suits at law, proceed if the defendant shall fail to appear. We have complained that the use made of the equity process in labor disputes is usurpation of a sovereignty not granted to the courts. It seems to us that in this bill the grant is about to be made.

Sovereignty was partially (not wholly) delegated to the federal government; the States and the people are presumed to retain full powers of sovereignty. The judiciary has been permitted to claim title to and exercise an undefined authority, by Congressional tolerance—the absence of prohibitive statutes.

Federal judges (I speak respectfully and by way of illustration) found a kind of "legal public domain" upon which any daring squatter might locate; the judiciary entered, took possession, and this bill (9328) is apparently designed to establish their title in fee simple, "to have and to hold forever."

Labor disputes are controversies between employers and employes, and they involve the hours of labor, the wage to be paid, rules under which work is to be performed, the number of apprentices, and the qualifications of men at the work. Growing out of them are strikes, boycotts, the inducing of men to quit work or to refuse to go to work, and efforts to induce the public to cease buying the goods produced. The judge sitting in equity is given jurisdiction by this bill, we think, over all these relations. He is to investigate, to hear and determine, to act, in fact, as arbiter, and he is given the equity power with which to enforce his decree.

If this be not the re-enactment of the law giving to judges the power, and making it their duty to set the wages as at the quarter-sessions, after hearing both sides, what is it? The Romans conferred this absolute and irresponsible power on a tribune, elected for one year, in order that he should use it to protect the weak against the strong; are we going to give it to

Continued on Page 7.

On the Atlantic Coast

(Contributed by the Atlantic Coast Seamen's Unions)

CAPE COD CANAL.

Canal to a New Yorker means one of two things. It suggests the Panama or the Erie specimen. Ten to one he has never heard that a Cape Cod canal was even thought of.

But it is. Dredges will soon be put to work at the job of cutting a ten-mile ditch across the Massachusetts peninsula.

Government statistics show that about 40,000 vessels rounded Cape Cod during the year ended March 31, 1899. They represented a registration of over 23,000,000 tons. Records for twenty years show that about 150 vessels went down off the cape, involving a loss of about sixty-five lives and $1,600,000 worth of property.

Next to Cape Hatteras this is the most dangerous part of the Coast. In addition, Vineyard Sound is fogbound for nearly a hundred days out of each year. With the new ship canal all these difficulties will be avoided and 120 miles by the outside route or seventy miles by the Sound route will be saved.

The scheme has been talked of for more than two centuries. From Buzzard's Bay to Cape Cod Bay, the distance at several points is hardly ten miles. The soil is sandy and is believed to be free from rock ledges calculated to impede excavation. Most of the work can be done by dredging.

Under a Massachusetts charter, and with a capital of $6,000,000 and authorized bonds of an equal amount, the Boston, Cape Cod and New York Canal Company has been purchasing its right of way. The plans have been made so that, as business may warrant an appeal for a greater capacity to accommodate tonnage, the waterway may be both widened and deepened without excessive cost. Organization completed, right of way purchased, surveys of the route made and engineering plans laid, dredging and excavation will start before long, and the backers of the undertaking are confident that two years and a half will witness the completion and opening of the waterway.

Provisions have been put, by the State of Massachusetts, into the charter of the company to safeguard the people. By the present charter the State retains the privilege of purchasing the entire interest of the canal company at the end of ten years by the payment of the cost of construction and an allowance of 10 per cent added as fair compensation. The State also reserves the right to limit the profit of the canal company beyond 10 per cent per annum, thus fairly protecting the public against the possibility of excessive tolls at any time.

The schooner Edith L. Allen, of the coastwise coal carrying fleet, has been towed to Norfolk by the tug Peerless, of Baltimore. The schooner's bowsprit was missing, apparently carried away in the recent gale.

The Atlantic Transport liner Mississippi, built by the New York Shipbuilding Company three years ago, is now at Belfast, Ireland, being altered for the accommodation of second and third-class passengers.

FAST SHIP'S FIRST TRIP.

The new fast French Line steamer, La Provence, arrived at New York on April 27 on her maiden trip, having left Havre on April 21. An average of twenty-three knots an hour was made.

The distance of 3,021 miles was covered in 5 days, 23 hours and 10 minutes. The big liner encountered rough weather. There is little reason to doubt that she will in the near future greatly improve upon this very creditable showing.

This new ocean greyhound was constructed at the Penhoet Works, St. Nazaire, France, and is the largest and fastest vessel in the French mercantile marine. Her length over all is 627 feet. She is fitted with Bell Safety Signal System long-distance wireless telegraphy.

The La Provence has six steel decks. The upper promenade deck aft contains the cafe and terrace cafe, with a seating capacity of sixty persons, decorated in pale green, while forward on this deck the charthouse, captain and officers' berths are located.

On the promenade deck are two large suites of rooms, consisting of parlor, sleeping room and private bath, sumptuously decorated in the style of Louis XVI, and connected with these suites are large family cabins capable of accommodating three persons. On the upper deck is a dining saloon with a seating capacity of 250 passengers at a time. This is practically a reproduction of the dining room in the old Duc de Soubise palace in Paris, decorated in light green.

Another unique feature is the installation of an elevator running from the saloon to upper promenade deck, operated by electricity and located on the starboard side of the main entrance. A regular daily newspaper will be published on board, containing all wireless news received from shore.

One of the longest voyages ever undertaken by a tugboat was begun on May 3, when the Colima sailed from the Neafie & Levy shipyard at Philadelphia, Pa., for Manzanilla, a new port on the west coast of Mexico. The distance to be covered by the diminutive vessel is about 13,000 miles, and to reach her destination the little boat will have to go through the Straits of Magellan. Captain Charles McGoldrick and a crew of fourteen men are in charge of the tug. The Colima was built for the Mexican Central Railway Company. She is 90 feet in length and 22 feet beam. The tug will carry 450 tons of coal, but will make several stops to replenish her bunkers. The new port of Manzanillo will be formally opened with the arrival of the Colima.

The new four-masted schooner Herbert D. Maxwell arrived at Philadelphia, Pa., recently, from Savannah, on her maiden voyage, with a cargo of lumber. The vessel was built at Bath, Me., for Delaware and Maryland capitalists. Captain W. J. Quillen, who commands the vessel, is also her managing owner.

MISCELLANEOUS.

'Tis well for the peace of us all upon this terrestial ball that while man may propose only God can dispose.

How puny, after all, in life's brief game, are those two bauble prizes, wealth and fame! And yet, what man would play the game for less, or doubt that they would bring him happiness?

It is, of course, not easy for an outsider to find out the views of Congress on the need of restricting immigration, but any one at all conversant with the conditions at the port of New York can not fail to perceive that the Immigration Inspection Service is woefully undermanned. Lately the immigrants have begun to arrive at such a rate that the Inspectors at Ellis Island have had to work from twelve to sixteen hours a day. At that they are not able to keep up with their task. On a recent occasion, for instance, 16,000 immigrants were detained on board of their ships awaiting inspection. Some of these had been waiting during two days, and the majority were not likely to pass for two more. It is plain under the circumstances that the work of inspection can not be done properly, and that, perforce, it must be more or less perfunctory in character, no matter how conscientious the Inspectors may be. The deduction from this would seem to be that the present system of immigration inspection should be enforced and perfected as much as possible before we attempt to extend it by more dead-letter statutes.

Organized labor has come to play such an important part in our economic life that, after the manner of all things commanding attention, it has been subjected to criticism on all sides. Most of the criticism has, of course, been directed to such points as the minimum wage, the eight-hour day, limitation of apprentices, and the "Closed Shop." In considering these, and other aspects of trade-union activity, it is noticeable that few of the critics seem to understand that many of the demands upon employers, made by the trade-unions, are in the nature of defensive war measures, put forward as checks to the employers' machinations rather than for any intrinsic merits they may possess. In short the relations between the trade-unions and the employers are the relations existing between two warring factions in any field of human endeavor, and the demands for a minimum wage and workday are naturally called forth by the constant inclination on the part of the employers to beat down wages and lengthen the workday, regardless of whether or not there exists any economic necessity for so doing.

The United States Commissioner of Navigation is said to have declared that twenty years hence America's square-rigged fleet will have disappeared. Not a single vessel of this type has been constructed for two consecutive fiscal years. There were 633 of these vessels in 1894, representing 595,714 tons. Ten years later the number was 322 and the gross tonnage 355,237.

HOME NEWS.

The total gold imports from Europe since the earthquake in California has exceeded $50,000,000.

Mrs. Jefferson Davis, who is ill in New York City, and whose condition was considered grave, is now recovering. Physicians say that the crisis is passed

Theodore Starrett, a prominent builder of New York, is reported as saying that the day is approaching when 100 story skyscrapers will be built in that city.

United States Senator Bailey, of Texas, discussing the Railroad Rate bill, on May 12, characterized President Roosevelt as a "man of clay, and very common clay at that."

A reduction in the number of rations issued daily from 279,631 on May 2 to 164,000 on Saturday, May 12, is reported by the consolidated relief bureau at San Francisco.

E. H. Harriman arrived at New York on May 8, having made the journey from San Francisco in the record time of 71 hours and 27 minutes, or thirty-three minutes less than three days.

The New York State Insurance Department has issued a statement of the San Francisco losses reported by the insurance companies doing business in that State. The total amounts to $113,441,595.

The demoralized mail service following the disaster of April 18 had its effect on the Postoffice receipts at San Francisco, which were $104,532 for the month of April, against $130,912 for April, 1905.

The New York Senate declared for woman suffrage by a vote of 26 to 23. The bill, which is called by the woman suffragists their entering wedge, gives the ballot to women taxpayers in third-class cities.

James B. Felker, Treasurer of Newburyport, Mass., who was recently arrested, has admitted that his accounts are short not less than $85,000. The greater portion of the money, he said, was invested in mining stocks.

Serious riots among the Chinese at Honolulu, T. H., have been threatened during the recent past, as a result of disagreements over the disposition of $12,000 subscribed to aid in the anti-American boycott in China.

R. M. Smoot, who was in the plot to kidnap President Abraham Lincoln and who sold to John Surratt the boat in which it was intended to convey Lincoln across the Potomac, died at Fort Smith, Ark., on May 9, aged 73 years.

The House of Representatives has empowered the Committee on Expenditures in the Agricultural Department to conduct an examination of the Agricultural Department with a view to discovering ways of practicing economy if possible.

Republican leaders in Kansas claim to have discovered that former Senator W. A. Harris, candidate on the Democratic ticket for Governor, is not a citizen of Kansas; that he cannot vote there, and that he is not eligible for the Governorship.

The Government has filed in the Circuit Court of the United States for the District of Indiana, a petition for an injunction against certain associations, corporations and individuals, comprising what is commonly known as the "drug trust of the United States."

Henry G. Goll, assistant cashier of the First National Bank, of Milwaukee, Wis., found guilty of misapplying of funds and making false entries in the books of the bank, was taken to Fort Leavenworth, Kas., on May 13, to begin his ten years' sentence in the Federal Penitentiary.

The Woman's Missionary Society of the United Presbyterian Church of America has decided to appeal direct to Congress for an investigation of the alleged cruelties in the Congo. The various branch societies in every State have been asked to forward petitions to their Congressmen, asking an investigation.

The enormous plant of the New Orleans Naval Stores Company and Shotter & Co., at Gulfport, Miss., were totally destroyed by fire on May 13, six acres occupied by the rosin yards, warehouses, commissary and storage rooms being entirely swept away by the flames. The loss is about $400,000 with $300,000 insurance.

The Eastern Railway of Mexico, which is better known as the Belem cut-off of the Atchison, Topeka and Santa Fe, will be ballasted with gold ore between Texico and Rio Puerto, a distance of 270 miles. The rock is obtained from the gravel bed adjacent to the new line of the road, and is said to pan out $2 per ton.

The American Society of Equity, whose headquarters are in Indianapolis, Ind., and which is composed entirely of farmers, is arranging to bring all the farmers of the Northwest into a marketing association, or trust, which will market all the perishable crops of the farm—fruit, vegetables, poultry, eggs and dairy products.

In a report on the trade of the United States with South American countries, the Department of Commerce and Labor says that the total trade in 1905 was $207,000,000, of which $105,000,000 was with Argentina and Brazil. The total imports from all South American countries in 1905 were $105,000,000 in value and the exports were $57,000,000.

Surveying parties employed on an extension of the Guaymas branch of the Southern Pacific Railroad have under consideration three different routes from Guadalajara to Tepic. It is understood that the route most favored is that through Tesquito and Tequilla, which will tap the great Hostatiparquillo district, one of the richest in the State of Jalisco.

The lepers confined at the leper settlement on the island of Molokai, T. H., have contributed $104.55 for the relief of those rendered homeless by the San Francisco earthquake and fire. This sum was contributed in sums of from 5 cents upward by more than 400 people, some of whom have not been outside for years, and none of whom expect to go outside these limits until they die.

Alfred Purdy, editor and publisher of the Indianapolis Sun, was sentenced to thirty days in jail and to pay a fine of $250 by Judge Fremont Alford of the Marion County Criminal Court, on May 12, for editorial criticism in the paper of Judge Alford's course in connection with the recent indictment of Robert Metzger, Chief of Police, for assault and battery on prisoners.

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SAN PEDRO, CAL.

Pacific Coast Marine.

The United States Senate has passed the bill authorizing a steel lightship for Swift Shore, Juan de Fuca Strait, Wash., at a cost of $150,000.

The wreck of a barge just awash in the track of transatlantic liners between Nantucket and Five Fathom Bank lightship was recently reported by the German steamer Standard.

The barkentine S. G. Wilder, at San Francisco on May 12 from Honolulu, T. H., reports having collided with a large whale, suffering considerable damage to her stern. The whale was killed.

The steamer Empire, formerly of the Coos Bay route, but recently purchased by Harry J. Hart, returned to San Francisco on May 12 with her machinery disabled, after having sailed the previous day for Corinto, Nicaragua.

The iron bark Bertha, steering E. N. E., with loss of fore topmast and with jury rig forward, was passed on April 21, in latitude 35.36 N., longitude 45.50 W., by the British steamer Elswick Grange, which recently arrived at Philadelphia Pa., from Agua Amarga.

H. P. Woods, of Honolulu, T. H., has cabled word to San Francisco that Captain Sinclair will start the schooner yacht Lurline. The Anemone having arrived at San Diego, and La Paloma on the way up, it looks as though the proposed transpacific yacht race will take place according to the original programme.

The old barkentine Jane L. Stanford has made a record in sailing that will probably worry newer vessels for some time to come. Word is received that the Stanford, lumber-laden, arrived at Santa Rosalia, in the Gulf of California, on April 24 from Port Ludlow, Wash., after a fast passage of twenty-two days.

The necessity for the employment of the Pacific squadron at the water front at San Francisco having passed, Rear-Admiral Glass has embarked the bluejackets who were ashore there and has withdrawn his vessels to Mare Island and other points in the Bay, leaving the work of patrolling solely in the hands of the Army.

Thomas Anderson, an employe of the Hudson Bay Company, in charge of the Mackenzie River district, has arrived at Winnipeg, Man., and reports that the American whalers frozen in at Herschell Island are in no danger of suffering from lack of food, being plentifully supplied with deer meat by the Esquimaux in the vicinity.

The steamer Corwin sailed from Seattle, Wash., on May 11, for Nome, Alaska, heavily loaded with freight and crowded with passengers. She carried a great amount of fresh provisions, anticipating a possible delay if the ice has not yet broken when she gets into Alaskan waters. The Corwin is the first vessel of the Alaskan fleet.

It is now generally believed that the long-overdue steamer Centennial was lost after leaving Mororan, Japan, for San Francisco, nearly three months ago. While no advices have been received from Dutch Harbor, Alaska, where the Centennial might have put in, it is no longer believed that any favorable news will be heard from that source.

Arrangements have been made for the extension of the wireless telegraph service on the Pacific Coast, and it is contemplated to expend something like $65,000 in the establishment of five additional stations, forming a coastwise system of wireless communications from San Francisco to Puget Sound. The Navy Department will ask for a special appropriation for this purpose.

Thirty thousand feet of lumber was thrown overboard from the schooner Abbie on April 25 to save the vessel from foundering. The Abbie was bound from Gray's Harbor and in latitude 44 degrees north, longitude 128 degrees west, was thrown on her beam ends by a gale and high seas.

Five of the fleet of six sealing schooners, with Indian hunters, which cruised off the British Columbia and Southern coasts this season, have arrived at Victoria, B. C., with a lower catch than reported for years. The six schooners took a total of 913 skins, while the total Coast catch reported is 1,251 skins. The catch last year was over 1,800 skins.

The general demoralization that followed the big fire at San Francisco resulted in temporary suspension of the overdue business, but according to M. A. Newell & Co., the brokers, a late list of reinsurable vessels will soon be posted. It has been difficult to secure a resumption of communication with the London headquarters, hence the failure to give accurate quotations on the overdues.

The steamer Lansing, in command of Captain Connors, after taking on a large supply of dynamite, sailed from Pigeon Point, Pa., on May 2 for San Francisco. The Lansing was chartered for several weeks before the recent earthquake devastated San Francisco, and it was feared her charter would be canceled. No word to that effect having been received, the work of loading proceeded.

With six feet of water in her hold and much of her cargo damaged, the schooner Prosper returned to San Francisco on May 12, after having sailed some days ago for the canneries with supplies for the Alaska Packers' Association. On May 5, when in latitude 39 deg. 19 min. north, longitude 135 deg. 30 min. west, the vessel sprang a leak, and became waterlogged, and it was impossible to keep the pumps going.

Lighthouse Inspector H. T. Mayo has issued a notice to mariners that, owing to damage to the tower at Point Arena (Cal.) light station, the first-order fixed white light was discontinued April 28. A lens lantern, showing a fixed white light, was temporarily established on May 2 on the outer gable of the fog signal structure, about 102 feet west northwest of the center of the tower and about seventy-five feet above mean high water.

The steamer M. S. Dollar, which was captured by the Japanese naval authorities nine months ago while she was atempting to run the blockade into Vladivostok, has been purchased from the Japanese by the Robert Dollar Steamship Company for cash. The steamer is to be renamed Stanley Dollar, succeeding the wrecked vessel of that name. Captain C. H. Cross, now on the Asiatic Coast, will have command of the vessel, which will bring a cargo of Oriental freight to San Francisco.

Taking advantage of the enormous demand for lumber in California and in foreign countries, some of the leading logging firms on the Columbia River have raised the price of logs from $8 to $10 a thousand feet. The effect may be that Portland mill men will operate their plants at only about half their capacity. Such a course, it is believed, would probably cut out a big part of the lumber which had been contracted for to send foreign and also seriously affect building operations in San Francisco.

Indications point to the probable loss of the huge log raft that was recently lost at sea off Crescent City, Or., by the steamer Francis H. Leggett. The schooner Vine, arriving at Eureka on May 12, reported that at a point twenty miles off Cape Mendocino she passed twenty or more loose piles drifting in a southerly direction. The whereabouts of the remaining thousands of logs are as yet unknown, but their presence will no doubt be soon reported. It is likely that the loose derelicts will in many instances become menaces off the Coast.

Mrs. Nanton, daughter of Lieutenant-Governor Sir Henry Joli de Lotbiniere, at Victoria, B. C., on May 1, christened the schooner Duchess of Bedford, which is to leave that port on May 15 on an Arctic exploring expedition, carrying notable American and Danish scientists, who will seek for undiscovered land and make geographical, ethnological and geological observations. Captain Mikkelsen and Ernest Leffingwell, of the University of Chicago, head the expedition, and Professors Stefansen, of Harvard, and Ditlevsen, of Copenhagen, are the other scientists to accompany the party. Stefansen will join the party at the mouth of the Mackenzie River, going overland to the rendezvous.

Men in need of medicine go to City Front Drug Store, No. 10 Mission St., near East, S. F.

Get your Spring Blood Cleanser at the City Front Drug Store, 10 Mission Street, opposite Sailors' Union Hall, San Francisco.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 9 Mission street, Room 3.

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AN OCEAN PALACE.

Every six months or so, a big new liner steams up the North River, to the west of New York City, and displays a great many flags; and the ferryboats and lighters whistle the conventional three-toot salutation, and the steward's band blares its brassiest as the leviathan—it is always a "leviathan"—works laboriously into her dock. Before noon, we may be sure, certain newspapers will come out with imaginative pen drawings of the "monster of the deep," supposedly reposing in Broadway at City Hall Park or standing upright on her twin screws beside the Park Row building. Then, for a morning or two, those of us who are so fortunate as to sleep in New Jersey will make it a point to step outside of our ferryboat cabin and stand among the baggage trucks and the coal wagons and try to pick out the new liner by her markings on her funnels, for your true sleeper in New Jersey, though he may not understand what David Belasco is so excited about, or who wrote "Prometheus Unbound," or why Arthur James Balfour resigned, is pretty sure to know that the Cunarders have red funnels with black tops, that the White Star funnels are buff with black tops, and that the American and the Red Star funnels are black and white.

Then, when we have made out the two buff funnels of the Amerika, which identify the latest new ship as the property of the Hamburg-American Line, we of New Jersey are likely to remain of a morning in the ferryboat cabin, and to bury our noses in the very respectable "New Jersey edition" of a very respectable New York newspaper. But the Amerika demands, and deserves, a closer look. She marks the goal of a shipbuilding contest in which close to half a dozen great lines have been long engaged. She is a movable hotel, in which four thousand persons can live in greater or less comfort (and some of it very great, indeed), during the seven or eight-day voyage from New York to Plymouth and Hamburg. Every known device which contributes to the comfort, the safety, the health and the recreation of ocean travelers may be found aboard this wonderful ship, and some devices which were never known before. The system of water-tight bulkheads has been brought to a point where it insures nearly absolute safety. The organization of the ship and the co-ordination of the different departments centre so completely on the bridge that the captain has the control of it all at his finger ends. She runs almost as closely on a track as does the Twentieth Century Limited. The navigating officer, by merely holding a receiver to his ear, can hear the under-water signals of the coast light-ships. The lookout communicates with the bridge, from his crow's nest on the foremast, through a "loud-speaking" telephone. Below decks there is a very humorous Swedish gymnasium, where you may lie on comfortable sofas and be vibrated and twisted and jolted by cunning electrical machinery, and where you may ride horses and camels whose varied motions closely approach versimilitude. There are electric light baths and a florist's shop and a ladies' hair dressing parlor and a children's room with charming colored panels from "Mother Goose" and Grimm's "Fairy Tales," and so on and on.—Samuel Merwin, in Success.

COAST SEAMEN'S JOURNAL

Published Weekly by
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Established in 1887

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Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, - - - - - MAY 16, 1906

UNION RULES REESTABLISHED.

The labor conditions of San Francisco have suffered from the general disorganization caused by the earthquake and fire. Except in the case of those workers in well-organized trades, whose means of livelihood were not destroyed, and who have consequently been enabled to maintain the previously-existing conditions, the wage and hour schedules of the trade-unions have been subjected to enforced suspension. The inevitable result is already apparent in the effort of employers, when resuming business, to secure labor upon terms lower than those prevailing prior to April 18. Naturally, this result is most apparent in the case of so-called unskilled labor, by reason of the two-fold fact that most of the labor now employed in the city is of that character, while the men so employed are precisely the most helpless against imposition. It is self-evident that much depends upon the direction of the tendency in labor conditions established at the present time, whether upward or downward. It is equally clear that, as between these tendencies, the latter is likely to prove most harmful to the city's future prosperity, since the establishment of a low status of labor is certain to proportionately determine the status of the community at large, not only in material, but also in mental and moral respects. The status of the old San Francisco was high by virtue, primarily, of the fact that its labor was free, a fact which, in turn, was due to the early opportunities of independent livelihood afforded the people of that city. The first duty of the present moment is to so arrange the labor conditions of the future as to conserve the freedom of the workers. In the furtherance of this object the most immediate consideration is that of wages and hours of labor.

In view of the attempts of certain employers, particularly contractors engaged in clearing debris, to establish a low scale of wages, the Committee of Forty recently adopted a resolution setting forth its views on this question. The resolution reads as follows:

Resolved, That it is the sense of this Committee that the prevailing rate of wages for public and private employment at ordinary and unskilled labor in the city of San Francisco shall be, until further notice, $2.50 for a nine-hour day, instead of $2.50 for an eight-hour day, and all contractors and employers are hereby requested to estimate and fix wages for ordinary and unskilled labor at that rate.

This resolution was adopted as a result of the attempt to establish wages at the rate of $2.25 for a nine-hour day, so that, in substance, the wage rate advised by the Committee of Forty is an advance of 25 cents per day over the rate sought to be established by the contractors. The reference in the resolution to the hours of labor on public work is presumably an oversight, since both the city Charter and the State law distinctly provide that eight hours shall constitute a day's work in public employment. Of course, neither the Committee of Forty nor any other similar body has power to alter the law in this respect. Further, it is not advisable that the Eight-Hour law should be altered; on the contrary, every consideration of present and future welfare requires that that law shall be maintained and enforced with even more strictness than ever before. With this understanding of the situation the San Francisco Labor Council, at its last meeting, held on May 11, adopted a set of resolutions, as follows:

Whereas, Reliable information has been received that certain employers of labor in this city are reducing the wages and lengthening the hours of labor in some of the trades and callings affiliated with this Council; therefore, be it

Resolved, That it is the sense of the San Francisco Labor Council that all labor performed in any of the trades and callings represented in this Council should be performed under the same conditions, as far as hours and wages are concerned, as existed prior to April 18, 1906; further

Resolved, That the Charter provision that eight hours shall constitute a day's work on all work performed by the city and county of San Francisco, or by any one on its behalf, should be strictly observed; further

Resolved, That on work which is urgent two shifts may be employed.

In brief, these resolutions declare for the status quo ante—for the reestablishment and maintenance of the labor conditions existing prior to April 18. The circumstances which justified, and indeed necessitated, the temporary suspension of union rules immediately following the disaster, no longer exist. At any rate, such questions of relief as remain to be considered are being dealt with in a systematic manner involving no need of sacrifice on the part of the workers. To repeat: The imperative need of the moment is the reestablishment of the previously-existing labor conditions. These conditions were none too high; to reduce them now or in the future would be to retard the period of complete regeneration, and probably to forever destroy the hope of a return to the comparatively free conditions of labor existing in San Francisco prior to the destruction of the city. "Economy" is a good watchword in the present circumstances, but care must be taken that it be not applied wrongly. Economy practiced at the expense of labor is the greatest extravagance. Better economize at the bung of capital than at the spigot of labor. Every citizen who would aid in resurrecting San Francisco from her ruins should lend his energies to the maintenance of stable and just conditions of labor, and oppose everything savoring of demoralization in these conditions, since upon these conditions more than upon anything else, depends the realization of all hopes for the future of that city and her people.

When San Francisco ceases to be a "dry" town a considerable number of Brewery Workmen will be re-employed. In taking advantage of the long-deferred joy the patrons of the amber product should not fail to insist upon the red label of the Brewery Workmen's Union. Just demand the same old label!

PRINCIPLES OF EXCLUSION.

The Japanese and Korean Exclusion League, of San Francisco, at its regular monthly meeting on May 6, adopted a Constitution, under which the League will henceforth be governed. In drafting the Constitution the League had the advantage of a year's practical experience, and it may therefore be assumed that that document will prove well adapted to the success of the work in hand. In the preamble to the Constitution the principles upon which the League is founded are set forth, as follows:

Two unassimilable races can not exist perpetually in the same territory. Contact between such races results in the extermination of that one which, by reason of its characteristics, physical or mental, is least adapted to the conditions of life prevailing in the given territory.

The conditions of life are, in the last analysis, determined by the conditions of labor. Consequently, the question of adaptability, as between two unassimilable races, must be resolved in favor of that race the characteristics of which most nearly conform to the conditions of labor.

The labor of to-day in the United States is a machine, as distinguished from a manual, process. That race, therefore, which by its nature is best suited to complement the machine, as the essential factor of production, is in that respect the superior race, and therefore best adapted to the conditions of American industrial life.

The Caucasian and Mongolian races are unassimilable. Contact between these races must result, under the conditions of industrial life obtaining in the United States, in injury to the former, proportioned to the extent to which such contact prevails. The preservation of the Caucasian race upon American soil, and particularly upon the Western shore thereof, necessitates the adoption of all possible measures to prevent or minimize the immigration of Mongolians to the United States.

With these principles and purposes in view, we have formed the Japanese and Korean Exclusion League, and we urgently invite the active co-operation of all American citizens, to the end that the soil of the United States may be preserved to the American people of the present and all future generations, that they may attain the highest possible moral and material standards, and that they may maintain a society in keeping with the highest ideals of freedom and self-government.

Of course, there are, and doubtless will continue to be, many persons who disapprove of the Exclusion movement in general, upon one ground or another. It is believed, however, that the principles here set forth will stand the most critical analysis. These principles being sound, the opposition to Exclusion, based upon superficial or incidental grounds, must ultimately give way before the great issue of race preservation. The Exclusion movement, as it affects all classes of Mongolians, is based not upon any feeling of personal prejudice, but upon biological and historical truth. That movement must prevail if the Caucasian race is to continue predominant upon the American continent.

The League, although somewhat crippled by the loss of its records, has determined to continue its work with greater energy than before. Fortunately the work of the League was sufficiently well advanced before the disaster of April 18 to make the task of resumption comparatively easy. Headquarters have been established at 800 McAllister street, San Francisco, where Secretary-Treasurer Yoell may be found during business hours. The need of the League is now greater than ever, and it is confidently believed that the situation will be met by greater individual activity and more general co-operation on the part of the affiliated organizations and all public-spirited bodies.

Show your symapthy for the Garment Workers, Cigarmakers, Printers and other label crafts burned out in San Francisco by demanding the labels of these crafts when making purchases in the respective lines.

Judge Dunne decided yesterday to send John Condon to the Alaska fisheries, as punishment for an offense technically known as an assault to commit robbery. Henry Sheehan, Condon's companion in crime, may be sent also.

The foregoing is a recent San Francisco press item, clipped from among the other "unconsidered trifles" of the day. The subject is one to which this paper has frequently called attention, and against which it will continue to protest until one of two things happens, namely, the abolition of the practice of sending criminals to sea instead of to prison, or the abolition of the JOURNAL. The judges who extend clemency of the kind in question may be commendable as judges, but they are distinctly otherwise as "seamen's friends." These judges are, in fact, doing more than any other factor to further humiliate the seafaring craft and make it a thing to be despised by honest men and boys. A certain philosopher has remarked that to send a man to sea is to make a worse use of him than to hang him. A little of this philosophy would be a good thing in these days of ill-advised clemency to the criminally-inclined. The seafaring craft must either be kept free from the taint of criminality or it must be abandoned entirely to actual or prospective jailbirds.

The Sailors' Union of the Pacific, at its regular weekly meeting on the 14th inst., decided to renew its request to the shipowners for an increase of wages. As noted in these columns two weeks ago, this request had already been denied, and the Union had determined to enforce the new scale, when recent happenings caused the postponement of further action. Conditions in the shipping industry having resumed the normal, it is now hoped that the shipowners will reconsider their former decision, so that business may be carried on without any possible interruption or friction. In the present state of things in the coastwise trade, it is inevitable that shipping will be more or less hampered unless arrangements satisfactory to shipowners and seamen be arrived at. It is advisable, too, that such arrangements should be made upon an enduring basis, in order to insure stability.

Secretary Furuseth, of the Sailors' Union of the Pacific, returned to San Francisco last week, after a long stay at Washington, D. C., where he represented the International Seamen's Union of America in the effort to secure legislation on behalf of that craft. Comrade Furuseth reports that the legislative prospects of the seamen are fairly good, although it will be impossible to determine the actual results until after the adjournment of Congress. A full report of the work accomplished will be published in the JOURNAL at an early date.

The San Francisco Examiner, of last Sunday, issued a bird's-eye photograph of the ruins of the city. The picture is a good one, so far as it goes, but it goes only one-fourth of the distance; that is, it shows only that proportion of the ruins. As we have already remarked, these ruins can't be described in words nor conceived in imagination; they can't even be photographed. They must be seen to be believed, and even then one must pinch oneself to make sure that it isn't all a horrible dream.

If San Francisco ever becomes "greater and grander" than before, it will not be by virtue of higher buildings and broader streets, but by virtue of better conditions for labor.

NO PROPERTY RIGHTS IN MAN.

Continued from Page 2.

our judges appointed for life to be used by the strong against the weak? The English gave it to their judges to use in the interest of landed proprietors against the raise of wages caused by the black death. Thorold Rodgers in his "Six Centuries of Work and Wages" has told us the result.

Why can you not trust the judges somebody asks? We do trust them. They are to use this power to stop strikes. When they have to choose between giving the award in favor of the employer who seeks to reduce wages or to have him stop, as he threatens, the business which gives employment to thousands, and thereby throw them out of work, his very humanity, as he feels it, will decide the award. It will be downward, downward, and downward, as under the law of the quarter-sessions. It is said that this bill has the endorsement of the President. That can not be. If he understands this bill and then gives to it his endorsement, he is an enemy to honest labor struggling under adverse conditions for a better life—nay, he would be an enemy to human liberty. We would not believe —will not believe it.

In the labor movement, as well as in all walks of life, there are differences of opinion; divergent perspectives.

Organized labor demands an anti-injunction law that will absolutely limit the power of judges when they deal with controversies growing out of labor questions—not a law that will be used as a compulsory arbitration act.

We don't want H. R. 9328.

We do want an effective anti-injunction law.

A. F. OF L. APPEAL FOR AID.

American Federation of Labor.

Washington, D. C., April 24, 1906.

To all organized labor of America: You are fully aware of the distracting calamity which has befallen our brothers and sisters of San Francisco and vicinity. It beggars description. It is more heartrending than we can concieve. We are all appalled at the great loss and suffering, and our sympathy must take practical form. While the immediate needs to barely sustain life have been supplied, yet in the days and weeks and months to come untold suffering and privation will be endured unless the means are at hand to obviate and avoid them. Even under the most favorable circumstances life in stricken San Francisco and vicinity will be most difficult to endure for some time to come.

To assauge and alleviate to the fullest the loss and suffering of our brothers and sisters of the stricken localities and to help them in the effort to rehabilitate themselves, their children and other dependents, the union members, the country over, must help generously and promptly.

Having these facts in mind, the Executive Council of the American Federation of Labor appeals to all members of organized labor of America to devote one day's wages, and that the same be paid to the secretaries of the local unions or lodges; by them forwarded to the headquarters of their respective International officers and through the latter transmitted to California.

Local unions affiliated to the American Federation of Labor direct (and others which care to) should forward the day's pay of their members to Frank Morrison, Secretary, 423-425 G Street Northwest, Washington, D. C.

ACT AT ONCE.

Fraternally yours,

SAMUEL GOMPERS, President.

By order of the Executive Council of the American Federation of Labor.

Attest:

FRANK MORRISON, Secretary.

With this issue the JOURNAL returns to its usual size, besides being improved in typographical appearance. The JOURNAL is the first of the local press to accomplish the Phenix act, for which we are sincerely grateful to the printer and pressman.

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, May 14, 1906.

Regular weekly meeting was called to order in the Sailors' Home at 3 p. m., A. Furuseth presiding. Secretary reported shipping very good, and men scarce. Secretary Furuseth reported upon the situation on the Lakes and the Atlantic Coast, also upon the various bills before Congress. If arrangements can be made regarding light the regular weekly meetings will be held at 7:30 p. m. instead of 3 p. m.

E. ELLISON, Secretary pro tem.

Tacoma Agency, May 7, 1906.

No meeting; no quorum. Shipping fair; prospects good. Men very scarce.

H. L. PETTERSON, Agent.

3004 McCarver st. Tel. Main 808.

Seattle Agency, May 7, 1906.

Shipping good.

P. B. GILL, Agent.

1312 Western ave. P. O. Box 65. Tel. James 3031.

Port Townsend Agency, May 7, 1906.

No meeting; no quorum. Situation unchanged.

WM. THORBECK, Agent.

114 Quincy st. P. O. Box 48. Tel. 443.

Aberdeen Agency, May 7, 1906.

Shipping fair; men scarce.

WM. GOHL, Agent.

P. O. Box 334. Tel. 225.

Portland (Or.) Agency, May 7, 1906.

No meeting; no quorum. Shipping demium; prospects fair.

CHAS. BOCK, Agent.

40 Union ave. Tel. East 4912.

Eureka Agency, Apr. 30, 1906.

No meeting; no quorum. Situation unchanged.

C. SORENSEN, Agent.

222 C street. P. O. Box 327. Tel. Main 566.

San Pedro Agency, May 7, 1906.

Shipping and prospects medium.

HARRY OHLSEN, Agent.

P. O. Box 2380. Tel. Main 774.

Honolulu (H. T.) Agency, Apr. 16, 1906.

Shipping and prospects fair.

H. COLDIN, Agent.

821 Alakea st. Tel. Main 95.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, May 10, 1906.

No meeting; no quorum. Situation fair, not many men ashore.

EUGENE STEIDLE, Secretary.

Seattle (Wash.) Agency, May 3, 1906.

No meeting; no quorum. Shipping brisk.

LEONARD NORKGAUER, Agent.

San Pedro (Cal.) Agency, May 3, 1906.

Shipping fair. Nominating officers for the ensuing term.

CHAS. M. DAWSON, Agent.

Common sense demands that no attempt be made to minimize the effects of the earthquake in San Francisco, but that, on the contrary, these effects be frankly recognized. Only by the latter course can the future safety of the city and its people be safeguarded. The man who would ignore or belittle the primal cause of the destruction wrought on April 18 is guilty of criminal folly and should be given no place in the public counsels.

The article, "No Property Rights in Man," published in this issue, is an extension of the arguments previously made on the same subject by the same author. Comrade Furuseth is recognized as the leading authority on the Injunction question in the United States, and his latest presentation of that subject is a valuable addition to his work in that line. The article will amply repay a careful perusal by our readers.

When ordering printing of any kind, see to it that it bears the label of the Allied Printing Trades Council. The San Francisco fire destroyed all the labels in that city, but there are plenty more where these came from.

On the Great Lakes

(Contributed by the Lake Seamen's Unions)

THE KEARSARGE ACCIDENT.

The death of two officers and five enlisted men, the serious injury of a number of others, and the causing of much disagreeable criticism throughout the country—all this is the outcome of a peaceful afternoon of target practice on board the battle-ship Kearsarge. That somebody blundered is the consensus of opinion. Who it was the Navy Department is attempting to discover. The facts of the explosion, as given out in the official dispatch of Captain Winslow, of the Kearsarge, are as follows:

"On April 13, about 3:15 p. m., shortly after completion of target practice on the Kearsarge in the forward turret, while powder was going below, three sections of a 13-inch charge were ignited. Charge of powder in other lift just below and one section inside 13-inch remained intact. Cause not yet determined, accountability (sic). Matter is being investigated. Lieutenant Joseph W. Graeme, gun umpire, sent to the Maryland in a very critical state about 9 p. m. The following have since died: Lieutenant Hudgins, turret officer; Peter Norberg, gunner's mate; Theodore Naegely, seaman; Anton O. Thorson, ordinary seaman; Julius A. Koester, turret captain, first class; Ellis H. Athey, seaman. Following was dangerously injured by accident, recovery doubtful: W. King, seaman. Will bury dead at Guantanamo. Vessel uninjured."

Lieutenant Graeme, mentioned in the despatch as seriously injured, died the following day. The other young officer who was killed, Lieutenant Hudgins, was one of the wireless-telegraph experts of the navy.

Just two years before, to the day, thirty men were killed in a somewhat similar explosion on board the battle-ship Missouri. A comparison of the two disasters appears in the New York Tribune:

"Between the explosions on the Missouri and on the Kearsarge there are several points of difference. The earlier one began with the ignition of a charge in the open breech of a gun while it was being rammed home. The flash which resulted spread to the ammunition hoist, and then to the handling-room, intermediate between the turret and magazine. In the later instance fire gained access only to the three sections constituting a single charge which was in the ammunition hoist but was about to be sent below. How it was ignited is still a mystery; but it is certain that it was not due to a 'flare-back' from the gun itself. Mechanism which will prevent a repetition of that phenomenon has been in use since 1904. Besides, though it is suspected that a bit of unconsumed canvas from the open breech may have carried a spark to the powder, the first effect was observed outside, not inside the gun; for target practice had just been discontinued, whereas it was in progress at the time of the explosion on the Missouri."

Our navy has sustained greater loss of life in these two explosions than it did during the entire Spanish war, which is, according to the New York Evening Post, "a very sad, if not a discreditable record." That such an accident could occur, had all the ordinary precautions been taken, does not seem possible to the critics. Says the Rochester Democrat and Chronicle: "It is gratifying to know that this accident will receive a thorough investigation. It needs it."—Literary Digest.

CHANGES IN LIGHTS.

Announcement was made recently that a gas buoy, painted red and showing an intermittent light every twenty seconds, is being installed at the Grand Island Harbor entrance, Lake Superior, to mark the wreck of the steamer Manhattan, which went down during the storm of November 29 last. The wreck is on the western side of the eastern entrance to the harbor, about a mile from the lighthouse.

It was also announced that at the Grand Haven pierhead light station, Lake Michigan, a rear range light has been established for the guidance of navigators. The light is sixty-one feet above the mean Lake level, located on the south pier at the entrance to the harbor, and forms a range therewith for entering the harbor.

At the Detroit River light station, Lake Erie, a temporary change in the characteristics of the light has just gone into effect. The light, located at the mouth of the river, was a fixed white, but will for a time hereafter be a flashing white every five seconds. It is announced that the regular characteristic of the light will be restored as soon as practicable.

MARINE NOTES.

The Government will spend $150,000 in erecting a breakwater near the steel plant at Buffalo.

The Goodrich line has chartered the steamer Carrie Ryerson for the Muskegon-Pentwater route.

It is estimated that repairs on the sunken steamer, Zimmerman, in the Soo River, will cost $50,000 or more.

Steamers of the Great Lakes & St. Lawrence Transportation Company will trade to Buffalo instead of Montreal this season, according to advices from Montreal.

All grain unloading records were broken at Buffalo recently when 321,637 bushels of grain were taken out of the steamer Hoover & Mason in less than thirteen hours.

The White Lake Transportation Company, of Muskegon, has purchased ex-President Cleveland's steam yacht Ruth and will operate her in the excursion business on White Lake.

The steamer Petoskey has been chartered by Miles Barry for his Muskegon-Chicago route. She will be operated with the steamer Peerless. It is reported that Barry is also after two of the old Anchor line passenger steamers.

The steamer Charles Weston, building at the Bay City yards for the Tonawanda Transit Company, will be launched on May 19. She will be christened by Miss Mary Weston, daughter of Charles Weston, of Buffalo, N. Y. The Weston is 569 feet long, and is a sister ship to the William A. Rogers.

Navigation on the Erie Canal opened for the season on May 2 and thirty-two boats departed on that day, carrying 92,500 bushels of wheat, 203,450 bushels of oats and 40,000 bushels of barley consigned to eastern points. The opening rates are 4 cents on wheat, 2¾ cents on oats and 4⅛ cents on flaxseed to New York.

The loss to insurance companies and to vessel properties during 1906 bids fair to rival the tremendous losses of 1900. Although the 1906 losses appear to be from collisions and beaching, hardly a morning but a new fleet of boats are reported ashore in and about the Soo River. The channel appears to have about 12 inches less water than ever before.

The schooner W. O. Goodman, for many years in the Chicago lumber trade, has been sold by Mrs. Eliza T. Johnson to W. B. Price of Boston, Mass., and will be taken to the Atlantic to engage in the coastwise trade. The purchaser of the vessel is said to be looking for another vessel of the same class for that trade. The Goodman will take a lumber cargo down.

Three men were drowned at Owen Sound in the sinking of the tug Clipper, which recently sank about 100 yards from shore. Those lost are Captain McIntosh, of French River; Ed Flesher, of Cutler, and a man named Johnston, of Midland. A fourth man got ashore on a door. Flesher's body has been recovered. The tug belonged to the Spanish Boom Company, and sprung a leak off Bustards Islands.

Hackett & Company, of Quebec, have purchased the tug Florence and schooners Aberdeen, Ewen and Zapotec, to operate in the pulpwood trade from the Saguenay River and Cape Vincent, N. Y. The Aberdeen is at Port Huron, the Zapotec at Buffalo and the Ewen at Tonawanda. The schooners will be taken to the St. Lawrence by the Florence and she will tow them hereafter in the new trade. The tug has been operated in the wrecking business at Amherstburg.

Britannia is the name selected for the new steamer of the D., B. I. & W. Ferry Company, and J. E. Mullen, Detroit River representative of the Pittsburg Coal Company, wins the $10 gold piece and the season pass offered by the company for a name. The name Britannia was suggested a great many times, but Mr. Mullen was the first. This name was selected as a compliment to the company's Canadian patrons and also because it would sound well, as the new boat is a companion boat to the Columbia.

Sealed proposals for the sale of the lighthouse-tender Haze will soon be solicited by advertisement. Until the date of sale is fixed the vessel may be viewed at her slip, at the light-

house grounds at Buffalo. Conditions of sale will be announced later. The Haze is a wooden vessel and was first built for a yacht at Mystic, Ct. Later she was rebuilt for the Government service. Last season she was replaced in the lighthouse-tender work by the Crocus, an iron vessel, built especially for use in the district.

Notice is given that the Peshtigo Reef light vessel was established in about seventy-two feet of water, one-half mile southeast from Peshtigo Reef, on April 28. The vessel shows a fixed white lens lantern light from three lanterns encircling the foremasthead. The light is visible twelve miles in clear weather. During thick or foggy weather a fog bell is rung by hand. The vessel has two masts, schooner rigged, no bowsprit, and a black circular cagework day mark at the fore masthead. The hull is black with "Peshtigo Reef No. 77" in white on each side. The deckhouses are buff.

The United States steamer Visitor has located the wreck of the steamer Tasmania. She is lying three miles southwest by one-fourth south from the southeast shoal lightship and five-eights of a mile westerly from the course from Sandusky to southeast shoal. The masts stand within one foot of the surface and the master of the Visitor reports that there is a great deal of wreckage floating just under the surface. This makes it dangerous for boats to navigate in that neighborhood. The wreck is lying in Canadian waters, and until the return of Colonel Kingman from the South it will be impossible to say what will be done with her.

If there were no conditions to interrupt the coal movement to Fort William and Port Arthur this season, all records of receipts here would be broken. Since the opening of navigation fourteen cargoes, totaling 97,000 tons, had been received up to a recent date. The demands of the rapidly growing Canadian West have made it necessary for the Canadian Pacific to erect at Port Arthur a new 3,000-ton-a-day dock. More steel is expected to arrive than during any previous season. Before the close of navigation 300,000 tons of rails will be delivered to the Grand Trunk Pacific docks, 125,000 to the Canadian Pacific and 30,000 tons to the Canadian Northern.

The ore movement from the head of Lake Superior for the month of April was a record-breaker, 984,351 gross tons, as compared with 875,195 tons for April a year ago. The Duluth & Iron Range shipped 383,643 tons, as compared with 263,842 tons, and the Great Northern 210,000, as compared with 290,000 tons in the same period a year ago. The Great Northern did not ship as much as in April a year ago, but the total for the head of the Lakes docks—Two Harbors, Duluth and Superior—shows a large increase over a year ago. The Duluth, Missabe & Northern road delivered 55,000 tons of ore to its docks on April 30, which is a record movement for any ore road for any day in April.

The War Department, after an examination of the plans of the Lake Shore Railway for the improvement of the harbor of Ashtabula, declined to grant a permit for the work. The improvements projected are of the most extensive character and are made necessary by the continued development of Lake trade. Harvey D. Goulder therefore went to Washington this week and urged the War Department to approve the plans after certain modifications had been made. This has now been done and a permit extended to the railway company. The plans, as modified, contemplate leaving a 300-foot gap between the east arm of the Ashtabula breakwater and the end of the projected new docks. In addition, the railroad company agrees to extend the breakwater if it is found that the docks restrict the basin. Mr. Goulder secured an expression from the River and Harbor Committee favoring the contemplated improvements and this greatly influenced the War Department in granting the necessary permit.

The aggregate number of tons carried through the Sault Canal by the steamer Wolvin last year is the largest carried by any vessel through that gateway, according to the annual statistical report of Colonel C. E. L. B. Davis, United States engineer. Two of the notable individual trip records made were those of the steamer E. H. Gary, which took a cargo of 12,368 tons, and the barge John Smeaton, which carried one cargo of 9148 tons. The Wolvin's aggregate cargoes figured up to 174,410 tons during the season.

It is reported that Captain John McCarthy has purchased hotel property at Sandwich and will forsake the bridge to become a boniface. He is well known on the Lakes, having sailed for many years. Early in his career he was in the tug Swain. Last year he commanded the steamer Bay City, which will go to the Atlantic Coast before long.

INFORMATION WANTED.

Thos. J. Cullin, No. 7833, Hugh Galloway, No. 1207, A. Hagerty, No. 11979, and Andrew Hanson, who were part of the crew of the No. 105 in 1904, are wanted as witnesses, and will please communicate with the nearest agent of the Lake Seamen's Union.

William H. Fay is inquired for by his sister, Mrs. J. Lawson, 41 Princeton Place, Buffalo, N. Y. Gust, or Harry, Johnson is inquired for by his mother, Mrs. Selia Johnson, 1145 Milwaukee

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LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

121 and 123 North Desplaines Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, WIS.....133 Clinton Street
Telephone 240 South.

BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.

ASHTABULA HARBOR, O.....87 Bridge Street
Telephone 552.

CLEVELAND, O.....171 East River Street
Telephone Bell Main 1295.

TOLEDO, O.....719 Summit Street
Telephone Black 6981.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES.

DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3742.

ASHLAND, WIS.....515 East Second Street
Ashland Phone 1563.

SUPERIOR, WIS.....1721 North Third Street
Telephone, Old Phone, 4428 L.

BAY CITY, MICH.....919 North Water Street

OGDENSBURG, N. Y.....94 Hamilton Street

SUB-AGENCIES.

MANITOWOC, WIS.....809 South Eighth Street

ERIE, PA.....107 East Third Street
Telephone Bell 599 F.

CONNEAUT HARBOR, O.....922 Day Street

SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
Telephone 1944 South Chicago.

SANDUSKY, O.....1107 Adams Street

PORT HURON, MICH.....931 Military Street

HOSPITALS AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.

CHICAGO, ILL.; DETROIT, MICH.; CLEVELAND, O.

RELIEF STATIONS.

Ashtabula Harbor, O.
Buffalo, N. Y.
Duluth, Minn.
Erie, Pa.
Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Wis.
Houghton, Mich.
Ludington, Mich.
Manistee, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault Ste. Marie, Mich.
Sheboygan, Mich.
Sturgeon Bay, Wis.
Superior, Wis.
Toledo, O.

We Don't Patronize.

FOOD AND KINDRED PRODUCTS.

Bread—McKinney Bread Company, St. Louis, Mo.; National Biscuit Company, Chicago, Ill.
Cigars—Carl Upman, of New York City; Kerbs, Wertheim & Schiffer, of New York City; The Henry George and Tom Moore.
Flour—Washburn-Crosby Milling Co., Minneapolis, Minn; Kelley Milling Co., Kansas City, Mo.
Groceries—James Butler, New York City.
Meats—Kingan Packing Company, of Indianapolis, Ind.
Pipes—Wm. Demuth & Co., New York.
Tobacco—American and Continental Tobacco Companies.

CLOTHING.

Buttons—Davenport Pearl Button Company, Davenport, Iowa; Krementz & Co., Newark, N. J.
Clothing—N. Snellenberg & Co., Philadelphia, Pa.; Clothiers' Exchange, Rochester, N. Y.; Strawbridge & Clothier, Philadelphia, Pa.; Blauner Bros., New York.
Corsets—Chicago Corset Company, manufacturers Kabo and La Marguerite Corsets.
Gloves—J. H. Cownie Glove Co., Des Moines, Iowa; California Glove Co., Napa, Cal.
Hats—J. B. Stetson Company, Philadelphia, Pa.; E. M. Knox Company, Brooklyn, N. Y.
Shirts and Collars—United Shirt and Collar Company, Troy, N. Y.; Van Zandt, Jacobs & Co., Troy, N. Y.; Cluett, Peabody & Co., Troy, N. Y.; James R. Kaiser, New York City.
Shoes—Harney Bros., Lynn, Mass.; J. E. Tilt Shoe Co., Chicago, Ill.
Suspenders—Russell Mfg. Co., Middletown, Conn.
Textile—Merrimac Manufacturing Co. (printed goods), Lowell, Mas.
Underwear—Oneita Knitting Mills, Utica, N. Y.
Woolens—Hartford Carpet Co., Thompsonville, Conn.; J. Capps & Son, Jacksonville, Ill.

PRINTING AND PUBLICATIONS.

Bookbinders—Geo. M. Hill Co., Chicago, Ill.; Boorum & Pease Co., Brooklyn, N. Y.
Printing—Hudson, Kimberly & Co., printers, of Kansas City, Mo.; W. B. Conkey Co., publishers, Hammond, Ind.; Times, Los Angeles, Cal.; Philadelphia Inquirer.

POTTERY, GLASS, STONE AND CEMENT.

Pottery and Brick—J. B. Owens Pottery Co., of Zanesville, Ohio; Northwestern Terra Cotta Co., of Chicago, Ill.; C. W. Stine Pottery Co., White Cottage, Ohio; Harbison-Walker Refractory Co., Pittsburg, Pa.; Utica Hydraulic Cement and Utica Cement Mfg. Co., Utica, Ill.; Corning Brick, Tile and Terra Cotta Company, Corning, N. Y.

MACHINERY AND BUILDING.

Carriage and Wagon Builders—S. R. Baily & Co., Amesbury, Mass.; Hassett & Hodge, Amesbury, Mass.; Carr, Prescott & Co., Amesbury, Mass.
General Hardware—Landers, Frary & Clark, Aetna Company, New Britain, Conn.; Kelsey Furnace Company, Syracuse, N. Y.; Brown & Sharpe Tool Company, Providence, R. I.; John Russell Cutlery Company, Turners Falls, Mass.; Atlas Tack Company, Fairhaven, Mass.; Henry Disston & Co., Philadelphia, Pa.; American Hardware Co. (Russell & Erwin Co. and P. & F. Corbin Co.), New Britain, Conn.; Merritt & Company, Philadelphia, Pa.
Iron and Steel—Illinois Iron and Bolt Company, of Carpentersville, Ill.; Carborundum Company, Niagara Falls, N. Y.; Casey & Hedges, Chattanooga, Tenn.; Gurney Foundry Company, Toronto, Ont.; Sattley Manufacturing Company, Springfield, O.; Page Needle Company, Franklin, N. H.; American Circular Loom Company, New Orange, N. J.; Payne Engine Company, Elmira, N. Y.; Lincoln Iron Works (F. R. Patch Manufacturing Company), Rutland, Vt.; Erie City Iron Works, Erie, Pa.; David Maydole Hammer Co., Norwich, N. Y.; Singer Sewing Machine Co., Elizabeth, N. J.; National Elevator and Machine Company, Honesdale, Pa.; Pittsburg Expanded Metal Co., Pittsburg, Pa.; Peckham Manufacturing Company, Kingston, N. Y.; American Hoist and Derrick Co., St. Paul, Minn.; American Iron & Steel Company, Lebanon and Reading, Pa.
Iron, Architectural—Geo. L. Meskir, Evansville, Ind.
Stoves—Germer Stove Company, Erie, Pa.; "Radiant Home" Stoves, Ranges, and Hot Air Blast, Erie, Pa.; Wrought Iron Range Co., St. Louis, Mo.

WOOD AND FURNITURE.

Bags—Gulf Bag Company, New Orleans, La., branch Bemis Brothers, St. Louis, Mo.; H. B. Wiggins' Sons Co., Bloomfield, N. J.
Baskets—Williams Manufacturing Company, Northampton, Mass.
Brooms and Dusters—The Lee Broom and Duster Company, of Davenport, Iowa; M. Goeller's Sons, Circleville, Ohio; Merkle-Wiley Broom Co., Paris Ill.
Carriages—Crane, Breed & Co., Cincinnati, Ohio.
Cooperage—Northwestern Cooperage and Lumber Company (otherwise known as the Buckeye Stave Company), of Ohio, Michigan, and Wisconsin; Elgin Butter Tub Company, Elgin, Ill.; Williams Coperage Company and Palmer Manufacturing Company, of Poplar Bluff, Mo.
China—Wick China Company, Kittanning, Pa.
Furniture—American Billiard Table Company, Cincinnati, Ohio; Brumby Chair Company, Marietta, Ga.; O. Wisner Piano Company, Brooklyn, N. Y.; Kreli Piano Company, Cincinnati, Ohio; N. Drucker & Co., Cincinnati, Ohio; St. Johns Table Company, St. Johns, Mich.; Grand Rapids Furniture Manufacturing Association, Grand Rapids, Mich.; Derby Desk Co., Boston, Mass.
Gold Leaf—W. H. Kemp Company, New York, N. Y.; Andrew Reeves, Chicago, Ill.; George Reeves, Cape May, N. J.; Hastings Company, Philadelphia, Pa.; Henry Ayers, Philadelphia, Pa.
Lumber—Trinity County Lumber Company, Groveton, Texas; Reinle Bros. & Solomon, Baltimore, Md.; Himmelberger Harrison Lumber Company, Morehouse, Mo.; Union Lumber Company, Fort Bragg, Cal.; St. Paul and Tacoma Lumber Company, Tacoma, Wash.; Gray's Harbor Commercial Co., Cosmopolis, Wash.; Far West Lumber Company, Tacoma, Wash.
Leather—Kullman, Salz & Co., Benicia, Cal.; A. B. Patrick & Co., San Francisco, Cal.; Lerch Bros., Baltimore, Md.
Paper Boxes—E. N. Rowell & Co., Batavia, N. Y.; J. N. Roberts & Co., Metropolis, Ill.
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LABRADOR A PEACEFUL LAND.

Sir William MacGregor, Governor of Newfoundland, of which Province Labrador is a dependency, has recently issued a report of a scientific and official visit which he made to that remote seaboard last summer, and among other aspects of the subject he treats especially of the absence of crime in that region.

Labrador, Sir William says, has a resident population of 10,000, of whom 3,500 are white, settled along its south coast. Many of the Indians are half-breeds, and there are 3,000 Eskimos scattered along the northern water front. In addition it is visited each summer by some 20,000 Newfoundlanders, who engage in fishing, which is the chief pursuit of these people. Yet there is no court nor jail, magistrate nor policeman, nor any other officer of the law on this 1,000 miles of seaboard, where all these people are wresting a subsistence from the ocean. For thirty-three years there has been no session of court held, and in fifty years the only criminal charge which is recorded is that against an Eskimo whose jealousy was aroused against a rival in his wife's affection, and who shot the man as he walked with her. Forty years ago there was a circuit court sent there every summer, but as it found nothing to do it was abolished. In the past Labrador was a famous pirate stronghold and required a French squadron to reduce it. Unusual attention has been called to Labrador within the last year, and this may lead to a change. When any serious charge is made now a magistrate is sent from Newfoundland to attend to it.

GOLD OF ALASKA AND AUSTRALIA.

The Alaska Club, of Seattle, Wash., a recognized authority on the subject, estimates that the gold output of Alaska for the year 1906 will exceed $24,000,000 and that of Dawson and Yukon territory at $8,000,000 more, making a grand total of $32,140,000, or an excess of $8,200,000 over the yield for 1905. The annual output of Dawson and Yukon does not vary much from year to year, the increase being in Alaska proper.

The increase in the gold supply has a bearing on prices and interest rates. G. B. Roberts, Director of the Mint, estimates that for the next twenty years the gold production of the world will average $400,000,000, making a total of $8,000,000,000. Allowing for an absorption of 25 per cent for use in the arts and sciences there will remain $6,000,000,000 of new gold accumulated within the next twenty years, which will more than double the world's present stock and make a grand total of nearly $12,000,000,000.

Preliminary records of the gold yield of Australia for 1905 place it at $88,000,000. Up to 1903 the gold yield of Australia increased rapidly, but it has since been somewhat reduced, the falling off last year as compared with 1903 amounted to $3,500,000.

GERMANY'S DRINK BILL.

According to published statistics each inhabitant of Germany consumed yearly, during 1900-1904, 6½ quarts of wine, 129½ quarts of beer, and 9 quarts of brandy. The per capita cost was $11.20, including children and women. The average for male citizens over 15 years would be $37.36. For a population of 60,000,000 persons the liquor expenditure figures out at $672,588,000. For public schools the Empire spent, in 1904, the sum of $99,722,000; for working people's insurance, $104,244,000, and for the army and navy, $203,847,000. All these great public enterprises cost the German nation less than two-thirds of their alcoholic drink bill.

LABOR IN GERMANY.

More and more are the industrial laborers and operatives of Germany becoming firmly organized into unions. The largest body is that of the so-called "Free Labor Union," chiefly consisting of social-democrats, and numbering 887,698 members on January 1, 1904. The "Hirsch-Dunker" labor unions embrace 110,215 members. The "organized" Christian labor unions contained 100,053 members, while the "independent" Christian labor unions numbered 68,724 members. These organizations collected in annual dues more than $4,285,000, and had accumulated funds to the extent of over $4,000,000.

One problem brought before the national legislature is that of granting to these vast bodies some form of corporate existence. Not that the common-law rules governing voluntary associations do not substantially obtain here, but there is an unpleasant personal liability attached to all membership in these unincorporated societies, and the organizations at present lack the power of acquiring realty, of holding mortgages on real estate, or of instituting and defending actions in the name of the associations. On the other hand, almost any form of legal entity accomplished by any act of incorporation would be accomplished by the danger of governmental supervision, the control of its corporate acts, and liability in case of damage traceable to the declaration of strikes, etc. Apprently some form of legal existence will be granted the unions if only they can unite upon a plan satisfactory to them all. Germany has gone so far in conceiving legislation in sociological directions that it will hardly balk at this additional step.

Another of the demands which form the subject of agitation is aimed at the reduction of hours of labor, especially for female operatives. A large number of the female operatives are mothers.

One of the saddest impressions gathered in a tour of the industrial districts is caused by the abnormal number of crippled and emaciated children. Rachitis has done its deadly work everywhere. Malformations constantly meet the eye in daily walks, and nowhere is the dreadful affliction of hip dislocation so prevalent as here. Authorities do not fully agree as to the true causes of this deplorable condition, but so much is assured, that any child whose mother spends eleven hours of each week day at machine work, both before and after its birth, is seriously handicapped in its chances for the development of a healthy physique. Neither are conditions in that respect improved by the fact that in this district at least some 30 per cent of births are illegitimate.

The German Government has given permission to import provisionally 2,000 Chinese for employment in railway construction in German East Africa. The first steps have already been taken, but from six to eight months must elapse before the first transport can arrive at Dar-as-Salaam.

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JAPAN'S MERCHANT MARINE.

The year 1905 was to the Mitsu Bishi Dockyard and Engine Works at Nagasaki very prosperous, the increased work in building and docking of ships necessitating extension of facilities of the plant and the employment of over 7,000 workmen daily throughout the year. The dock can easily accommodate the largest of war and merchant vessels, and for their increasing business at their branch at Kobe a floating dock was built and launched as an entirety and towed to that port. The contracts made during the year for the building of merchant vessels include two ships each of 13,500 tons gross for the Toyo Kisen Kaisha, to run on their San Francisco-Hongkong line, which will be fitted with turbine engines.

This company retains a buyer in London and another in Glasgow, who make, occasionally, visits to the United States, but when giving orders, even for American goods, place them in Great Britain. The Mitsu Bishi Dockyard and Engine Works are the most extensive and notable works of this character in Asia. They are thoroughly progressive and up-to-date. Included in the work of construction during 1905 was that of six steel steamships, with a gross aggregate tonnage of 13,989 tons and 14,193 horsepower. The work in hand at the end of the year consisted of eight steel vessels, with a total gross tonnage of 40,949 tons, exclusive of vessels for the Japanese navy.

CANADA'S FISHERIES.

The annual report of the fisheries branch of the Department of Marine and Fisheries, of Canada, which has just been issued, contains merely a very general reference to the fisheries of the past season, the returns from which promise to equal, if not exceed, the highest aggregate in the history of the industry. The total value of the fish products of Canada in 1904 was $23,516,0000. With one exception, in 1901, when a phenomenal catch of salmon in British Columbia swelled the total value of that year's fisheries beyond $25,000,000, this is the largest aggregate on record.

The following statement shows the values of the principal commercial fish (above $100,000) for the year 1904: Salmon, $3,869,545; lobsters, $3,691,151; cod, $3,643,654; herring, $2,156,489; whitefish, $1,058,812; sardines, $790,441; halibut, $784,564; trout, $782,140; mackerel, $750,397; haddock, $638,937; pickerel, $638,567; smelts, $447,579; hake, $363,134; pike, $252,853.

From the year 1869 to 1004, both inclusive, the five principal food fishes have yielded the following values: Cod, $132,622,167; salmon, $81,943,517; lobsters, $75,961,628; herring, $70,262,084; mackerel, $45,089,021.

During 1904 no less than 77,345 men were engaged in the Canadian fisheries, not including the numerous employes in the lobster industry.

RUBBER PRODUCTION.

It is estimated by two French experts, MM. Brenier and Claverie, that the total annual production of rubber throughout the world is 57,000 tons. Of this total 55 per cent came from South America and Africa. The French possessions on the west coast of Africa produce 7,000 tons, and the French Kongo 3,000 tons, while the output of the Belgian Kongo does not exceed 6,000 tons. The consumption of rubber by the principal countries of the world in 1904 was as follows: The United States, 26,470 tons; Germany, 12,800 tons; Great Britain, 10,000 tons; France, 4,130 tons; Austria-Hungary, 1,320 tons; Holland, 1,218 tons; Belgium, 748 tons; and Italy 588 tons.

The exports from Brazil for 1905 amounted to $209,000,000, an increase of over $17,000,000 over 1904. The clearances of coffee were 796,068 bags more than for 1904, but 2,106,635 bags less than for 1903. The rubber shipments from Brazil for the year 1905 were valued at $64,588,406, the average price per long ton being $2,044 for the 31,600 tons exported. The rubber exports and per ton value have both been steadily advancing since 1902, when they amounted to $34,186,564 and $1,241 respectively.

YUKON RIVER IMPROVEMENTS.

From being a "graveyard of navigators" the Upper Yukon River has become practically as safe as a canal. During the open season steamers, barges, scows, canoes in great numbers ply its waters, and accidents of any description are extremely rare. The Yukon River forms a convenient highway through the central portions of the great Northwest. Its traffic is divided between the White Pass and Yukon route (railroad and steamers) from Skagway to Dawson, and the American route from Seattle to Dawson via St. Michael. Generally speaking, Yukon Territory and the Forty Mile district in Alaska are served by the Canadian route, while the American route supplies the wants of the lower river points, including the Tanana, Koyukuk, and Rampart mining districts. Fairbanks alone, during the present winter, required as large stores of provisions as Dawson.

In its solicitude for the welfare of Yukon Territory the Canadian Government has annually voted grants, not only for the construction and maintenance of roads and trails—about $200,000 for the fiscal year ending June 30, 1905, or $1,386,400 altogether from 1899 to January 21, 1906—but also for the improvement of the Yukon River and its tributaries. The programme for the current year provides for an expenditure of $15,000 to be distributed as follows: $8,000 for rock blasting at Hell's Gate, $1,500 for the Fortymile River, $3,000 for the upper Yukon reaches, including Thirtymile River, and $4,000 not yet placed. Since the opening up of the country, a few years ago, Canada has appropriated about $175,000 for Yukon River improvements. On the American side of the line, in Alaska, improvements have not even started. The Yukon Flats are still there to endanger and retard American shipping, and so are the obstructions at the mouth of the Yukon, which were fully described and explained to the Senatorial subcommittee which personally, in 1903, investigated conditions in Alaska. It should be thoroughly understood, in this relation, that transportation is the chief problem in this wonderful northland. It is the paramount question in the development of Alaska.

Strong measures against tuberculosis have been taken by the local government board of Scotland. It is put in the class of infectious diseases, and a campaign of disinfection is inaugurated.

HARBOR OF HAVRE.

Havre is the most important port of France in regard to commercial relations with the United States, more than 70 per cent of the trade between the two countries passing through that city. The total trade of Havre for the calendar year 1905 aggregated $404,326,315, viz: Imports, $240,615,802; exports, $163,710,,513. The imports of merchandise from the United States amounted to 377,480 tons, of which cotton represented 146,022 tons; cereals, 30,712 tons; copper, 37,867 tons; cabinet wood, 29,057 tons; oil cake, 14,434 tons, and mineral oil, 11,957 tons. The quantity of goods exported from Havre to the United States was 42,795 tons. The principal articles of export to the United States were: Millinery goods, 5,995 tons; copper, 2,695 tons; skins, 2,964 tons; glassware and pottery, 3,961 tons, and dyewood extracts, 2,402 tons.

Havre is the largest coffee market of the world, the imports in 1904 reaching 109,989 tons. The total amount of cotton imported into Havre was 157,986 tons; dyewoods, 75,649 tons; cereals, 68,453 tons; lard, 1,168 tons; pork, 724 tons; and coal, 735,140 tons. The importation of hides into Havre numbered 1,104,578, of which Argentina furnished 304,588 and Brazil 283,000. The United States' share was 47,824. The imports of dried and evaporated fruits were 134,402 tons. The market at the close of the year was greatly overstocked, there being on hand 2,204,500 pounds of dried fruits.

The dispute between foreign and Chinese governmental interests in Fukien Province over a monopoly of the camphor business of the province granted a Japanese company in 1903 has finally been ended by the payment to the company of a considerable sum of money by the Provincial government. The trade in camphor in the Province is again open to the world ,and, while there is no great boom in the business, it is probable there will be a revival in the camphor-making industry in the southern portion of the Province at once.

Some years ago the German Government spent a large sum of money in building extensive stone docks at Strassburg, but on account of the Rhine not being navigable more than eight months in the year, the hopes of the place becoming an extensive shipping point were not realized. It is proposed now to deepen the channel of the river so as to permit navigation the entire year, the city of Strassburg contributing $238,000 as its share of the expenses.

The threatened exclusion of the Chinese from the Transvaal by the British Government, which has already stopped any further importation of them, opens the door to Indian immigration into that colony. There were negotiations in progress for Indian laborers before the Chinese were imported, but Lord Curzon insisted on greater rights for the Indian than were accorded the Chinese and that resulted in breaking off the negotiations.

The Brazilian Government has appropriated $80,000 for carrying out surveys and other works in order to develop the coal mines of that country. The matter is in charge of the Ministry of Industry, Ways of Communication, and Public Works, at Rio Janeiro.

NEWS FROM ABROAD.

The Turkish troops have evacuated Tabah, Egypt, in compliance with the demand of the British Government.

Count Witte has been appointed a member of the new Council of the Empire, the upper house of the Russian Parliament.

The Irish Parliamentary party has decided to vote against the Government on the second reading of the Education bill.

During the recent voyage of the steamer Faulk from India to Suva, Fiji Islands, 124 coolies were taken sick with cholera and sixty-one died.

The statue of Benjamin Franklin presented to the city of Paris by John H. Harjes, the American banker, was recently unveiled with elaborate ceremonies.

The first Russian Parliament was opened with great ceremony at St. Petersburg on May 10. The Czar was present and delivered a conciliatory speech.

The authorities have ordered released from Warsaw prison all petty political offenders, and the abrogation of martial law in Russian Poland is expected next week.

In a dispatch from Tokio to the London Daily Telegraph it is asserted that China is about to spring a coup d'etat with regard to the organization of all the railways in the Empire.

The Russian battleship John Slatout (St. John of the Golden Voice) was launched at Sebastopol on May 13, in the presence of Vice-Admiral Chouknin, commander of the Black Sea fleet.

Sidi Mohammed, Bey of Tunis, died on May 11 at his summer palace, of complicated hemphlegia, from which he had been a sufferer since 1904. His cousin, Mohammed El Nasr, succeeds him.

Eight Army officers have been tried by court-martial and dismissed from the service because they congratulated the editor of a Belgrade newspaper upon his anti-regicide campaign.

The first break in the new British Cabinet is imminent through the appointment of Attorney-General Sir John Lawson Walton as Lord of Appeals in ordinary, in succession to Lord McNaughton.

Natalian troops under Major Murray Smith have had a brush with the Kulas tribe in the Helpmaker district. The rebels were badly beaten, thirty of them being killed. The Natalians suffered no losses.

It is semi-officially stated that the Japanese Government has adopted a wireless telegraph system as the result of a special investigation since 1900, which is unique and totally different from other systems.

The extradition covering the convention between the British Government and the United States for the inclusion of bribery among extraditable crimes passed its second reading in the House of Lords Friday.

The British budget shows a surplus of $17,333,000. The duties on tea and stripped tobacco are to be reduced by 2 cents and the export coal duty will be abolished. A surplus of $13,350,000 is estimated for 1906-7.

Senator Baron D'Estournelle d'Constant has written to the French Minister of Marine announcing that he intends to question the Government on the reopening of the Senate concerning the attitude of France toward the proposal to limit naval armaments.

A bomb was thrown at the carriage of Vice-Admiral Doubassoff, Governor-General of Moscow, as he was being driven to the palace on May 6. He was wounded in the foot and his aide de camp and a sentry were killed. The man who threw the bomb was also killed. He wore an officer's uniform.

The Viceroy of Canton has paid to the American Consul at Canton, Julius C. Lay, the sum of $60,000 as indemnity for the mission buildings, the personal property of the missionaries and the claims of converts as a result of the destruction of property during the rioting at Lienchow in October last.

In the British House of Commons on May 9 Henry Vivian, Laborite, moved a resolution calling upon the Government to take drastic steps to reduce the expenditure for armaments and to press for the inclusion of the question of armament reduction by international agreement by The Hague conference. The resolution was adopted.

The Turkish Porte has replied to Germany's protest against the boarding and detention of the German sailing ship Odysseus by Turkish officials recently while the vessel was discharging cargo at Chibukl. The reply expresses regret at the occurrence and promises to punish the official responsible for it; but it proposes a reduction of the indemnity of $43,500 which Germany demanded.

Before the Imperial Supreme Court at Leipsic, Germany, on May 10, Otto Sentenleben, a former clerk in one of the Government departments in Berlin, and Konrad, a mechanic, were found guilty of treason in selling to representatives of the American legation at Brussels a submarine mine with anchoring apparatus and drawings belonging to them. Sentenleben was sentenced to four, and Konrad to three years at penal servitude and four years' loss of civil rights, and to police supervision. Lucke, a commercial traveler, was acquitted.

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WORLD'S WORKERS.

Officials of the Confederation of Labor say that there are 190,000 persons on strike in Paris, France.

It is reported that the locked-out dockyard laborers at Hamburg, Germany, have decided to return to work on the employer's terms.

The Victorian Railway Casuals' Union has passed a resolution advocating the nationalization of the agricultural implement-making industry.

Owing to the large number of unemployed on its register, some members of the Sydney (N. S. W.) Bricklayers' Union have gone to California in search of work.

A fine of £10, with £3 9s. costs, was recently inflicted on the proprietary of the Clywdd coal mine, N. S. W., for not keeping a ventilating fan constantly going in the mine.

A conference of representatives of the Sydney (N. S. W.) building trade-unions has decided that the administration of the State Arbitration Act is not in accord with the views of the workers.

The Sydney (N. S. W.) Painters' Union has decided not to appeal to the State Arbitration Court until such time as the Arbitration Act is amended in the direction desired by the trade-unionists.

Arrangements have been made for a conference between the Australian Workers' Union and the Pastoralists' (employers) Union, to discuss working conditions and rates of pay for the coming season.

The New South Wales Railway Commissioners have refused the Australian Workers' Union's request for concessions in railway traveling in connection with their employment, equivalent to the workmen's fares on suburban railways.

The Australian Axeman and Bushworkers' Union has issued a circular setting forth "eleven solid reasons" why all workers in the timber industry should support the proposal for raising a fund to enable a competent organizer to be sent out.

An interstate conference of the Australian Federated Tobacco Workers' Union was held in Melbourne recently. The chief object of the conference was to reconstruct the Federal platform of the organization. Queensland was not represented.

A strike of dockers employed in discharging coal at Boulogne, France, lasted from March 29 to April 5, when work was resumed unconditionally. A strike of coal stevedores at Rouen was declared on April 4, but work was resumed four days later.

During January most of the branches of the National Union of Boot and Shoe Operatives, of Great Britain, had sent in requests that the employers should grant the eight-hour day, so as to absorb some of the workers displaced by machinery.

Over 300 men recently applied to the Sydney (N. S. W.) City Council in answer to an advertisement for thirty laborers; a number of applications were also received from men outside the city. It took the town clerk nearly four hours to select the required number.

Labor colonies in Germany are institutions for the reception and employment of unemployed workmen. The first of these colonies was founded in 1882, and there are now thirty-three in the German Empire and one in the United Kingdom, under control of a Central Board.

In the 271 British trade-unions, with an aggregate membership of 585,376, making returns, 22,465 (or 3.8 per cent.) were reported as unemployed at the end of March, 1906, as compared with 4.4 per cent. at the end of February, 1906, and 5.6 per cent. at the end of March, 1905.

All the Socialist members of the Italian Chamber of Deputies have resigned as a result of the refusal of the Chamber to discuss the bill presented by their party providing for the regulation of the use of arms on the part of the police and troops, and have issued an address to the country.

The number of deaths from industrial accidents reported to the British Board of Trade in the year 1905 was 4,375, a total greater by 600 than that for 1904, and by 121 than the mean yearly number taken over the five years 1901-1905. The increase of 600 in 1905 over 1904 was mainly due to an increase of 476 in the number of seamen killed at sea.

Many of the workmen in the factories and the street railway employes at Lodz, Russian Poland, struck work on May 11 and invaded other establishments, compelling the workmen to join in the movement, and the Socialists seized the opportunity to organize a general strike and a red-flag procession. The strikers were fired upon by the troops and three were killed or wounded.

Sydney (N. S. W.) Labor Council has forwarded the following resolution to the Federal Government: "That we view with profound alarm the proposal of Professor Danysz to inoculate rabbits with the virus of a contagious and fatal disease, possibly communicative to man, and therefore urge upon the Government the desirableness of prohibiting its introduction and dissemination."

Out of 196,337 members of 1,204 trade-unions which made returns to the French Labor Department as to the state of employment of their members during February, 22,517, or 11.5 per cent., were described as out of work, as compared with 11.6 per cent. in the previous month, and 11.0 per cent. in February, 1905. Returns from the miners' unions in the Pas-de-Calais and Nord departments are not included.

At a meeting of the delegates representing the unions affiliated with the Brisbane (Queensland) Trades and Labor Council, a committee was appointed to ascertain if Premier Kidston would receive a deputation re a Compulsory Arbitration Bill. The deputation, on behalf of the workers of Queensland, will ask the Premier to fulfill the definite promise made by ex-Premier Morgan to introduce an Arbitration Bill.

The net effect of all the changes in British wages reported in March was an increase of £1,700 per week, as compared with an increase of £2,148 per week in February, 1906, and an increase of £745 per week in March, 1905. The number of workpeople affected was 48,466, of whom 39,816 received advances amounting to £2,043 per week, and 8,650 sustained decreases amounting to £343 per week. The total number affected in February, 1906, was 130,913, and in March, 1905, 47,619.

LABOR NEWS.

Work was generally resumed on May 14 at practically all of the anthracite collieries in Pennsylvania.

May Day was marked by numerous minor strikes in New England. The majority of the difficulties were confined to the building trades.

Nearly 500 planing mill emoplyes and several hundred pipe fitters and electricians went on strike at Cincinnati, O., on May 1 for an increase of wages.

The plan to have a labor carnival for the purpose of raising money to send to San Francisco has been given up by the New York Central Federated Union.

Six hundred painters, carpenters, lathers and structural iron men in Youngstown, O., struck on May 1 for an eight-hour day and recognition of the union.

Three thousand iron molders quit work on May 1 in the foundries of Chicago. Demands for increased wages and full recognition of the union had been refused.

The National Convention of the Commercial Telegraphers' Union of America was opened at Cincinnati, O., on May 7. Mayor Dempsey gave the principal welcoming speech.

About a thousand union ironmolders employed in eighteen shops controlled by the Milwaukee Foundrymen's Association went on strike at Milwaukee, Wis., on May 3.

Of the 1,100 carpenters in Indianapolis, Ind., 400 went on strike on May 1 to enforce the demand for an increase of 5 cents an hour in wages. Fifteen boss carpenters acceded to the demands.

Organized labor of Chicago is preparing to boycott the "revival" meetings of the Methodist Church, owing to the attitude of Bishop McCabe and other functionaries toward the labor movement.

The Executive Council of the American Federation of Labor has issued an appeal for a contribution of one day's pay by all members of the Federation, for the relief of the San Francisco sufferers.

The time for holding the biennial conventions of the Commercial Telegraphers' Union of America was changed from the first Monday in May to the second Monday in June, by the convention recently held at Cincinnati, O.

In a battle between riotous Italian strikers and the police, at Passaic, N. J., on May 5, four of the rioters were shot and a number of the policemen injured. One of the men shot may die. Thirty-two men were made prisoners by the police.

Governor Pennypacker of Pennsylvania has issued a proclamation in reference to the industrial disturbances in that State, in which he calls upon all citizens to assist in the maintenance of the law and declares that violence will not be tolerated.

E. R. Stackable, Collector of Customs at Honolulu, T. H., has sailed from that port on a six months' leave of absence, during which he will act as agent of the Territorial Board of Immigration and visit the Azores and Italy for the purpose of securing immigrants to supply the demand for labor.

The Pennsylvania State Board of Health has directed that the Bethlehem Steel Company, the Bethlehem Foundry and Machine Company, the silk mills and other industries at South Bethlehem insist upon all of their employes being vaccinated because of a single case of smallpox.

The 1500 union funeral drivers of New York City, who struck recently, have returned to work. An amicable adjustment of the differences between the drivers and the Funeral Coach Owners' Association was arrived at on May 13. The drivers won their fight, securing shorter hours, a $2 increase in weekly salary and recognition of their union.

There are at least 8757 common drunkards in Manhattan and the Bronx, N. Y., according to the census taken by officials of Bellevue and allied hospitals. Of these 6127 are chronic drunkards, men and women who are always more or less under the influence of liquor, never drawing a really sober breath. They are virtually charges on the community.

A new schedule of wages and agreement for the betterment of the condition of the locomotive engineers on the Delaware and Hudson Railway system went into effect on May 1. The rates of wages agreed upon are as follows: Passenger engineers to receive $3.60; consolidation freight engineers, $4.10 a hundred-mile run and switch engineers $3.50 for ten hours, instead of eleven hours for a day's work.

Secrets of the Greek padrone system of slavery and the oppression of young boys in Chicago have been revealed. A young victim of the system declared that at least 3000 young children are kept in virtual bondage in Greek fruit stores, restaurants, saloons, and shoe-shining establishments of that city. Their masters, it is asserted, beat them if they complain against working as many as nineteen hours a day.

Referring to the abandonment of the proposed Labor Parliament owing to the antagonism of employers' associations, and their refusal to meet the workers' representatives, the New Zealand Times (not a labor paper) says: "A consultative Labor Parliament would have greatly facilitated legislation, smoothed asperity of feeling, and promoted a fuller industrial peace than even this favored country enjoys; hence we regret that the proposal has come to naught."

The Molokan labor experiment in the Hawaiian Islands is described as a failure by those in charge of the plantation where the Molokans are, on Kauai. A colony of about thirty-five families was sent there from near Los Angeles and placed on the Makee plantation. The reports of the managers are that the Molokans are inefficient and unreliable laborers, and plans to bring a lot more of them here will probably be abandoned. Among the Molokans, on the other hand, there is reported to be considerable dissatisfaction.

The report of Captain Perry Garst of the United States battleship Rhode Island, on the grounding of that vessel on York Spit recently, has been received at the Navy Department. It shows that the cause of the accident was an error of judgment and Captain Garst has suggested a court of inquiry, which has been ordered.

The American fishermen recently arrested for fishing in Mexican waters and placed in jail at Progresso have been released.

San Francisco Letter List.

Letters are advertised for six months and kept at the Sailors' Union Office for twelve months, all told. If not called for at the expiration of one year letters will be returned to the Postoffice.

Aagaard, M. C.
Abrahamsen, A.
Abrahamsen, B.
Abrahamsen, L.E.N.
Absalonsen, A. M.
Adman, Oscar
Ahlstron, E.
Alvens, Arthur
Alexander, Nels
Altonen, Fred
Amundsen, P.
Anderson, A. F.
Andersen-826
Andersson-1213
Anderson, August
Andersson, A. P.
Anderssen, P. S. A.
Anderson, C. S.
Anderson, Charles
Andersson, C. H.
Andersson, Efriam
Anderson, David
Andersson, Edward
Bahr, Frank
Baglan, C. F.
Bagott, R. H.
Barleben, E.
Barron-1428
Barnekow, A. O.
Batteman-1204
Beek, Christian
Becker, Fred W.
Behrens, Otto
Benedito, B. C.
Benson, John
Bentson, John
Berg, Borge
Berge, J.-645
Bergholm, Edward
Berg, Gustaf
Berg, Thos. A.
Bergleut, S. F.
Bergotte, Karl
Cameron, Robert
Carlsson, O.
Carlsson, -760
Carlson-1063
Caroe, Arthur
Caspary, Sigur
Cavalin, G.
Cavallin, G.
Christiansen-518
Christensen-878
Christensen, O. M.
Christensen, M.
Danielsen, Hansen
Danskanen, H. H.
Dartes, H. S.
Dean, T. S.
Dexter, George
de Young-576
Diehler
Eek, N. A.
Ekman, Gus
Eckley, Otto
Ehlers, William
Eistrat, T.
Eklund, W. F.
Ellert, August
Farrell, H. D.
Fellman, J.
Fergusson, J.
Fisher, Arthur
Fjeldstad, O.
Foley, James
Fosen, O. O.
Gabrielsen, T.
Gad-478
Garvs, Charles
Gerdes, F.
Gillholm, Albin
Gilberts, Geo.
Granman-606
Gronberg, E.
Grondahl, J.
Hageman, H.
Hagen, C. L.
Hagen, B. O.
Halstrom, J. E.
Halvorsen, A.
Hammortsen, O.
Hanke, Paul
Hansen, C. I.
Hansen-1250
Hansen, C. G.
Hansen-1229
Hansen, F.
Hansen, Hans
Hansen, G.
Hansen, Andrew
Hansen-494
Hansen, Jacob
Hansen, W. E.
Hansen, Fran
Hanson, Chas.
Hanson, M.
Hansson-747
Harloff, H.
Harmning, F.
Haraldsen, K.
Haraldson-874
Halvarsen, W.
Ingebretsen, O.
Jackson, Mr.
Jackson, C. P.
Jacobsen, C. J.
Jacobsen, E. J.-1341
Jacobson, J. W.-1043
Jacobsen, M.
Janker, Oscar
Janson, Fred
Jarvinen, F.
Jennings, C.
Jensen, Albert-1650
Jensen, Carl J.
Jensen, Emil
Jensen, J. B.-1634
Jensen, J. H.
Jensen, O.
Jensen, S.
Jervis, H.
Johannesen, A.-1547
Johansen, Aug.
Johnson, Aug. A.
Johnson, A. E.-1154
Johnson, C.-1300
Johnson, C. J.
Johnson, Chas. J.
Johanson, C.-1396
Johanson, C. F.
Kalming, J. P.
Kandela, E.
Kanall
Karlsen-946
Karlsson, A. V.
Kask, John
Kathel, Joe
Karlsson, L.
Kay, Wilhelm
Kearon, W.
Keene, T.
Kennedy, Thos.
Kerehe, August
Anderson-1092
Andersen, Gust
Andersen-1310
Andersson-1254
Andersson-1218
Andersson-1099
Andersson-1232
Andersen-1305
Andersson-908
Andersen, O. L.
Andersson, J. G.
Andersen, Ole
Anderson-1877
Anderson-910
Andersen-1270
Andersson, Sven
Andersson, Victor
Andersson-1240
Andree, E. A.
Arnsen, Isak
Arcus, J. A.
Arnesen-1369
Austrandt, Chas.
Bernard, S.
Bentsen, Daniel
Beyerle, Rupert
Bjorndal, G.
Bjorkman, F.
Block, Hermann
Blum, Richard
Bolsen, K.
Bose, P. K.
Borjesson, C. A.
Borland, W.
Boylen, C. J.
Braen, S. K. W.
Brander-1389
Brandten, Josop
Bray, Jack
Brobaek, K.
Brose, R.
Bueh, David
Burns, Thos.
Christensen, S.
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Clements, Charley
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Cortes, Pascual
Cronin, Oskar
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Doyle, W. P.
Drews, Wilhelm
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Ensign, Arthur S.
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Guldbers, R.
Gundersen-515
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Gusjaas, F.
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Gutmann, H.
Hay-345
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Helgersen-1272
Henrikson, E.
Henriksson, R. S.
Hermanson-1622
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Hetland, Konrad
Hines, Bert
Hilke, Paul
Hill, John
Hinner, Paul
Hjeresen, V. J. B.
Hogland, C.
Hogen, C. L.
Halvordsen, M.
Holmes, C.
Holth, Charles
Hammarsten, O.
Hubner, K.
Hughes, Geo.
Hudson, W.
Ingebretsen, T.
Johanson, Fritz
Johansen, K. L.
Johanson, G.-1688
Jonson, G.
Johansson, Gustaf
Johannesen, H.-1422
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Johansen, J.-1462
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Knottner, Otto
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Koop, John
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Magnini, Frank
Magnusen, C. J.
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Malmquist, Ch.
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Man, Ludwig
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Naher, John
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Sanberg, Claus
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Micheli, A.
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Mickelson, H.
Molander, Carl
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Nilson, Sigurd
Nilsson, Sigfried
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Nor, Charles
Nordstrom, O. E.
Norwell, W.
Northgedacht, H.
Nurse, U.
Nylor, G.
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Ongar, John
Operbaek, M. E.
Pettersen, 851
Pettersen, 920
Pettersen, Ch.
Pettersen, W. J.
Petterson, Ax.
Petterson, C. E.
Peterson, A.
Pettersson, S.
Pienkowsky, G.
Plumer, K.
Plinski, J.
Post, W.
Pols, H. J.
Pratt, Louis
Pied, Wm.
Pinz, Carl
Pulee, James
Putz, Thomas
Quinsem, H.
Ropberg, Chas.
Rammel, M.
Rosenblum, J.
Rosengren, O. A.
Rosan, O.
Rugge, F.
Rus, P. P.
Ruse, — -577
Russell, Me, Wm.
Rustad, Sverre
Showell, R. J.
Simensen, -27
Simpson, L. C.
Sinelair, David
Starr, Martin
Sjolund, A.
Sjoblom, A.
Sjostrom, E.
Snowbum, E.
Soderlund, A.
Soderman, O.
Soderquist, Nils.
Sommer, F.
Sorensen, J.
Sorensen, J. M.
Sorensen, -1710
Sorensen, John
Sorensen, — -1492
Stansland, F.
Stangeland, O. B.
Staschan, John
Stenby, John
Stenroos, A. W.
Steuberg, A.
Stratau, J.
Stubenranek, R.
Sutsen, — -1509
Svendsen, O. S.
Svenson, F. M.
Svanson, — -1735
Swanson, — -1386
Sallot, A. E.
Thulin, H. B.
Thulin, F.
Tobin, A.
Tommis, G.
Tonnesen, -440
Tragde, C. J.
Ursin, John
Vuele, V.
Vikstrom, W.
Viereck, R. G.
Von Aspern, W.
Vogel, Hans.
Wiback, W.
Wideberg, Oscar
Willander, O.
Williamson, A.
Wright, P.
Willmann, W.
Winsens, Peter
Wilson, H.
Wiseheropp, F.
Wishart, J.
Wolbe, John
Wolf, John
Zollotz, A.
Zugehaer, Oex.

INFORMATION WANTED.

Chas. Berntson, late on the Collier Justin, will find it to his advantage to communicate with Attorney Wall, 9 Mission St., San Francisco.

INFORMATION WANTED.

Wilhelm and Gustaf Jacobsen, sailing on the Pacific Coast, are inquired for by their half-brother, John Jacobsen, at Port Ludlow, Wash.

Joseph Clark, native of County Rush, Dublin, Ireland, is inquired for by his mother. Any one knowing his whereabouts will please communicate with the Journal office.

George Bayliss, a native of Woodstock, England, aged about 38, last heard of ten years ago on the Pacific Coast, is inquired for by his brother. Any one knowing his past or present whereabouts will please notify the Journal office.

Portland Or. Letter List.

Amundsen, Peter	Auer, A.
Anderson, W. G.	
Bauer, Frank	Berthelsen, Alfred
Back, Dan	Bakke, M.
Christensen, Emil	Cully, Gol.
Christensen, Albert	
Edson, Frank	Elving, Gust.
Ehlers, Henry	
Gunluck, John	Gustaferson, Elis
Goethe, B. John	Alexander
Hanson, H.	Henrikson, S. M. A.
Hunz, Fred	Hancke, Paul
Ivers, John	
Jensen, Henry	Johannessen, Hans.
Johnsson, David	H.
Jaansen, Hans.	Janson, Oskar
Jacobsen, Andrew	Jacobsen, John
Johansen, Karl-1593	Jones, D. H.
Klimm, H.	Klover, H.
Kristaffersen, Emil	Kraul, Karl
Lindstrom, Fred	Larson, Emil O.
Lynd, Thar. S.	Larsen, Haus.
Luhes, L.	Larsen, H. C. M.
Meyers, Dick	McGregor, John
Miller, Henry	McDonald, Norman
Mol, John	
Nilson, Chas.-371	Nilson, Hjatmar
Nordstrom, Olaf	Nelson, Chas.
Knut.	
Olsson, Enock	
Petersen, Ed.	Pettersson, Gustaf
Pettersen, Harold-910	E.
Runed, William	Rosenblad, Carl, Capt.
Swanson, Ivar	Svendsen, Otto
Stystson, M.	Soderman, Elis
Seibert. Henry	Stephan. M.
Vgrbolen, Johan	Valer, Erling
Wicse, J.	Westin, John
Wahlsted, Albert	

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DOMESTIC AND NAVAL.

The Hamburg-American liner Kaiserin Auguste Victoria, the largest vessel afloat, sailed from Dover, Eng., on May 11, on her maiden voyage across the Atlantic.

Representative Hepburn, of Iowa, recently made a vigorous attack upon the court-martial system of the Navy, especially criticising the officers responsible for the accidents that have happened to ships of the Navy.

Captain R. W. Forbes, of the Burn liner Gowanburn, at New York from Cardiff, Wales, reports having sighted a number of large icebergs during the passage, indicating an early break-up of the northern ice-fields.

The House of Representatives on May 1 passed a resolution calling upon the State Department for any information it may have as to the seizure of the American schooner Lizzie B. Evans by the Republic of Mexico.

Secretary Taft has refused to assume the responsibility for an order requiring the Canal Commission to buy only American goods, and as a result of his stand it is likely resolutions will be introduced in Congress limiting the purchases of the Commission to American markets.

The British steamer Hestia, Captain Ferguson, was reported in distress off Cape Sable, 130 miles west of Halifax, with her engine-room full of water and ten feet of water in her hold, on May 12. The Government steamer Laurier was standing by with the object of trying to tow the Hestia to port.

The United States battleship Rhode Island, which went ashore on York Spit recently, while en route from Boston to the York River target grounds and was later successfully floated by the United States cruiser Minneapolis and the naval tugs Hercules, Mohawk, Wahneta and Uncas, is thought to be injured but little, if any, as she struck on mud bottom.

Great Britain's position regarding the fining of American fishing vessels by Newfoundland magistrates for violation of the colonial fishing regulations is that American vessels must obey the regulations of the colony which do not conflict with their rights under the treaty of 1818. This is the answer sent to Washington in reply to the protests of the American fishermen, and Newfoundland has likewise been notified to this effect.

No further steps will be taken to fix the responsibility for the fire on the United States battleship Kearsarge on April 13, which resulted in ten deaths. In an opinion handed down recently by Judge-Advocate General Diehl of the Navy, he says the findings of the court of inquiry, that nobody should be held responsible for the accident, will be justified by the evidence submitted, and this decision was approved by Acting Secretary Newberry.

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MIRTHQUAKE COLUMN

A Carnegie Proposal.—Father—"Can you support her in the manner to which she is accustomed?"

Suitor—"Yes, sir; if you will raise an equal amount."—New York Sun.

Modern Gallantry.—The Man (in the street car)—"Take my seat, madam."

The Woman—"Thank you, but I also get out at the next corner."—Chicago Daily News.

One on the Printer.—We offer all necessary apologies to the persons concerned, of whom in last issue we are made to say 'fumigates his garments," when we attempted to say "fulminates his arguments." We are disposed to blame the printer, of course.—Presbyterian Standard.

A Reproof.—One day a little boy came to school with very dirty hands and the teacher said to him:

"Jamie, I wish you would not come to school with your hands soiled that way. What would you say if I came to school with soiled hands?"

"I wouldn't say anything," was the prompt reply. "I'd be too polite."—New York World.

His Lucid Answer.—One day as Pat halted at the top of the river-bank, a man famous for his inquisitive mind stopped and asked:

"How long have you hauled water for the village, my good man?"

"Tin years, sor."

"Ah! How many loads do you take in a day?"

"From tin to fifteen, sor."

"Ah, yes! Now I have a problem for you. How much water at this rate have you hauled in all, sir?"

The driver of the watering-cart jerked his thumb backward toward the river and replied:

"All the water yez don't see there now, sor."—Christian Standard.

How they Sing it in Boston.—Every one labors except our distinguished progenitor.
He reposes in a recumbent position within our residence through the day,
His pedal extremities idling upon the bronze of the steam radiator,
Serenely engaged in extracting nebulous atmosphere from a tobacco receptacle of murdane matter.
Our maternal mentor receives soiled linen for the purpose of cleansing it,
And in this connection I should include filial Ann.
Indeed, everybody is engaged in some variety of occupation in our domestic habitat—
Excluding, as primarily suggested, our distinguished progenitor.
—Springfield Republican.

The Joker Joked.—Ex-Delegate Rodney, of New Mexico, tells this story in Washington.

In a Southwestern town two friends arranged a plan to "take in tenderfeet." One would boast before strangers, flourish his revolver and say: "See that man down the street smokin' a cigar? I'll shoot that cigar in two."

Crack! Back would come the yell, "Hyar, Bill, you stop spoilin' my cigars!" The stranger was usually duly impressed. But one day a tenderfoot demurred. "I'll bet you $10 you can't hit a barn door at 100 yards!"

Bill and the stranger went around the corner. A shot was heard. Then Bill returned looking glum.

"That tarnation greenhorn," he growled, "set that barn door up edgewise."—Detroit News.

Longworth and Longfellow.—The Saturday Evening Post prints the following anecdote of the Ohio Congressman:

It was shortly before his marriage to Alice Roosevelt that Congressman Longworth was quite unexpectedly presented, at a large reception, to Samuel Longfellow, a brother of the poet. Now, Longworth, be it remembered, is nothing if not a modest man, and he was just then in a somewhat rattled condition because of all the notoriety showered upon him by a gratuitous daily press.

He did not know what to say, and so he said only:

"Our names are almost similar, aren't they?"

Mr. Longfellow smiled kindly.

"Yes," he quickly quoted; "'worth makes the man and the lack of it the fellow.'"

How the Boy Fooled Them.—There is a good story told of a man who has become a most successful merchant. A few years ago he was employed as an office boy and messenger for a large firm. He was sent to collect an account from a firm which was considered very "shaky," and was told to get the money at all hazards. The debtors gave the lad a check for $250. He went to the bank at once to cash it, and was told by the cashier that there was not enough funds in to meet it.

"How much short?" asked the lad.

"Seven dollars," was the answer.

It lacked but a minute or two of the time for the bank to close. The boy felt in his pockets, took out $7, and pushing it through the window, and said, "Put that to the credit of Blank & Co."

The cashier did so, whereupon the boy presented the check and got the money. Blank & Co. failed the next day.—Bamberg Herald.

Made the Bear Work.—Bill Winters is one of the heroes who use their wit to save their strength. During a camping trip in the Maine woods Bill was easily the laziest man in the party.

Finally his exasperated comrades told him that if he did not kill something besides time they would pack him off home.

The next morning Bill borrowed a rifle and went off up the mountain. Two hours later the men in camp saw Bill running down again as fast as he could come, and close behind him was a bear. The men watched the chase with loaded rifles ready. On reaching camp Bill turned and shot the bear.

When the men could stop laughing one of them said, "Bill, what on earth possessed you to run that distance with the bear so close, when you might have killed him on the hill and saved your breath?"

Bill smiled slowly. 'What's the use of killing a bear in the mountains and lugging him in when you can run him in?" he asked.—Boston Herald.

WITH THE WITS.

No Reason for Advocacy.—"Are you an advocate of spelling reform?"

"No, I know how to spell."

Evening Things Up. — "Jaggers seems to be down pretty low."

"Yes, a man usually does get down low whose only idea is a high old time."

The End.—"The doctors have finally agreed upon the cause of Markley's illness."

"Ah! they've held another consultation?"

'No; post-mortem."

Different Now.—"You believe in taxing great fortunes, don't you?"

"I do not."

"But I heard you say you did once."

"Well, my rich uncle was in good health then."

Sure Enough.—"Of course, I don't want to criticise, but I don't think it was altogether right for David to say 'all men are liars.'"

"Well, at any rate, it was safer than to pick out one man and say it to him."

Only Conditional.—"In re Voliva," remarked a prophet out of a job, "I am persuaded that I carried a dangerous weapon."

This joke, of course, does not count if the name is pronounced some other way.

His Hope.—"I really believe you married me simply because I have money," complained the heiress, who was stingy as she was plain.

"No," replied her husband candidly. "I married you because I thought you'd let me have it."

Her Position.—Nell—"She talks a good deal about her grandmother's position in society."

Belle—"Well, all her grandmother's positions were in society. She never engaged as cook with any but the swellest families.

Long-Winded.—"Well, how did you like my sermon?" asked Doctor Gassaway.

"Well," replied Mr. Kandor, "there was one part of it I thought you might have brought to the front."

"And what was that?"

"The conclusion."

Procrastination. — Jenks—"It's a wonder you don't take a tumble to yourself and find a job."

Potter—"I'm going to some day.

Jenks—"Pshaw! You've got no idea of such a thing. Why don't you tell the truth?"

Potter—"I'm—er—going to some day."

A Keen Thrust.—"Well," said Gassway, "if there's one thing I hate more than another it's a long-winded bore."

"Yes?" remarked Miss Knox. "It seems I've misjudged you, then."

"Why, how do you mean?"

"I always had an idea you were stuck on yourself."

Past That.—Miss Passay—"He was talking to you about me, wasn't he?"

Miss Knox—"Yes. He asked me if you were 35 yet, and I said certainly not."

Miss Passay—"What a ridiculous question!"

Miss Knox—"Just what I told him. I said: 'How long do you expect her to be 35?'"

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A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization

VOL. XIX. No. 35. SAN FRANCISCO, WEDNESDAY, MAY 23, 1906. Whole No. 971.

PRESSING NEEDS OF THE HOUR.

AS A RESULT of the calamitous events of April 18 and several following days civil government in San Francisco was suspended and arbitrary authority either assumed by, or vested in, certain officials, Municipal, State and Federal. This condition has been continued and still exists at the present date.

The circumstances under which this extraordinary condition was created afford the sole and sufficient justification thereof. Therefore, the continuance of this condition can only be necessitated or justified by the continuance of the original circumstances. To the extent that these circumstances have already ceased, or shall hereafter cease, to exist, the justification of arbitrary government by proclamation, issued by any authority, Municipal, State or Federal, must also cease.

The demands of humanity and public safety have now been met in a degree sufficient to warrant the confidence of the public in its own power to resume full control of its domestic affairs. The fear of further calamity, and with it the danger of public panic, have passed. There exists no reason to believe that the courage and mental poise of our citizens, so fully and admirably demonstrated, both in private and official capacity, during the recent severe ordeal, will hereafter be found lacking for the duties of self-government.

The present system of government by proclamation, however necessary and justifiable in the circumstances of its creation, and however willingly and cheerfully respected by the people during the existence of those circumstances, contains an element of danger which it is our duty to recognize and obviate. The injunctions now imposed upon the people in matters affecting their private lives must ultimately become intolerable. Public dissatisfaction, in the absence of a civil government amenable to the public will, is the forerunner of anarchy. It is essential, therefore, that the regularly constituted authorities of the city shall at once resume and exercise all the functions vested in them, respectively, by the laws of the city and State. Accordingly we recommend:

1.—Immediate resumption of civil government, in full compliance with the Charter and State laws, and the withdrawal, except as otherwise requested by authority of the Board of Supervisors, of State and Federal troops.

The condition of the homeless citizens of San Francisco demands prompt and adequate action. Many thousands of persons are now assembled in camps, which, however well regulated, can not but be a source of continually increasing discomfort and danger to health. The proper housing of these sufferers is the first and most imperative duty of the city. Every consideration of humanity, health and public welfare combines to dictate the public duty in this regard. The homeless must be provided with proper living accommodations. Unless this be done much sickness and many deaths will ensue, for which the city, not the elements, will be responsible. Aside from the duty owing to those stricken by the loss of their homes and effects, there exists a consideration of the city's future welfare which can not be overlooked if we would retain the advantage of local pride or home association in the great task of reconstruction. The increasing discomfort and danger of camp life will be accompanied by an increasing exodus of the persons thus situated. In course of time other persons may come to fill the places thus vacated, but the city can ill afford at this moment to lose those who by reason of long residence—accentuated even by their recent sufferings—have acquired a sense of devotion which will, if properly cultivated, materialize to the advantage of our work in the future. In this regard we recommend:

2.—That the city grant the temporary use of its parks and other vacant public property to the homeless for the purpose of erecting homes thereon, and occupancy of same at the lowest possible rent, or without rent at all, having due regard to the public interests.

In view of the large number of wooden buildings now being erected in the down-town section of the city, and the consequent danger from fire, and for other obvious reasons, we recommend:

3.—Immediate construction of a salt-water pumping plant, with distributing reservoirs at the various points of vantage throughout the city, and the purchase of all necessary equipment for the most efficient use of the water supply thus provided.

In order that pedestrian travel throughout the city may be resumed with the least possible delay and inconvenience and the city be thus made habitable for residence and business purposes, we recommend:

4.—Removal by the city of such debris as still remains on the streets and sidewalks after the lapse of a certain period (say sixty days), the cost to be charged against the real estates from which such debris has fallen.

To further facilitate the cleaning of the city and the health and comfort of the people, we recommend:

5.—The resumption of all measures for street-cleaning and removal of garbage, and the enlargement of such measures so as to provide for effectual dust-laying throughout the burned district.

In order that the granting of temporary privileges, made necessary by present conditions, may not hereafter be construed as vesting permanent rights in the grantees, we recommend:

6.—Strict limitation as to time and other conditions of all special permits granted to public-service corporations, or individuals, such permits in no instance to be construed as conferring vested rights, to the prejudice of the city's prior rights of control over all public functions and public property. But we declare that we are opposed to the ordinance now pending before the Board of Supervisors, granting to the United Railroads of San Francisco the right to construct and maintain the overhead trolley system, where not now permitted by law, during the remaining term of their franchises; and we urge that said ordinance be not adopted.

We believe that recent events, so far from indicating any impracticability in the principle of municipal ownership or in any of the plans already adopted by the city in that connection, have but confirmed the wisdom and necessity of these plans. We therefore recommend:

7.—Construction, at the earliest possible date, of the Geary street railroad, in accordance with the plans already adopted and the contract already awarded.

We believe that at present, more than at any time in the past, there exists a need of new sewers, hospital and school-houses, and we therefore recommend:

8.—The construction of sewers, hospital and school-houses, as nearly as possible, in accordance with the plans already adopted by the city.

In order that these objects may be attained with the least possible delay we recommend:

9.—The diversion of such moneys now in the city treasury as may be spared from the funds allotted to other purposes without injury to any necessary branch of the public service, and the passage of such legislation, by the city or State, as may be necessary to this end.

San Francisco is now confronted by a great opportunity and a great danger, the greatest in each instance that has ever occurred in the history of any city. The disaster of April 18—in itself the greatest calamity that has ever befallen any community—by destroying old things, has paved the way for new. It should be the care of our people to see that the new city shall be equipped with new appliances for health, comfort and safety, not merely with old appliances recreated. Considerations of economy and speedy construction, while in themselves important, should be made secondary to the consideration of permanent value. Shortsighted economy to-day may prove to be the grossest extravagance in the future. The debt that must necessarily be assumed in the work of rebuilding the city, however that work be undertaken, must inevitably fall very largely upon our posterity. Let us, then, take care that that debt shall be assumed only for those things that are likely to prove valuable to those who in the future must use and pay for them. While we extol the "spirit of '49," let us take care that our own descendants shall have no cause to execrate the spirit of 1906. Let us start right in the unparalleled task and unprecedented opportunity that lies before us!

Concerning the other aspect of the situation, ordinary experience and discretion, mixed with no desire to be hypercritical or ungenerous, compel us to recognize the danger that inheres in the present state of comparative helplessness. By the indiscriminate acceptance of aid—aid that is greatly needed and readily offered upon terms which at the moment appear to be above any suspicion of ulterior motive—the city may quite conceivably place itself under obligations which afterward will become extremely onerous, if not unbearable. Great care in the matter of accepting extraneous aid, at the same time cultivating to the highest point our civic resources of individual and collective self-dependence, should be the desideratum of all far-seeing and public-spirited citizens. This course may involve some delay in the realization of our hopes for a greater and more beautiful city, but it will assuredly conserve that highest aim of mankind, independence.

The new San Francisco should be better than the old, better in all material respects, but chiefly because it will be a better place of habitation for those who live, move and have their being within its gates. The new San Francisco should be a better city, not so much because of its better buildings, as because of its freer men; not so much because of its broader thoroughfares as because of its nobler women; not so much because of its more beautiful aspects as because of the more hopeful future which its children shall inherit. Only thus can the new city hope to surpass the old. The new San Francisco should be a free, self-governed and self-owned city. To this end every public-spirited citizen should dedicate his thoughts and his labors.

SAN FRANCISCO LABOR LOSSES.

For a week the newspapers have been printing maps of San Francisco. Each morning and evening the black line of destruction has been extended to include new blocks. Perhaps it is well that we can form no adequate conception of all the human suffering involved in this sudden destruction of miles of homes. That the sympathies of the Nation are already enlisted is shown by the widespread contributions pouring into the relief funds. A fuller knowledge of the stricken people may bring an even greater realization. That the sufferers are not strangers in a far away State, but fellow craftsmen bound to the people of other parts of the country by ties of blood and common working interests, may prompt the people of this great, rich, prosperous country to an even greater outpouring of relief.

The damage from the earthquake was greatest in the made land which lies between Telegraph Hill and Rincon Hill, and runs from Montgomery street to the water front. This is the wholesale district of San Francisco, and its army of clerks had not yet begun the day's work. Only the market men were abroad buying the meat, vegetables and fruit that were to feed the great sleeping city. One meat market collapsed, killing a number of these early risers, and probably others were injured by the falling debris, while hastening to places of safety.

Toward the water front in this district were a few of the cheaper hotels and lodging houses, old, badly built structures. These were occupied largely by sailors or other marine workers. There were also a number of manufacturing establishments, the destruction of which will throw out of employment many iron workers engaged in the machine shops, foundries and boiler works, the employes of two carriage and wagon factories, of several canneries, a number of women workers in the clothing trades and paper box factories, leather workers in harness shops and glove factories and the employes of two large tent and awning establishments.

Cheap, poorly-built lodging houses are scattered through the narrow cross streets of the blocks south of Mission, between Second and Fifth. These were occupied chiefly by unmarried men, many of whom are transients, or spend the winter in the city doing odd jobs and then better paid agricultural work in the summer. The cheaper of these lodging houses were old frame buildings, wretched, dirty fire traps which the city is well rid of. The reports are that they collapsed, killing some of their occupants.

Going still further south from the region of the hotels, you come into the tenement house district. The main streets from First to Ninth or Tenth south to Brannan were lined with small shops. In nearly every block one could count on finding a butcher shop, a small dry goods or notion store, one or two bakeries or delicatessen stores, a fruit and vegetable stand, a grocery, and two or three saloons. While there were a few large stores, a great deal of the trading was done in these innumerable small shops, from which comparatively poor men have made a bare living.

The little cross streets within these blocks were closely built with tenement houses. The poorer wage-workers lived near the water front of the Southern Pacific terminal. The loss was most complete in these districts because here the frame houses not only covered the whole frontage, but there were also many rear tenements. The reports indicate that the fire swept these regions with incredible rapidity. There was scarcely time to save the sick and helpless. We all regret the loss of the precious treasures of art in the splendid structures of Nob Hill, but the owners will probably feel their losses less keenly than these poor outcasts from the tenements. The pathetic household treasures of the poor are gathered slowly, and often paid for week by week from the savings of inadequate wages.

As we go west into the Mission district, we come to homes of the more prosperous wage workers, and professional or business people of moderate means. A large percentage of these owned or had partly paid for their dwellings. The South Park Settlement was located among the poorer rent-paying workers. We found that as our people gained in property they tended to move away into this district where they could hope to acquire their own homes. Probably many of these are partly protected by insurance, but a large number have seen the results of years of careful planning, hard work, and self-sacrifice swept away in a few minutes. There are also small shops scattered through this Mission district.

Among the manufacturing establishments burned in the south of Market region were tin-can factories and canneries, a number of factories where furniture, store and office fixtures and other cabinet work was done, planing mills, glass factory and wire works, a large lithographing and label establishment, seven large and many small garment-making shops, a number of tobacco factories, and of large candy and cracker factories.

The working people in the south of Market district are chiefly of American or Irish parentage. About 45 per cent of the early foreign immigration to California was Irish and the population of San Francisco has come from other parts of the United States rather than directly from foreign countries. Between Howard and Harrison, east of Tenth street were the homes of many of the poorer Jewish families.

The wage-workers north of Market lived about Telegraph Hill. This was sometimes called the Latin quarter, because it contained so many Italians, Spaniards and Portuguese. There were also some Russians and a sprinkling of Irish, Germans and Greeks.

Dating back, back to the days of the Forty-niners, the region to the south and east of Telegraph Hill, often spoken of as the "Barbary Coast," has contained the lowest dives and criminal haunts of the city. Climbing up over the steep sides of the hill and stretching about its northern and western base were the queer old, ram shackle frame houses of the fishermen. These Latin people of San Francisco have not seemed to enter the more vigorous trades but have made a precarious living from the sea, or run the small fruit and vegetable stands. They are also the market-gardeners, and divide with people of Swiss parentage a large part of the dairy business.

The manufacturing establishments in this region included fruit canneries, a large cracker factory, and several tobacco factories.

As has been repeatedly pointed out in the reports, the elements did their first and their most far-reaching work among the homes of working people and of the poor. As the wage-workers of San Francisco were quite thoroughly organized one can get some idea of the extent to which they have suffered from the loss of homes and employment by noticing the approximate numbers in the different unions. These claim a total membership of about 60,000 of whom at least 5,000 are women, leaving 55,000 men, who are heads of families or possible contributors to the support of families.

Of the more poorly paid trades whose members probably had families living in the burnt neighborhood, we have first the marine workers. It is estimated by an officer of the Sailors' Union that of the 4,500 members of this union, probably a thousand made their homes in San Francisco, and not less than 500 had families in the burned district. These sailors are Scandinavians or Irish. Nearly all the 3,000 members of the longshoremen's unions were burned out, and probably a large percentage of these had families dependent on them. This is also true of the 3,500 members of the teamsters' union. The cooks, waiters, barbers and other personal service trades, have in their respective organizations nearly 10,000 members. There are between 3,000 and 4,000 members of the unions of workers in the street car service. The molders, boilermakers, machinists, and other iron workers number about 12,000, while the building trades claim 20,000 members. The printing trades unions have a membership of about 1,200.

In addition to members of the unions, there was an army of men and women working as clerks, stenographers, book-keepers and porters in the great mercantile establishments. The larger of these often combined the manufacturing with the distribution of their goods, as, for example, furniture stores which maintained upholstery establishments. To these must be added manufacturing jewelers, goldsmiths and silversmiths, art glass factories, boot and shoe factories, large wholesale importers of spices and coffee who prepared their goods for the market, rope and cordage factories, and countless other minor industries.

If the wholesale plans of reconstruction are carried out, it is probable that there will be employment for a large percentage of the people now in San Francisco, though many may have to accept temporarily, work to which they are unaccustomed. The teamsters and members of the building trades will undoubtedly have more than they can do. If the great plants of the Fulton and Risdon Iron Works and the Union Iron Works are spared, they will have sufficient extra work to absorb some of the machinists and molders thrown out. Many of the mercantile establishments hope to resume business at once, so that a part of the clerks and office employes will soon be at work. But when the factories decide to resume business, there must be delay before they can take on their old force. They must not only provide places of work but new machinery must be brought from a distance. However, there are factories and buildings suitable for factories outside the burned district, and wherever possible temporary arrangements will no doubt be made such as should enable some to get to work at once. At this writing the re-employment of the thousands of homeless San Francisco wage-workers would seem to depend entirely on the ability of San Francisco business men to secure the necessary capital to carry out the courageous policy of reconstruction that seems to be the desire of every employer who has yet been heard from. The San Francisco banks must first meet the demands of their destitute depositors. If eastern capitalists can be induced to lend money freely on good business security, there is no reason to fear that the self-reliant working people of San Francisco will long remain in the class of dependents.—Lucile Eaves, in Charities and the Commons.

On the Atlantic Coast

(Contributed by the Atlantic Coast Seamen's Unions)

SEIZURE OF AMERICAN BOATS.

A mail report concerning the seizure of American fishing vessels off the Yucatan coast by a Mexican gunboat has been received by the State Department from Edward Thompson, Consul at Progreso, where the vessels were taken. The report indicates that more vessels were seized than were reported by press dispatches. In substance he says:

"On the evening of April 18 the American fishing smacks Silas Stearns, Malfidano, Master, of Pensacola, and D. L. Taften, Lunbard, master, of Mobile, were captured by the Mexican gunboat Vera Cruz, off the Alacranez Reef, northeast coast of Yucatan, charged with illegal fishing in Mexican waters. The crews were taken with the seized vessels and a large lot of fish to Progreso.

The crews were taken to the jail, where they were held without communication with any one, according to the Mexican law, until the district Judge had taken the depositions. As soon as they were at liberty I took charge of them, saw that they were cared for and fed. Meanwhile I had duly advised the American Minister at Mexico and am now engaged in ascertaining all possible details, noting names and addresses of the witnesses, etc., in case the cases are to be appealed and carried to Washington.

The captains of the two vessels are sure they were beyond the legal limit, and the passengers on a Norwegian steamship confirm this statement, at least as to the Stearns. The captains state that they have been fishing in a like manner in these waters for nearly ten years."

Under date of April 22 the Consul reported that a third vessel, the schooner Lizzie B. Adams, Charles H. Spurling, master, of Galveston, Tex., had been seized. The captain said he was absolutely certain that his vessel was clearly outside of the legal limits.

REMOVAL OF THE BERMUDA.

The old filibustering steamer Bermuda, which has been a menace to navigation along the Delaware River for six years, owing to the inability of wreckers to float her, will now be demolished by dynamite or otherwise. Vansant & Boehm have received the contract on behalf of the American Surety Company, bondsmen for Louis Darling, who had the original contract to remove the wreck and who was forced into bankruptcy. The vessel lies off Callowhill street wharf, the keel being fifty-two feet below the surface of the water. Divers recently descended to the hull and made preparations for its demolition. The wreckers, under the contract, are required to remove the obstruction until a depth of thirty-five feet of water exists at mean low tide. Darling lost considerable money in his attempt to remove the wreck and abandoned it when the work was about half completed.

The old boarding boat Louis Pasteur, which which was used for years by the quarantine physicians at Reedy Island, has been sold to Mr. Bethel, of Philadelphia, Pa.

LOVING CUP PRESENTED.

The silver cup given by the enlisted men of the British second cruiser squadron, under the command of Prince Louis of Battenberg, to the enlisted men of the United States Atlantic fleet, was received on May 18 on board the flagship Maine by Rear-Admiral Evans and staff officers and crew of the Maine, and a committee of three enlisted men from each of the warships Maine, Missouri, Kentucky, Kearsarge, West Virginia, Maryland and Yankton, now lying in the North River. Standing three feet high, the cup is beautifully engraved, and will be made a yearly racing trophy, to be held by the best twelve-oared-boat crew in the Atlantic fleet.

To the enlisted men of the British cruiser squadron the following letter of acceptance was sent through Prince Louis, Rear-Admiral:

"We, the enlisted men of the United States Atlantic fleet, gratefully acknowledge receipt of the loving cup presented by the enlisted men of His Majesty's cruiser squadron. This token of good will and friendship is deeply appreciated and will always be remembered by the men of the United States Navy."

ORIGIN OF LLOYD'S.

Two centuries ago a man who had a cargo to send to the Mediterranean contrived to get rid of some of the risk by inducing a friend to take an interest with him, says the Mexican Herald. It was necessary to write out a statement of contract to which the guarantors subscribed; this was the first underwriting. These two men happened to be frequenters of Lloyd's coffee house in London, which was a favorite place for the merchants of the town to gather to discuss business or to gossip.

Others immediately saw the advantage of the scheme which their colleagues had devised, and on the next voyage the risk was parceled out among a large number of the patrons of the coffee house. Out of this small beginning has grown the great European maritime agency, still bearing the name of the humble coffee house proprietor, and which not only writes risks on vessels, but rates them and publishes their arrivals at every port the world over, no matter how small or how remotely situated.

As a result of the work being done on Schooner Ledge, Delaware River, by the Government rock drill General John Newton, the blasting has broken the rock into small pieces and forced it up so that in many places there is now only twenty-two feet of water at low tide. As soon as the Government dredge Hell Gate can be spared the blasted rock will be removed to a depth of thirty feet at mean low water. Until such notification has been sent out by the United States Engineer's office all masters and pilots of vessels are notified that it will not be safe for vessels drawing over twenty feet to pass over Schooner Ledge between a point 330 feet east of the same range from a point opposite the Seaboard Company's wharf to the upper end of Illinois Rock.

MISCELLANEOUS.

A dangerous derelict, drifting in the track of coastwise vessels, was recently reported to the Hydrographic Office, at Philadelphia, Pa., by Captain Abrahamson, of the Norwegian steamer Ole Bull, which arrived at Norfolk from Chester. The derelict is a schooner, supposed to be the Louise Hastings. Captain Abrahamson was within twenty miles south by east of Cape Henry, Va., when he sighted the water. The masts were hanging over the sides of the vessel and it was observed that the sails had been patched. There was no name on the schooner by which she might be identified, but from previous reports from other vessels is believed to be the Hastings. Captain Abrahamson declared it is one of the most dangerous derelicts that has been in the path of coastwise navigation for some time. The schooner is supposed to have been the victim of one of the fierce storms of last winter. The fate of the crew is unknown.

Extreme caution is being exercised by masters of transatlantic liners when in the vicinity of the Grand Banks, owing to the presence of numerous icebergs and field ice. The Allan liner Carthaginian, from Glasgow, arrived at Philadelphia, Pa., recently and reported that on April 27, when 200 miles northeast of St. John, several bergs and much field ice were sighted. One of the bergs was 250 feet high. Captain Hamilton said the ice was scattered over the ocean as far as the eye could see. A heavy fog enveloped the floating field and made navigation extremely hazardous. The loss recently of the British steamer Anglo-Peruvian, by collision with an iceberg has caused masters to redouble their vigilance when getting near the Grand Banks, as at this season of the year bergs are plentiful in that vicinity.

The steamers Defiance and George H. Stout, which were sold by Peter Hagen, of Philadelphia, Pa., to George R. Dilkes, for the Florida East Coast Railway Company, cleared recently for Miami, Fla. The boats were for a number of years engaged in the service between Philadelphia and Newberne. The vessels will be used in the transportation of supplies for the new railroad building by Henry M. Flagler, over the Florida Keys from Key West to connect with his present road, the Florida East Coast Railway, now in operation from Jacksonville, via St. Augustine and Palm Beach, to Bahia Honda, Fla.

Pennsylvania and Delaware pilots are at odds over the action of the former in insisting that several vacancies for apprentices in the Pennsylvania branch should be immediately filled. The pilots declare the number of apprentices now in the service is sufficient, and they have taken a stand against an increase. As the Delawareans are in a majority, it is believed the vacancies will remain unfilled, for the present at least.

The schooner Fannie Palmer was recently sold at auction, at Newport News, to E. L. Hoagland, of Portsmouth, for $41,500. William F. Palmer, her former owner, bid $41,000 The sale was to satisfy a libel of $32,000 by the wrecking firm which floated her.

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, - - - - - MAY 23, 1906.

"FIRST THINGS FIRST."

The statement and recommendations published on page 1 of this issue were adopted at a meeting composed of well-known and progressive citizens, held in San Francisco on May 19. That the views expressed reflect the sentiments of a very large body of the public is proved by the reception accorded them on all hands; that the men and women who considered and issued these views are entitled to recognition as representative citizens is proved by their record of unselfish and intelligent public service.

Regardless of their source, however; these recommendations must appeal to the community by virtue of their own merit. The subjects dealt with are practical and pressing, and should be considered before other and more general plans are undertaken. The rule of "first things first" should determine all action upon the numerous proposals now or hereafter made for the conduct of the city's business.

There can be no question as to the first step to be taken for the restoration of normal conditions, which is the resumption of civil government. San Francisco at present is a city without government, or rather with several distinct and incompatible forms of government. Since April 18 the Federal, State and municipal authorities have acted conjointly, which, translated into plain terms, means that the Federal authorities have been in control. The question as to whether martial law was ever formally proclaimed may be open to discussion, but there never was any doubt that that system prevailed, and still prevails, in effect. "Government by Proclamation" may be a thing to be welcomed by a community that is suddenly stricken helpless, but a community which has regained its senses and now confidently declares that it has resumed business "at the old stand" should, if only for consistency's sake, return to the law of the land. The Board of Supervisors should formally and fully resume its functions under the law. The longer the present state of affairs exists, the stronger will become the suspicion that the civil authorities doubt their own ability to perform the duties imposed upon them. The parties concerned will do well to take note of the fact that, while it is a comparatively easy matter to govern a community by the issuance of proclamations, backed by the Army and Navy, no American city will long tolerate the denial of its right of self-government. The instinct, we might say passion, of civil liberty, temporarily repressed by extraordinary circumstances, will reassert itself the more vigorously and unconquerably in proportion to the period and circumstances of denial. The immediate resumption of civil government and the relegation as soon as possible of the military authorities to their proper position of subserviency is the surest safeguard of the future welfare.

The second recommendation referred to deals with a question of the most vital importance—a life and death question, in fact. It is pleasant to regard the homeless families now camped in the various spaces about the city as so many picnic parties; but it is isn't sensible. The picnic that lasts over one night in the San Francisco fog and wind loses its charm for the participants. The more sensible, and indeed the only proper view is that which regards the homeless campers as so many prospective victims of pneumonia and other deadly diseases. That these camps will in the near future be decimated either by sickness or exodus, or by both, is a moral certainty. The homeless must be provided with proper shelter and other necessary conveniences of decent and healthful home life, even if all other plans for a "greater and grander San Francisco" must be held in abeyance. The very least that the city can do in the matter is to permit the temporary use of its property, of which it owns a superabundance, for this purpose. All questions of legal restrictions aside, it would not be unreasonable to suggest that the city might go further and undertake the duty of making permanent provision for the housing of its people—its "working people," if you please. However, the need of the hour is fully apparent, and the means of meeting it, at least in part, are available. The prospective death-traps, presently described as "picnic camps," suggest a duty, not only of public health, but of common humanity, which can not be evaded except at the sacrifice of all human conscience.

The other recommendations, including the construction of a salt-water pumping plant, removal of debris, street-cleaning, limitation of temporary franchises and permits to public-service corporations, construction of the Geary street railroad and the building of sewers, school-houses and hospital, are each of immediate importance. The steps proposed involve nothing new in the opinion or law of the city. The demand for the construction of a salt-water pumping plant, for instance, has been voiced by thoughtful citizens, and quite generally agreed to by all classes, for many years back. The plan was a "hobby," so to speak, with the late Fire Chief Sullivan. The frequent predictions of that efficient and greatly-lamented official have been realized in the total destruction of the city, due largely, we confidently believe, to the absence of a reliable water supply. The reflection that a city almost wholly surrounded by water in illimitable quantities should have been laid in ashes mainly, if not solely, by lack of water for fire fighting purposes, is calculated to make one revise the preconceived notion of human intelligence. Surely, a community of apes would have displayed greater reasoning powers in the matter of self-preservation! As to the limitation of temporary franchises and permits, it remains to be said that the Board of Supervisors has just granted a permanent right to the local street-car monopoly to erect poles for an overhead electric system on all the streets of the city. This privilege, which has been consistently denied by all sorts of "old party" Boards, has now been given away by a "Union Labor" administration, in open defiance of its platform and pledges; "Sic transit," etc.

However, there are still a few public rights lying around. It behooves the honest and as yet independent citizens to arouse themselves for the protection of these rights. Unless this be done, and done quickly, the glory of the future will prove but the glory of gilded bars. Better a lark in the waving tree-top than a parrot in a magnate's boudoir! Better freedom on a boundless desert than servitude in the halls of the mighty!

WORK, NOT CHARITY.

San Francisco, May 15, 1906.

Hon. E. E. Schmitz, Mayor.
San Francisco, California.

Dear Sir: I beg to advise you that we have been able to place about 800 men in employment at the Red Cross Employment Bureau in the Hearst Grammar School, Fillmore and Hermann streets. This is out of a registration of about 3,500.

I am not at all satisfied that we have met with proper assistance at the hands of employing contractors and others who believe they are interested in the practical solution of San Francisco's needs.

Many are hiring labor as they require it from the long line of men entering the city, men who are deserting their labor in the interior by the statements of the immediate reconstruction of the city.

We make insistent pleas for orders for men, with poor results. Contractors are not alive to the importance of giving the first choice to San Francisco's own people. Indeed, I am led to believe that some large employers are thoughtless to a degree bordering upon cruelty.

In one instance a firm that has given out the statement that men could not be obtained, has had signs printed and posted about the city calling for 1,000 men. They advised a representative of this bureau to send the men. We sent a number, who were told, "no work," and "no men needed." I made a personal investigation and was advised by the firm that they did not need any men; that the signs were old. Some of these signs were still out two days ago, and men tramped wearily about the city in consequence. This is not honest.

I regret to advise you that some of the contractors in and around the city are placing their pay-day so far ahead as to render their work valueless to men with families, and then discount their own paper in a vicious and extortionate manner. These things were bad enough in ordinary times; to-day they are brutal.

It is, in my opinion, of the utmost importance that labor should be provided for the army of destitute men of this city. I believe that you can put the matter before those competent to act in a way that will bring results.

A couple of millions of insurance money immediately at work along this line will be of more value to San Francisco than ten times that amount a year hence.

Yours very truly,
W. V. STAFFORD,
Labor Commissioner.

The representations made by Labor Commissioner Stafford indicate a state of affairs which portends great injury to the city, to say nothing of injustice to the homeless and workless thousands now dependent upon outside relief. The contractors referred to by Mr. Stafford—and these include some of the largest concerns in the city—can not be regarded in any other light than as public enemies. Notwithstanding the general agreement that labor conditions should be maintained as established before the recent disaster, the firms in question have openly broken faith and are pursuing their nefarious practices with characteristic disregard for decency and fair-dealing. The trade-unions, concerning whose attitude much needless fear was expressed, have proved as good as their word in standing for the maintenance of former conditions,

while other classes have shown a decided disposition to take advantage of the people's necessities by putting on the screws in numerous directions. The contractors are the worst offenders in this respect; the professions of that class seem to have been intended solely for publication. Possibly, when the contractors acquiesced in the general determination that labor conditions should remain as before, they did so with the reservation that they should be free to do as they had done prior to April 18, namely, take every possible advantage of the necessities of the labor employed by them. At any rate, that is exactly what the contractors are now doing.

It is now quite clear that no reliance can be placed in the personal word of the persons referred to. Steps must be taken to establish a system by which all three parties to the work of clearing the ruins and rebuilding the city —employers, employes and the city—shall be bound by something more than a general declaration to work in harmony and with proper respect for each other's interests. The San Francisco Labor Council, at its meeting on the 18th inst., adopted a recommendation looking to the establishment of such a system, and referred it to Mayor Schmitz, with the request that the latter invite the co-operation of all parties in putting the plan into effect. In brief, the proposed plan contemplates a bureau composed of duly authorized representatives of employers, employes and the city, in which all applicants for employment shall be registered as a prerequisite to securing employment. In the main, the proposed bureau would deal with the unskilled-labor situation, leaving to the trade-unions the function of regulating the conditions of employment in the so-called skilled trades. In other words, the bureau would serve the purpose of organization among the unskilled workers, with the added advantage of recognition by the employers.

Of course, the contractors and others of their ilk, being accustomed to deal with their employes upon a "supply-and-demand" basis, can not be expected to look with favor upon this or any other plan that interferes with their right (?) to "run their own business." But in the present condition of affairs, more than ever before, the employers' business is also, and most obviously, the public business. It is the public business to see that the thousands of San Francisco workingmen who are now idle shall be employed as quickly as possible and upon terms which will enable them to support themselves in decency and independence. It is the contractor's business to see that he makes as much money as possible, regardless of every other consideration, not even excepting the consideration of humanity. It remains to be seen which shall prevail, the business of the public or that of the contractor.

The plan proposed by the Labor Council has already been put into effect in one or more instances of private initiative. In these instances it appears that the plan has the approval of certain contractors, who are working in harmony with it. The limited success thus achieved, by demonstrating the practicability of the plan, also demonstrates the need of its more general adoption under public auspices. The city itself should be a party to the plan, so that the other parties shall be placed under an obligation which they can not violate with impunity. The city can not leave the matter subject to private agreement without laying itself open to a suspicion of indifference to the results and of a possible desire that certain interests shall profit by the present system, or rather lack of system.

To repeat the point that has been urged in these columns every week since the disaster of April 18: The labor question is the most important one now before the public, and will continue to be such for a long time to come. The realization of all the hopes and predictions of a greater and more prosperous city than that which has just been destroyed is contingent upon the position occupied by labor now and hereafter. The property-owner, financier, architect, contractor and insurance company are important factors in the rebuilding of the city, but neither of these, nor all combined, constitute in themselves the determining factor of the future. San Francisco will be greater or smaller than before in proportion as its working class is better or worse off than before. The work of rebuilding the city should be begun at the foundation; that is, by establishing conditions of labor which shall insure the growth of a strong, free and stable community. All question of the future aside, there remains the immediate question of providing employment for the homeless campers ("picnickers," as they are termed by the daily press). This question must be taken in hand and disposed of promptly. Let us have action!

San Francisco needs help, needs lots of it, and needs it at once! The reports of contributions amounting to ten, and even twenty, million dollars, are purely imaginative. At any rate, no such sums have been received, the total being less than five million dollars, exclusive of food, clothing, etc. The country at large has been exceedingly prompt and generous in aiding the sufferers by earthquake and fire, and San Francisco is profoundly grateful for the succor thus afforded. We feel confident that all necessary aid will be forthcoming in the future as promptly and generously as in the past, provided the true state of affairs is made known throughout the country. Thousands of persons still remain dependent upon aid for the necessaries of bare existence, to say nothing of the comforts of life. This condition is likely to continue for some time, and possibly to grow worse. Therefore, we urge a continuance of the relief measures undertaken by other communities. As soon as possible due notice will be given that San Francisco is again able to care for her own, and even to spare a little for others who may be in need.

The JOURNAL notes with regret the announcement of the death of George E. McNeill, long known as the "Nestor of the American Labor Movement." Brother McNeill's record is a long and brilliant one. His death will be mourned by trade-unionists throughout the world, and not least by the organized seamen, in whose cause he rendered splendid service.

DIED.

William Goslin, No. 673, a native of Ireland, aged 25, reported died in earthquake at San Francisco, on April 18, 1906.

Einar W. Hansen, No. 860, a native of Denmark, aged 28; drowned at Hardie Creek, Cal., April, 1906.

Johan Megewske, No. 1514, a native of Germany, aged 41; died at sea, on board the schooner Sailor Boy, April 4, 1906.

George Russell, No. 506, a native of England, aged 38, died at Tacoma, Wash., on May 18, 1906.

Thomas Shields, No. 1092, a native of Ireland, aged 34, reported died in earthquake at San Francisco on April 18, 1906.

Wilhelm von der Sluys, No. 81, a native of Holland, aged 27, died at San Pedro, Cal., on May 14, 1906.

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, May 21, 1906.

Regular weekly meeting was called to order in the Sailors' Home at 7:30 p. m., E. Ellison presiding. Secretary reported shipping very good and men scarce. The report of the Committee on Agreement with the Shipowners' Association was adopted and ordered submitted to a vote of the union two weeks from date. The Committee on Permanent Headquarters reported progress.

A. FURUSETH, Secretary.
Folsom Street Dock.

Tacoma Agency, May 14, 1906.

No meeting; no quorum. Shipping fair. Men scarce.

H. L. PETTERSON, Agent.
3004 McCarver st. Tel. Main 808.

Seattle Agency, May 14, 1906.

Shipping fair.

P. B. GILL, Agent.
1312 Western ave. P. O. Box 65. Tel. James 3031.

Port Townsend Agency, May 14, 1906.

No meeting; no quorum. Situation unchanged.

WM. THORBECK, Agent.
114 Quincy st. P. O. Box 48. Tel. 443.

Aberdeen Agency, May 14, 1906.

Shipping fair; men scarce.

WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

Portland (Or.) Agency, May 14, 1906.

No meeting; no quorum. Shipping and prospects fair.

CHAS. BOCK, Agent.
40 Union ave. Tel. East 4912.

Eureka Agency, May 14, 1906.

No meeting; no quorum. Situation unchanged.

C. SORENSEN, Agent.
222 C street. P. O. Box 327. Tel. Main 566.

San Pedro Agency, May 14, 1906.

Shipping medium; prospects fair.

HARRY OHLSEN, Agent.
P. O. Box 2380. Tel. Main 774.

Honolulu (H. T.) Agency, May 7, 1906.

No meeting; no quorum. Shipping dull; prospects uncertain.

H. COLDIN, Agent.
821 Alakea st. Tel. Main 96.

Seattle, Wash., May 10, 1906.

No meeting; shipping fair.

LEONARD NORKGAUER, Agent.

San Pedro (Cal.) Agency, May 10, 1906.

No meeting; prospects fair.

CHAS. M. DAWSON, Agent.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

San Francisco, Cal., May 17, 1906.

Regular weekly meeting was called to order at 3 p. m. Eugene Burke in the chair. Secretary reported shipping very good but men are scarce.

EUGENE STEIDLE, Secretary.
Folsom Street Dock.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Ill., May 14, 1906.

Conditions in general satisfactory.

V. A. OLANDER, Sec'y pro. tem.
143 West Madison st.

MARINE COOKS' AND STEWARDS' OF THE GREAT LAKES.

Headquarters, Buffalo, N. Y., May 7, 1906.

General situation fair.

E. E. TURNER, Sec'y pro tem.
55 Main st.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., May 16, 1906.

Shipping fair.

WM. H. FRAZIER, Secretary.
1½ Lewis st.

On the Great Lakes

(Contributed by the Lake Seamen's Unions)

PLANS FOR NIAGARA.

The International Waterways Commission, which completed its work recently at Buffalo, has made public its report, recommending that, exclusive of water required for domestic use or the services of locks in navigation canals, such diversions be limited on the Canadian side to 30,000 cubic feet per second, and on the United States side to 18,500 cubic feet per second.

It provides that any treaty or arrangement as to the preservation of Niagara Falls shall be limited to twenty-five years. A memorandum was drawn up embodying the following principles in dealing with the whole subject:

No obstruction or diversion shall be permitted upon any navigable water crossing the boundary or in streams tributary thereto which would injuriously affect navigation. Each country shall have the right of diversion for irrigation or extraordinary purposes in equal quantities of the waters of nonnavigable streams crossing the international boundary. A permanent joint commission can deal much more satisfactorily with the settlement of all disputes arising as to the application of these principles, and should be appointed.

FOLDING ANCHORS.

Folding beds are not the only things made to shut up, said the marine hardware man. There, for instance, is the folding anchor.

Originally all anchors were made with the stock stationary, and as the stock, at one end of the shank, was set at right angles to the arms and flukes at the other—the object being to tilt the anchor and make one of the flukes engage—a big anchor would take up a lot of space.

The fixed stocks of the old anchors were made of wood. Later they came to make them of iron, and these iron stocks they make movable so as to occupy less space when not in use. This was the folding anchor.

In these anchors, while the stock holds down, the arms, with flukes attached, still extend rigidly from either side at the foot of the shank. Then came the patent anchor, without a stock, and with flukes in line at the ends of an arm pivoted through the end of the shank.

Thus pivoted the flukes can swing to either side of the shank, and the flukes are forged in such shape that when the anchor is dragged on the bottom their points are inclined downward and made to bury. With no stock attached, the shank of this anchor is pulled right in through the hawsepipe, the flat flukes lying snug against the side of the vessel.

And now we have, for smaller vessels, folding anchors that actually fold up—of which there are a number of styles.

One sort has no stock, but has four arms, somewhat like a grapple, so that one or more arms will engage on whatever side the anchor may fall. These four arms are each hinged where they are joined to the shank. They are held outward in place by a collar that slips down the shank upon them and locks them at the base.

When the anchor is not in use the collar is slid back and the arms folded up against the shank, the collar being then slid down over the points to hold the arms there. So the anchor can be folded up completely.

Another folding anchor is of the typical anchor form, with two arms terminating in flukes and with a stock in the regulation manner at right angles to the arms, with arms and stock both hinged where they join the shank. A pin holds the arms in place when extended and in like manner another pin holds the stock.

When the arms are folded up against the shank their pin holds them in place there, and when the hinged stock is folded down against the shank the stock pin holds that there.

Folding anchors all of galvanized iron are made in sizes ranging in weight from 6 pounds to 200 pounds. A six-pound folding anchor, folded, you could carry in your pocket easily. It might make your pocket sag a little, but there would be plenty of room for it there.

How much of a boat an anchor will hold depends, of course, on the kind of boat and on the waters in which it is used. But that little six-pound folding anchor would do for a rowboat.

Folding anchors are, of course, so made in order to save space. They are used on small boats, launches, powerboats, yachts, pleasure craft of various sorts and often as spare anchors. Folded they can be stowed in a locker or in any convenient place. In this form they occupy but very little space.

We have been selling folding anchors for some years, but now we sell more than ever, what with the constantly and greatly increasing numbers of pleasure craft in use.

PROMISING CANADIAN TOWN.

The Grand Trunk Pacific Railroad has consummated negotiations to enter Port Arthur over the Canadian Northern Railroad lands. Port Arthur will become a great manufacturing seat at no very distant day. Her great waterway (Lake Superior) and her central position warrant this belief, as they can draw the raw material from the east and west and the United States just as cheaply, if not cheaper, than any point in the Dominion. Within the last five years the town has grown to about 8,000 population, an increase of 2,500 during the time named, and a very large percentage of these newcomers, as well as a large percentage of the older residents, are from the United States. The Canada Pacific and the Canadian Northern now run into Port Arthur, and it is settled that the Grand Trunk will also enter very shortly on a track of its own and these will make the place a distributing point of no mean quality.

There are in Port Arthur and Port Fort Williams eight grain elevators, with a capacity of 20,000,000 bushels, and the Empire Elevator Company proposes to build the ninth elevator, with a capacity of 3,000,000 bushels. There is a blast furnace in operation. Boston capitalists are erecting mills for the manufacture of steel and iron tubes, and they will invest heavily in that industry. Port Arthur is a public ownership city. The city owns its electric lighting plant, its street-car system, and its waterworks, which has only been established a short time.

NEW TYPE OF STEAMBOAT.

A steamboat which is destined to dispense with the services of the colored roustabout is being built at Pittsburg for the Memphis and Arkansas River Packet Company, to be operated in the Memphis and Vicksburg trade. She is a stern-wheel, steel-hull boat, apparently of the ordinary type of Mississippi River craft, but she is to be much finer than such vessels.

Along each side of the lower deck is a conveyor to carry freight aft when the boat is being loaded and forward when she is being unloaded. The conveyors are to be run by electric power. The stage, which is sixty-five feet in length, by which freight may be received and delivered on high banks, is also equipped with a conveyor, which works in the same manner as a rolling stairway. The conveyor on the stage is to be operated by an electric motor in the middle of the stage, the power being obtained from dynamos on the steamer through wires attached to the stage.

One of the most serious drawbacks to the steamboat traffic in recent years has been the propensity of the roustabout to "jump" the boat at any time that he did not feel disposed to work and to refuse to go out on the boats even when high wages were offered. For the last three years it has been an ordinary occurrence for boats to be delayed from twelve to twenty-four hours after they were loaded because the colored men declined to accept positions, and the wages on some of the Southern boats have been run up as high as $120 a month on vessels that were obliged to go at certain times. During the busy seasons the ordinary wages of the roustabouts have ranged from $75 to $90 a month.

The conditions have induced boat builders to devise appurtenances that will do most of the work of the rouster. The arrangements of the new steamboat S. S. Brown are designed to obviate the necessity of employing rousters and to require only a few laborers to move the freight on and off the conveyors.

The boat is also designed to have the fuel stored in the hull, to be elevated to the furnaces by means of steam elevators. Each stateroom is to be supplied with hot and cold water, and the after portion is to be partitioned off for colored passengers. The steamboat is to be finished about July 1, and the cost will be about $125,000.

The new steel freight steamer Henry B. Smith was recently launched at the yards of the American Shipbuilding Company, at Lorain, O. The vessel is 545 feet in length, 55 feet beam and 31 feet deep, and is designed to carry about 10,000 tons of ore. She is owned by W. A. and A. H. Haywood, of Cleveland, O.

Liverpool is the world's second greatest seaport, the trade in 1904 aggregating $1,273,574,400. The tonnage paying dock and harbor dues amounted to 31,992,774 tons, and the Customs receipts $31,431,923. During the year 207,051 head of cattle and 243,125 head of live sheep were imported from the United States.

CANADA AND NIAGARA FALLS.

United States Consul Seyfert, of Stratford, makes a report upon the findings of the commission appointed by seven Canadian municipalities to estimate on the cost of developing 30,000 to 100,000 horsepower at Niagara Falls for transmission to various cities in the Dominion. He writes:

The report of the commission figures the cost and distribution of the electrical power, as well as the immense possibilities this development would have in store for the future of Ontario. The power plant and electrical transmission to the seven cities is estimated at $6,684,629 for 30,000 horsepower, $9,354,611 for 60,000 horsepower, or $11,909,100 for 100,000 horsepower. Additional cost would be involved in delivering power to other cities. The annual cost of maintenance is estimated at $859,610, $1,138,551, and $1,413,634, respectively. This includes interest at 4 1-2 per cent and sinking fund for payment of entire plant in forty years. The cost of electricity at Toronto for twenty-four hour service would be $14.60 per horsepower per year if 100,000 horsepower were developed, $15.73 if 60,000 were developed, and $21.97 if only 30,000 were provided for. The rates at more distant cities would be higher, reaching $34.48 at Woodstock on the 30,000 horsepower development.

It is figured that if eleven other cities join the seven taking the initiative the full 100,000-horsepower plant could be used. An effort is now being made to have the Ontario government take over all the electrical power developed in the province and sell the power at cost to the municipalities. Government ownership of great public franchises is popular with Canadian people.

This stupendous scheme for power, light, and industrial development throughout Ontario ought to arrest the attention of the people who are interested in the preservation of Niagara Falls. If carried into effect, it means a great additional diversion of water from the Falls—at least 100,000 horsepower more than is now diverted by the power companies in operation and contracted for. This is not all, for the true menace lies in the fact that the charter is subject to an unlimited supply of power, which may in course of time mean ten times as much water as is contemplated to take to begin with.

United States Consul Murphy, of Bordeaux, reports that only two American vessels have entered the harbor at that place in ten years, and those were private yachts which sought refuge during the Spanish-American war. The Consul further says that he had searched the records of the consulate, which is the oldest in continuous existence, dating back to 1790, and found that in the first six months of 1805 no less than 112 vessels owned by Americans and flying the American flag had entered and cleared at the port. The vessels averaged from 175 to 200 tons, and brought to Bordeaux cotton, sugar, tobacco, staves, whale oil, and logwood, and carried back to the United States cargoes of wine, brandy, dry goods, wheat, fruit, and hardware.

The Canadian Government has made a change in its system of paying a bonus for each person induced to imigrate from the United Kingdom. Since April 1, the bonus paid to each person who intends to follow agricultural pursuits in Canada and to each female domestic servant is $2.50 when under 18 years of age and $5 on persons above 18 years. A proviso is made that agents of American lines landing passengers in United States ports are excluded from participating in the arrangement.

Emigrants leaving German ports during the twelve months of 1905 numbered 306,753, according to figures supplied by Vice-Consul-General Risdorf, of Frankfort. Less than 10 per cent of these were German subjects. The number of persons leaving German ports for the United States last year was 40,574. The greatest emigration from Germany to the United States was in the five-year period 1881 to 1890, when 1,452,970 persons are recorded as arriving in America.

A committee, representing many savings banks in Spain, recently called on Senor Moret, the Prime Minister, advocating the early enactment of a pension law for old and disabled workmen. Senor Moret offered his support to the work that is now being prepared in regard to this important matter by the Institute of Social Reforms.

Consul-General Uchida, of Japan, at New York, has received a cable-dispatch from the Secretary of Finance, at Tokyo, announcing that the actual net profit of the tobacco monopoly of the Japanese Empire, for the fiscal year 1905 was 33,284,000 yen, or $16,642,000, and exceeded the estimated figure by 1,272,000 yen, or 636,500.

INFORMATION WANTED.

Thos. J. Cullin, No. 7833, Hugh Galloway, No. 1207, A. Hagerty, No. 11979, and Andrew Hanson, who were part of the crew of the No. 105 in 1904, are wanted as witnesses, and will please communicate with the nearest agent of the Lake Seamen's Union.

William H. Fay is inquired for by his sister, Mrs. J. Lawson, 41 Princeton Place, Buffalo, N. Y.

Gust, or Harry, Johnson is inquired for by his mother, Mrs. Selia Johnson, 1145 Milwaukee

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LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

121 and 123 North Desplaines Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, WIS.....133 Clinton Street
Telephone 240 South.

BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.

ASHTABULA HARBOR, O.....87 Bridge Street
Telephone 552.

CLEVELAND, O.....171 East River Street
Telephone Bell Main 1295.

TOLEDO, O.....719 Summit Street
Telephone Black 6981.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES.

DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3742.

ASHLAND, WIS.....515 East Second Street
Ashland Phone 1563.

SUPERIOR, WIS.....1721 North Third Street
Telephone, Old Phone, 4428 L.

BAY CITY, MICH.....919 North Water Street

OGDENSBURG, N. Y.....94 Hamilton Street

SUB-AGENCIES.

MANITOWOC, WIS.....809 South Eighth Street

ERIE, PA.....107 East Third Street
Telephone Bell 599 F.

CONNEAUT HARBOR, O.....922 Day Street

SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
Telephone 1944 South Chicago.

SANDUSKY, O.....1107 Adams Street

PORT HURON, MICH.....931 Military Street

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UNITED STATES MARINE HOSPITALS.

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Buffalo, N. Y.	Marquette, Mich.
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Escanaba, Mich.	Sandusky O.
Grand Haven, Mich.	Sault Ste. Marie, Mich.
Green Bay, Wis.	Sheboygan, Mich.
Houghton, Mich.	Sturgeon Bay, Wis.
Ludington, Mich.	Superior, Wis.
Manistel, Mich.	Toledo, O.

We Don't Patronize.

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Bread—McKinney Bread Company, St. Louis, Mo.; National Biscuit Company, Chicago, Ill.
Cigars—Carl Upman, of New York City; Kerbs, Wertheim & Schiffer, of New York City; The Henry George and Tom Moore.
Flour—Washburn-Crosby Milling Co., Minneapolis, Minn; Kelley Milling Co., Kansas City, Mo.
Groceries—James Butler, New York City.
Meats—Kingan Packing Company, of Indianapolis, Ind.
Pipes—Wm. Demuth & Co., New York.
Tobacco—American and Continental Tobacco Companies.

CLOTHING.

Buttons—Davenport Pearl Button Company, Davenport, Iowa; Krementz & Co., Newark, N. J.
Clothing—N. Snellenberg & Co., Philadelphia, Pa.; Clothiers' Exchange, Rochester, N. Y.; Strawbridge & Clothier, Philadelphia, Pa.; Blauner Bros., New York.
Corsets—Chicago Corset Company, manufacturers Kabo and La Marguerite Corsets.
Gloves—J. H. Cownie Glove Co., Des Moines, Iowa; California Glove Co., Napa, Cal.
Hats—J. B. Stetson Company, Philadelphia, Pa.; E. M. Knox Company, Brooklyn, N. Y.
Shirts and Collars—United Shirt and Collar Company, Troy, N. Y.; Van Zandt, Jacobs & Co., Troy, N. Y.; Cluett, Peabody & Co., Troy, N. Y.; James R. Kaiser, New York City.
Shoes—Harney Bros., Lynn, Mass.; J. E. Tilt Shoe Co., Chicago, Ill.
Suspenders—Russell Mfg. Co., Middletown, Conn.
Textile—Merrimac Manufacturing Co. (printed goods), Lowell, Mas.
Underwear—Oneita Knitting Mills, Utica, N. Y.
Woolens—Hartford Carpet Co., Thompsonville, Conn.; J. Capps & Son, Jacksonville, Ill.

PRINTING AND PUBLICATIONS.

Bookbinders—Geo. M. Hill Co., Chicago, Ill.; Boorum & Pease Co., Brooklyn, N. Y.
Printing—Hudson, Kimberly & Co., printers, of Kansas City, Mo.; W. B. Conkey Co., publishers, Hammond, Ind.; Times, Los Angeles, Cal.; Philadelphia Inquirer.

POTTERY, GLASS, STONE AND CEMENT.

Pottery and Brick—J. B. Owens Pottery Co., of Zanesville, Ohio; Northwestern Terra Cotta Co., of Chicago, Ill.; C. W. Stine Pottery Co., White Cottage, Ohio; Harbison-Walker Refractory Co., Pittsburg, Pa.; Utica Hydraulic Cement and Utica Cement Mfg. Co., Utica, Ill.; Corning Brick, Tile and Terra Cotta Company, Corning, N. Y.

MACHINERY AND BUILDING.

Carriage and Wagon Builders—S. R. Baily & Co., Amesbury, Mass.; Hassett & Hodge, Amesbury, Mass.; Carr, Prescott & Co., Amesbury, Mass.
General Hardware—Landers, Frary & Clark, Aetna Company, New Britain, Conn.; Kelsey Furnace Company, Syracuse, N. Y.; Brown & Sharpe Tool Company, Providence, R. I.; John Russell Cutlery Company, Turners Falls, Mass.; Atlas Tack Company, Fairhaven, Mass.; Henry Disston & Co., Philadelphia, Pa.; American Hardware Co. (Russell & Erwin Co. and P. & F. Corbin Co.), New Britain, Conn.; Merritt & Company, Philadelphia, Pa.
Iron and Steel—Illinois Iron and Bolt Company, of Carpentersville, Ill.; Carborundum Company, Niagara Falls, N. Y.; Casey & Hedges, Chattanooga, Tenn.; Gurney Foundry Company, Toronto, Ont.; Sattley Manufacturing Company, Springfield, O.; Page Needle Company, Franklin, N. H.; American Circular Loom Company, New Orange, N. J.; Payne Engine Company, Elmira, N. Y.; Lincoln Iron Works (F. R. Patch Manufacturing Company), Rutland, Vt.; Erie City Iron Works, Erie, Pa.; David Maydole Hammer Co., Norwich, N. Y.; Singer Sewing Machine Co., Elizabeth, N. J.; National Elevator and Machine Company, Honesdale, Pa.; Pittsburg Expanded Metal Co., Pittsburg, Pa.; Peckham Manufacturing Company, Kingston, N. Y.; American Hoist and Derrick Co., St. Paul, Minn.; American Iron & Steel Company, Lebanon and Reading, Pa.
Iron, Architectural—Geo. L. Meskir, Evansville, Ind.
Stoves—Germer Stove Company, Erie, Pa.; "Radiant Home" Stoves, Ranges, and Hot Air Blast, Erie, Pa.; Wrought Iron Range Co., St. Louis, Mo.

WOOD AND FURNITURE.

Bags—Gulf Bag Company, New Orleans, La., branch Bemis Brothers, St. Louis, Mo.; H. B. Wiggins' Sons Co., Bloomfield, N. J.
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Brooms and Dusters—The Lee Broom and Duster Company, of Davenport, Iowa; M. Goeller's Sons, Circleville, Ohio; Merkle-Wiley Broom Co., Paris Ill.
Carriages—Crane, Breed & Co., Cincinnati, Ohio.
Cooperage—Northwestern Cooperage and Lumber Company (otherwise known as the Buckeye Stave Company), of Ohio, Michigan, and Wisconsin; Elgin Butter Tub Company, Elgin, Ill.; Williams Coperage Company and Palmer Manufacturing Company, of Poplar Bluff, Mo.
China—Wick China Company, Kittanning, Pa.
Furniture—American Billiard Table Company, Cincinnati, Ohio; Brumby Chair Company, Marietta, Ga.; O. Wisner Piano Company, Brooklyn, N. Y.; Krell Piano Company, Cincinnati, Ohio; N. Drucker & Co., Cincinnati, Ohio; St. Johns Table Company, St. Johns, Mich.; Grand Rapids Furniture Manufacturing Association, Grand Rapids, Mich.; Derby Desk Co., Boston, Mass.
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Watches—Keystone Watch Case Company, of Philadelphia, Pa.; Crescent Courvoisseer Wilcox Company; Jos. Fahy, Brooklyn Watch Case Company, Sag Harbor.
Wire Cloth—Thos. E. Gleeson, East Newark, N. J.

MISCELLANEOUS.

Bill Pasters—Bryan & Co., Cleveland, Ohio.
Railways—Atchison, Topeka & Santa Fe Railroad; Missouri, Kansas & Texas Railway Company.
Telegraphy—Western Union Telegraph Company, and its Messenger Service.
D. M. Parry, Indianapolis, Ind.
Thomas Taylor & Son, Hudson, Mass.
C. W. Post, Manufacturer of Grape Nuts and Postum Cereal, Battle Creek, Mich.
Lehmaier-Swartz & Co., New York City.

CIGARMAKERS AND CONSUMPTION.

The general circulation recently accorded to the statistics of the Cigarmakers' Union relative to the estimated decrease in deaths from tuberculosis of members of that organization, from 51 per cent in 1888 to 24 per cent in 1905, lent very special interest to the address of President George W. Perkins of the Cigarmakers' International Union.

After discussing the subject of occupation and tuberculosis in a general way, pointing out the high rate of mortality from that disease among workingmen, he contrasted figures showing the death rate to be 541 in every 100,000 marble and stone cutters, 477 among the same number of cigarmakers, 453 plasterers and whitewashers, 430 compositors, printers and pressmen, and so on down the line of so called working class occupations, with the low rate among bankers, brokers and officials of 92 in 100,000. This disparity he attributed almost wholly to low wages, long hours, unsanitary shop and home conditions, and inability to secure proper food and clothing. He then devoted himself to an analysis of the vital statistics of the Cigarmakers' Union, which has for a long period of years kept accurate records through its system of sick and death benefit. We quote him in part:

"The vital statistics of the Cigarmakers' International Union, which are open to the inspection of any one, show that in 1888, two years after the adoption of the eight-hour working day in our trade, fifty-one per cent of the deaths in that year were caused by tuberculosis. In 1890 there were 211 deaths all told, of which number 104 were caused by consumption, which shows that the per cent of those who die from this cause had been reduced to forty-nine per cent. In 1905 the total number of deaths was 478, of which consumption claimed 119 or twenty-four per cent.

"Our records show that in 1890 we expended all told for death benefits $26,043.00, of which amount about forty-nine per cent or $12,761.07 was paid on account of those who died from consumption. In 1905 we expended all told for death benefits $162,218.82, of which amount about twenty per cent or $32,150.00 was paid on account of those who died from consumption. This shows that seventeen years ago about one-half of the amount expended for death benefits was on account of those who died from consumption and that to-day the outlay for this purpose has been reduced to about twenty per cent, or more than one-half. These are actual facts taken from the records in our office.

"In 1890 the total amount expended for sick benefit was $64,660.47 and our estimate based on the actual figures for 1905 indicates that about forty-nine per cent or $31,683.63 was paid to members suffering from tuberculosis. In 1905 the total amount expended for sick benefit was $165,917.80, of which amount about twenty-four per cent or $41,147.61 was paid those suffering from tuberculosis. This shows that the expenditure for sick benefit on account of those suffering from tuberculosis has been reduced from forty-nine per cent in 1890 to twenty-four per cent in 1905, which is a reduction of more than half and is in keeping with the general reduction in the expenditure for death benefit in the same period.

"These statistics without the shadow of a doubt support the assertion that increased wages, shorter hours and better sanitary shop and home conditions brought about by affiliation with the Cigarmakers' International Union are responsible for this wonderful improvement. Despite the fact that there has been a marked improvement, the further fact that we still expend twenty-four per cent of the outlay for sick benefit to those suffering from tuberculosis and that twenty per cent of the amount expended for death benefit on account of those who die from tuberculosis, calls for the earnest co-operation of all citizens in an effort to stamp out this disease.

"Society has a right to and should protect itself against this disease, and all should unite in demanding remedial legislation. We may provide for means of treatment and cure, but as long as the causes leading to the disease remain, it will always be with us.

"In addition to the many excellent suggestions set forth as means of prevention, I suggest that in all factories there should be proper sanitary conditions, proper ventilation, and that all operatives should face in one direction. In many factories the benches or tables are so arranged that the operatives face each other. Those suffering from tuberculosis, when sneezing, coughing or even talking or breathing, do so directly in the faces of those sitting opposite. This is an important remedy and can be executed without any additional cost to the manufacturers and employers. Those who will not adopt this plan should be forced to do so."

HOW "BOB" EVANS DISOBEYED.

An echo of the accident on board the United States battleship Kearsarge, off Guantanamo Bay, on April 13, carries with it the story of how Rear-Admiral Robley D. Evans disobeyed orders of the Navy Department in the hope of saving a seaman's life.

One of the men horribly wounded in the explosion was William King, rated as an ordinary-seaman. He was so seriously injured that he could not be moved from the Kearsarge. At the same time Evans, in command of the vessels, had orders to finish the target practice and return to New York by April 20.

Learning that King had a small chance to recover, Evans refused to allow the target practice to continue or to let the squadron sail. They would stay there until Christmas, he said, before he would permit the firing of guns to annoy the sick man. They would await King's recovery or death before proceeding with the practice.

So for ten days they lay at anchor, while Washington wondered about the delay. Then King died, after a brave fight for life, and the ships steamed away for the ranges to finish the practice.

The German bark R. C. Rickmers, which was launched in Germany in February, is to sail shortly from Bremen to New York to load a full cargo of case oil for Japan. She is a five-master, 441 feet in length, with a beam of 54 feet 3 inches and a draft of 26 feet 9 inches. Her displacement is, approximately, 11,350 tons, giving a gross burden of about 8,000 tons. She is a sailing vessel, but is fitted with triple-expansion 1,000-horsepower engines, which under favorable circumstances, even when fully loaded, will enable her to make from six to seven knots under steam. The Rickmers is announced as the largest sailing vessel in the world.

INTERNATIONAL SEAMEN'S UNION OF AMERICA

Affiliated with the
AMERICAN FEDERATION OF LABOR.

WM. H. FRAZIER, Secretary-Treasurer.
1½A Lewis St., Boston, Mass.
AFFILIATED UNIONS.

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NAVAL ENGINEERING FEAT.

Mr. Henry Townsend, writing in Harper's Weekly, tells of the rapid construction of ten torpedo-boats under the direction of Lewis Nixon. The boats were assembled in the navy-yard at Sebastopol under conditions fit to try the spirit of even such an indomitable shipmaster as Peter the Great. Says Mr. Townsend:

The space allotted to Mr. Nixon was at the end of the yard and was, in fact, only a court-yard paved with cobblestones which ran along a sea-wall five feet high. Along this wall the boats had to be built; and as there was no other way of launching them, it was necessary to lift them bodily from the ways by means of a great derrick. But there was no time to consider difficulties; there was only time enough to build the boats. It was arranged to build three of them at the edge of the wall so that these might be readily lifted into the water, but the positions assigned to the seven imposed the task of skidding them sidewise in order to get them under the derrick arm.

In the course of time material for the ten boats arrived, after a transshipment at Antwerp, in a state of deplorable and almost hopeless confusion. A great deal of it had been seriously damaged. Angles were bent, plates were distorted, boxes were broken, and many parts had been altogether lost. And only six weeks before the first torpedo-boat must be in the water! However, the material was collected, apportioned, and erected in place for riveting. Each vessel had to have 62,000 rivets driven in it, the hulls had to be faired, lines for machinery run, struts and bearings lined up, gun-foundation prepared, two engines of 300 horse-power set up on each vessel, with tanks, pipes, and auxiliaries fitted in place, and a great deal of this work could not be settled on until the hull itself was in shape.

At the same time workmen speaking a foreign tongue had to be selected and arranged in proper gangs so that all work could go on at once. Methods of work at variance with the plan of the builder had to be overcome and explained, and even habits had to be changed to suit the man who knew that no excuse, no matter how plausible, could ever cover a failure to launch the vessels on time. It is said that the men were proud of working in the "Amerikansky Prospekt," as they christened the cobble-paved court where the torpedo-boats were built. And when Nixon would pass a group of them in the evening they would never fail to let him know that they were there and that they recognized him. Their method was ingenious; they would give voice to about all the English they knew and say, loudly enough to be heard by him, "Hurry up, —— it, hurry up!" And it must be said that this form of greeting sounds suspiciously like a quotation. In all probability it was a potent factor in the accomplishment of the remarkable task.

Harold Frey's yacht Rose Marine arrived at Southampton, Eng., on May 19, after a search of three years for the treasure that has been so often looked for on Cocos Island. It is understood that the expedition was a failure. Captain Matthews, master of the craft, was interviewed ,and, though he refused to give definite information, said he had as much faith as ever before in the

---

During 1904 there were 333 horses slaughtered at Plauen, Germany, for food purposes.

WORKINGMEN'S INSURANCE.

The Bureau of Labor is engaged in the preparation of a report on workingmen's insurance in the United States and in foreign countries. It is the purpose of this investigation to show the organization and operation of the various systems of private and State insurance of workingmen against sickness, accident, disability, old age, death, and unemployment. A full account will also be given of the laws concerning workingmen's insurance and the liability of employers for accidents to their employes.

In order that this investigation may be as nearly complete as possible, the Commissioner of Labor is desirous of obtaining information in regard to all establishment relief funds and employes' mutual aid societies for insurance against sickness, accident, disability, old age, death, or unemployment, as well as all benefit and relief features of national and international labor organizations, and local or branch labor unions, both in the United States and in foreign countries. It is desired to obtain, if possible, copies of the constitutions, rules and by-laws, blank forms, annual or other regular periodical reports, financial statements; etc., of these institutions. In addition to such material as is above indicated, any information which will enable the Bureau of Labor to locate institutions of this character is also desired. Persons possessing such material or information are requested to communicate with the Commissioner of Labor, Washington, D. C.

ELEPHANTINE ELECTRICITY.

It is proposed by an enterprising Anglo-Indian to utilize the labor of elephants in operating the dynamos of an electric-lighting station. He writes to Engineering (London) that his plan involves working the animals six hours a day for this purpose, and he asks whether any one can tell him how much electric energy an average elephant can produce in this way and the cost of the necessary machinery. Engineering seems inclined to treat the proposal with levity. Says Cosmos (Paris), in a note on the correspondence:

"Engineering, in its answer, remarks that the equivalent of the mechanical power of the elephant is doubtless known in India, but that no data on the subject can be found in European text-books; perhaps it may be related to that of the horse in the ratio of their respective weights. It adds that a central station run by a file of elephants continually turning a windlass or treading heavily on moving inclined planes would be rather a painful spectacle. Outside of these methods, however, the English paper does not see how the enterprising promoters of this plan could make the energy of the animals available. It can hardly be supposed that the elephants could be trained to project water through their trunks against the buckets of a Pelton wheel; and besides we have no means of calculating the force of such a jet, and could not conscientiously recommend the method! At this particular time, when animal strength is being everywhere replaced by mechanical motive power, to the great advantage of our friends the domestic animals, the idea of hitching elephants to a dynamo is at least queer. Let us hope, for the sake of these sympathetic pachyderms, that the humor of the editor of Engineering will ward off from them this cruel burden."—Literary Digest.

NORWAY'S PAPER INDUSTRY.

The export of paper from Norway is gradually increasing. The exports for which official figures are given were in value $2,179,000 in 1899 and $2,817,000 in 1904. Official figures for 1905 are not as yet available, but if recent newspaper articles can be relied upon the export for that year was larger than for any previous year. The countries to which the largest exports were made in 1904 were Great Britain, Germany, and Holland. The finer grades of writing and bond paper are imported from Germany, England, the United States, and Belgium.

Germany is Norway's most formidable European competitor in paper production. The larger German mills have formd a syndicate, whose object it is to control the yearly production of paper and to regulate prices and output. It is claimed by Norwegian paper manufacturers that the prices charged by the Germans for export goods are from 10 to 15 per cent lower than the prices charged in the home market. Two new paper mills were built in Norway in 1905. The Norwegian paper manufacturers depend on their splendid water powers, easy access to timber, and low wages paid employes for ability to meet competition and continue their business with profits. Some of their wrapping papers are now finding a limited but increasing market even in America.

COMMERCE OF BERGEN.

Bergen is primarily a fishing point; as a natural consequence its surplus funds are invested in ships of different kinds. More capital is invested in ships than in any other single industry. Bergen's fleet of cargo steamers at the end of 1904 was 215, registering 317,805 tons. Many of the ships are engaged in the fruit trade between United States ports and the West Indies, Mexico, Central and South America. The foreign trade in 1904 was $20,173,430; imports, $13,904,805; exports, $6,268,625. Of these the United States furnished $2,539,085 and took goods worth $974,635. The chief articles of import from all countries were barley, wheat, rye, sugar, wool and shoddy, coal, and coffee. The exports from Bergen amounted to $6,268,625, fish and fish products constituting $4,325,170 of the total. Among the fish exports there were 215,000 barrels of herring, 10,792 barrels of codliver oil, 30,000 barrels of other fish oil, 10,080 tons of torfish, and 32,537 lobsters. Among the other exports were 118,688 pounds of cheese, 44,000 barrels of margarine, 1,083,500 pounds of butter, and 900 tons of hides and skins.

An American company has offered to put in waterworks at the Honduran city of Puerto Cortes on condition that it is given a charter for fifteen or more years and that the city assist it in putting in the plant. Should this offer be accepted by Puerto Cortes it will do away with the water tanks, which have for many years past been the homes of the mosquito, the carrier of yellow fever.

President Diaz, of Mexico, has revoked the order of December 30, 1905, by which foreigners were prohibited from filing mining claims in the State of Sonora and the Territory of Lower California. The rescinding of the order goes into effect at once.

The fish landed and sold in the British markets last year were valued at $50,000,000.

NEWS FROM ABROAD.

The Pope, who is suffering from gout, has temporarily suspended his audiences.

The Chilean Congress has authorized the issue of 40,000,000 pesos of paper money.

The British House of Commons on May 14 passed the second reading of the Plural Voters' bill by a vote of 403 to 96.

Italian Premier Sonnino, in the Chamber of Deputies on May 18, officially announced the resignation of the Cabinet.

It is regarded as practically assured that the second International Peace Conference will be postponed to the end of May, 1907.

The British torpedo boat No. 56 capsized off Port Said, Egypt, during a storm on May 18. Seven of her crew were drowned.

The Robeiro Cabinet resigned on May 17, owing to the refusal of King Charles to postpone the meeting of the Portuguese Cortes.

The London Mail's Suava, Fiji Islands, correspondent says that Channing Island has been disposed of at private sale. The purchaser's name he gives as Greig.

The German Emperor has commanded prayers for the successful accouchement of the Crown Princess who married Crown Prince Frederick William on June 6 last.

A court-martial at Odessa, Russia, on May 16, sentenced to death by hanging a woman who fired on a policeman, but did not injure him, during a domiciliary search.

A news agency reports that thirteen mourners were killed and twenty injured by lightning at Teschen, Austrian-Silesia, on May 18. They were crowded around the grave.

The process of weeding from the British navy all but perfectly efficient ships is progressing rapidly. Since 1902 forty battleships and cruisers have been practically removed.

In the British House of Commons on May 16 John Brownlee Lonsdale demanded that measures be taken to protect credulous people against the ministrations of Christian Scientists.

Princess Deloen Radziwill has been granted a divorce on the ground of abandonment, with alimony of $10,000 a year. The marriage of Prince and Princess Leon Radziwill occurred in June of last year.

Zhanoff, a police officer who participated in the brutal maltreatment of Maria Spiridonovo, was shot and killed on the streets of Tamloff, Russia, on May 17, by an unknown person, who escaped.

The Russian steamer Leo collided in the estuary of the Geronde, near Pauillac with the Italian bark Teresina Mignano on May 15. The bark sank and eight of her crew and two pilots were drowned.

The funeral of Father Gapon, who was found hanged May 13 in a cottage at Ozerki, Finland, and who was believed to have been executed by revolutionists for treason, was held at that place on May 16.

The Japanese Government has decided to erect a tourist hotel costing $1,500,000 at Tokio as a national venture for the encouragement of tourist travel. Similar national hotels will follow at other cities.

The lower house of the Russian Parliament has adopted a reply to the address from the Throne, in which a demand is made for "arrests for all crimes committed from religious or political motives as well as agrarian offenses." Demand is also made for a revision of the conditions in the army and navy on the basis of right and justice.

A strong association has been formed at Osaka, Japan, for the purpose of supplying the markets of Manchuria with cotton goods, which constitute the most important item of trade with that country.

The embassies and legations are preparing a joint note to the Turkism Government protesting against the violation of the rights conferred by the new regulations dealing with joint stock and insurance companies.

The German mail steamer Roon, from Hamburg March 29 for Yokohama, ran ashore in a fog near Oki Island on May 18. Her passengers and crew were saved by the Japanese steamer Riuhi and landed at Moji, Japan.

The German Emperor, in a speech at Metz on May 18, referred to Germany's great defensive power as a guarantee of peace, insuring the continued prosperity of the province of Lorraine, as well as the rest of the Empire.

Negotiations are on foot to form a combine of the steel-makers of the west of Scotland and north of England extending the present working agreement in respect to ship and boiler plates, to include all branches of the trade.

It is learned from a source of information closely allied to the Venezuelan Government that President Castro will resume control of his office on May 23, and that on that day he will grant a general amnesty to political prisoners.

It is reported by United States Consul-General Miller, at Yokohama, that Japan's purpose to make herself the dominating manufacturing and commercial power of the East is disclosed in the tariff bill which recently passed the Parliament of that country.

The German mail steamer Roon, of the North German Lloyd's China line, which ran ashore near Oki island during a fog on May 18, while bound to Nagasaki and Yokohama from Eastern ports, has been floated and arrived at the former port on May 20.

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WORLD'S WORKERS.

The strikers at Toulon, France, have abandoned the eight-hour movement, and are generally returning to work.

A court-martial at Riga, Russia, on May 19, sentenced eight workmen to death for the murder of three policemen.

At a large meeting of striking seamen recently held at Altona, Germany, it was unanimously decided to continue the strike.

Coal trimmers at Woollongong, N. S. W., have formed the South Coast Trimmers' Union, in conjunction with Sydney and Newcastle.

Five thousand dollars is being devoted for the purpose of meeting the claims of Sydney (N. S. W.) Post-office employes for overtime.

The May Day strike in Russia has ended. The workmen of St. Petersburg and generally throughout the country resumed work on May 15.

The lamplighters of the South Brisbane (Queensland) Gas Company work eight hours a day, seven days a week, for a miserable pittance of 18 shillings a week.

The street-car motormen and conductors of Milan, Italy, are demanding higher pay and shorter hours. They now receive from sixty to seventy cents per day.

The New South Wales (Australia) Northern district colliery employes have decided to ask for an advance in hewing rates. The employes have been asked to agree to a conference on the question.

The British Secretary of State for Home Affairs says the Government is willing to participate in the International Conference on labor and industrial questions which it is proposed to hold in Switzerland.

Evidence given before the Tariff Commission shows that in the whole of Victoria (Australia) there are only 145 European cabinetmakers, while in Melbourne alone there are no less than 672 Chinese furniture makers.

The Courier's Rockhampton (Queensland) correspondent says that latest reports from Sapphire Town show that the miners there are hopeful of placing their gems on the London market at remunerative prices.

The South Australian Minister for Agriculture is arranging matters for the establishment of a State butter factory. He has authorized the purchase of a plant capable of turning out from six to eight tons of butter per week.

The Association of Berlin Metal Working Establishments has voted to lock out 60 per cent of the workmen on June 25, carrying out the recent decision of the National Association, which voted this action to counteract the strikes in various cities.

The secretary of the Victorian (Australia) Furniture Makers' Association told the Tariff Commission that "more duty and fewer Chinamen" are essential to give Australian manufacturers the show they deserve.

The recent national convention of trade unions in the Argentine Republic adopted a Socialistic declaration, decided to unite all factions, declared against alcoholism in every form, and advised against a general strike unless three-fifths of the members vote favorably.

At Kurri Kurri, N. S. W., recently another batch of coal mine employes, six altogether, including two boys, were fined in sums ranging from 1s. to 10s., with costs, or a week's imprisonment for having lucifer matches in their possession while in the mine workings.

The Sydney (N. S. W.) Labor Council is co-operating with the Political Labor League to demand that the Government amend the State Arbitration Act. Some of the Council's delegates advocate "the good old strike" rather than submit to the existing Act.

With a view to encouraging the system of unemployed benefit for workers, the French Government last year voted, for the ensuing financial year, a sum of about £5400 for subsidizing the funds of unions which provide assistance to their members during unemployment.

In one iron foundry at Sourabaya, Java, 500 mechanics are employed, five only being Europeans. The highest wages paid the Javanese per day is equal to 22 cents, while the average mechanic's wages is 18 cents, and the laborers' 14 cents. Working hours are from 13 to 15 per day, including Sunday.

After twelve months working the Sydney (N. S. W.) Wharf Laborers' Accident and Burial Insurance Society has proved a success. The credit balance is over £58, in addition to the £100 donated by the Wharf Laborers' Union at the start, and the whole of the working expenses amounted to only £14 15.

At Sydney, N. S. W., recently the masters of the P. and O. steamers Moldiva and Mongolia were each fined £100 for allowing prohibited immigrants (Lascar seamen) to enter the Commonwealth by escaping from their respective vessels. The fines were paid under protest, and the P. and O. Company intends to fight the matter to a finish in the law courts.

As the mouthpiece of organized labor in Sydney, N. S. W., the Labor Council recorded its disapproval of the action of the board of the Prince Alfred Hospital and the Senate of the University in refusing to confirm the appointment of a woman (Dr. Jessie Aspinall) as a resident medical officer of that hospital. A protest was also forwarded to those bodies.

In a recent letter to the Australian Typographical Journal, the Secretary of the Queensland Typographical Association says: "It is worthy of note that no compositor who can not show his union credentials can now obtain a foothold in the Government Printing Office. This regulation has had a most salutory effect, and is greatly approved of by members." Premier Kidston, as Treasurer, is responsible for this bit of "preference to unionists."

Organized workers in New South Wales are realizing that they have been "had" with the State Arbitration Act, as interpreted by the High Court and the State Courts. At a recent meeting of the Sydney Labor Council delegates declared that "Labor had its back against the wall," and failing immediate amendment of the State Arbitration Act, they advocated that unionists should withdraw all Arbitration Court proceedings and "fight on their own." The consensus of opinion was that the higher courts had, in their various judgments, whittled away the powers of the Act until it was now a menace, not a protection, to the workers, and unless they had the Act on lines promised by the founder of the bill unionists were better without any.

LABOR NEWS.

The Senate Committee on Interstate Commerce has adopted further amendments to the Employers' Liability bill, and ordered it favorably reported.

The convention of the Amalgamated Meat Cutters and Butchers' Workmen, in session at Chicago, Ill., on May 19, elected Michael Donnelly, of Chicago, President.

An agreement has been reached between the Lake Carriers' Association and the gram scoopers employed on the steamers of the Great Lakes. All the other unions will accept the Lake Carriers' proposition.

Seven thousand painters and paperhangers will shortly go on strike, tying up work of that kind in New York City. The strike was ordered at a meeting of Greater New York Council of the Brotherhood of Painters.

Manufacturers of window glass in Indiana have decided to close their plants from May 29 to June 10 on account of the high price of fuel and scarcity of skilled labor. Other States have been asked to take similar action.

The Green Bottle Blowers' Association of the United States and Canada celebrated its Memorial Day on Sunday, May 13. These memorial occasions in honor of the deceased workmen were instituted at the National convention at Cincinnati, Ohio, July 14, 1903.

The Masons and Builders' Association, of San Francisco, has increased the wages of bricklayers from $6 to $7 per day of eight hours, and of helpers from $3.50 to $4, as an inducement to men of that craft to come to the city. A surplus of labor exists in all other crafts.

Many thousands of artisans in jewelry, printers and coast builders who struck in Paris, France, May 1, have resumed work. The Prefecture of Police estimates that the total number of strikers in the Paris district now is under 70,000, mostly excavators and builders.

The Union Labor Bank, with a capital of $500,000, one-half of which has been subscribed, according to its promoters, opened for business at Chicago, Ill., on May 18. While the control of the institution is vested in the labor unions, all the actual employes are bankers or have been trained in other banks.

The strike of the brickyard laborers at Coeymans, N. Y., is ended. After a conference held between members of the union and employers, the union men voted to return to work on the terms offered by the employers. This concedes all the demands of the men except recognition of the union in the exclusive employment of its members.

George E. McNeil, known throughout the country for many years as a labor leader and a writer on economic subjects, died in the Somerville Hospital, Boston, Mass., on May 20, after undergoing an operation. He was one of the first men in the United States to advocate eight hours as a day's work, and had been known as the "Father of the Eight-Hour Movement."

Commissioner Neil, who was appointed by the Anthracite Coal Commission to compute the rate of wages for anthracite miners, has notified the coal operators that the miners will be paid 8 per cent on the $4.50 basis for the month of May, the average prices of coal at tide water last month being $4.93 per ton. This is the highest rate at which the miners have been paid since the commission made its award.

The National Convention of the Steel and Iron Workers' Union, at Cincinnati, O., on May 17, elected the following officers: President, P. J. McArdle; secretary-treasurer, John Williams; assistant secretary-treasurer, M. F. Tige; manager of the Journal, Ben I. Davis; national trustees, Charles J. Monahan, Elias Jenkins and John J. Hagan.

A strike of the Funeral Drivers' Association, Local No. 164, which involved the whole territory of Manhattan below Fourteenth street, New York City, went into effect on May 20. The fact that twelve of the thirty-five coach owners affected acceded to the demands of the strikers lessened the inconvenience, but about thirty funerals had to be postponed and others were conducted under difficulties.

The Japanese official Year Book shows the daily wages paid in Japan for skilled labor to be: Carpenters, 25½ cents; plasterers, 29 cents; coopers, 23½ cents; shoemakers, 25½ cents; harness-makers, 26 cents; dyers, 14 cents; blacksmiths 25½ cents; paper hangers, 14 cents; confectioners 14 cents; typesetters, 14½ cents; printers, 15 cents; farm laborers, 13 cents for men and 8 cents for women, male weavers 14 cents, women weavers, 8 cents.

Republican members of the House are being asked by letter whether they will sign a caucus call to consider the question of pending Anti-Injunction bills. The communication is being sent by the representatives of railway employes, and in it a complaint is made that the Judiciary Committee of the House, which had for some time been considering the bills to this end, has used dilatory tactics whenever a motion is made to get final action on any of the measures.

In answer to Labor member Crooks' question in the British House of Commons, Home Secretary Gladstone said the limiting by legislation of the hours of shop assistants to the limit permitted in factories and workshops might result in considerable public inconvenience. The same sort of fallacious talk was uttered when early-closing legislation was being advocated in other localities, but the public is not inconvenienced because the shop employes are working shorter hours than formerly.

Queensland's Commissioner for Trade in the East (Mr. Frederic Jones) recently gave the Tariff Commission some interesting and startling evidence regarding the rates of wages, hours of labor, and conditions of life of the artisan class in the East, particularly Japan and Java. After specifying the low wages paid in various trades in Japan, Mr. Jones was asked "How is it men can work at such low wages?" and he replied: "Look at what they live on. You ought to see the women loading coal. They have no human resemblance; they live like the beasts of the field."

The coast defense ironclad Frithjof ran down and sank the Norwegian sailing vessel Othello, off Kiel, Germany, during a fog on May 19. The master of the Othello and one of her crew were drowned. The rest were saved.

San Francisco Letter List.

Letters are advertised for six months and kept at the Sailors' Union Office for twelve months, all told. If not called for at the expiration of one year letters will be returned to the Postoffice.

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DOMESTIC AND NAVAL.

The wreck of the British bark St. Peter, in Petitcodias River, N. B., has been sold to Captain Pickels for $30.

The House Committee on Merchant Marine and Fisheries has authorized a favorable report on the Morrell bill to prohibit shanghaiing.

As the Pennsylvania Railroad ferry-boat Baltimore was heading for the slip at the foot of Desbrosses street, New York City, on May 16, she was rammed by the steam lighter Greenwich. The Baltimore sank in her slip.

United States Senator Morgan has reported to the Senate his plan for a railroad canal across the Isthmus of Panama. The plan is for a sea-level canal from each ocean to Culebra, and for locks lifting to a sixty-foot level for eight miles.

The Pennsylvania State Quarantine Board has advised the Philadelphia Maritime Exchange that from now until the close of summer all vessels bound to that port from points south of Cape Henry, Va., must stop at Marcus Hook for examination.

A submarine boat with a speed of twenty-two knots an hour will be offered the Government of the United States. This statement, which startles those who understand the destruction a submarine boat can inflict, was made on the floor of the House of Representatives on May 16

The United States revenue-cutter Algonquin has been ordered to watch the Mona passage, the channel between Santo Domingo and Porto Rico, and to search Mona Island for Dominican revolutionists, who are reported to have left the Danish Island of St. Thomas recently for Santo Domingo.

The new protected cruiser St. Louis, constructed by Neafie & Levy at Philadelphia, started out on May 16 for her official standardization trial on the Rockland course. The contract requirement is a speed of twenty-two knots an hour. The St. Louis made her fastest mile, corrected speed, at the rate of 22.34 knots an hour.

An international dispute of magnitude is imminent between the United States and Canada over the question of the payment of Canadian income tax by the United States Government engineers who are in charge of dredging operations in the Canadian channel of the Detroit River and who make their homes in Amherstburg, at the mouth of the river.

INFORMATION WANTED.

Harry B. Douville is inquired for by his mother. Kindly communicate with the Journal office.

Peter W. Anderson, a native of Copenhagen, Denmark, formerly a cabinet-maker, is inquired for. Address, Coast Seamen's Journal.

James Barron, late of the British ship Whitlieburn, is inquired for by his wife. Any one knowing his present whereabouts please address Coast Seamen's Journal.

Ronald Miller, aged 18, a native of England, left the British ship "County of Merioneth" at Adelaide, Australia, in April, 1905, now supposed to be on the Pacific Coast, is inquired for by relatives. Kindly communicate with the Journal office.

Any one knowing the whereabouts of John D. Gray, native of Scotland, last heard of at Freemantle, W. Australia, at present supposed to be sailing on the Pacific Coast, is inquired for by his sister, Mrs. Angus. Kindly communicate with the Journal office.

MIRTHQUAKE COLUMN

James A. Bailey, Circus Man.—From a farmer lad serving a brutal master, for $3.25 a month, to the headship of the "Greatest Show on Earth" was the range of the career of the late James A. Bailey. Forty years of circus life were productive of a varied store of anecdotes, which his death has recalled to his former associates. Says the New York Times, telling of the reception of the news of his death among his employes:

A remark would be made and a story of James A. Bailey straightway recalled.

"I remember once he went to bid for a tiger," said Hamilton, "and there were a lot of other circus men all bidding, too. But one little man outbid them all. He wasn't a showman. He wasn't going to make a present to any one of that tiger. He wasn't going to start a menagerie. Mr. Bailey was puzzled. He wanted that tiger himself, so he asked the little man if he would sell it back for what he paid for it. He wouldn't. Mr. Bailey asked him why, if he wasn't a showman or anything in that line, he was so anxious to keep that tiger.

"'My wife died last month,' said the 'ittle man, 'and I'm lonely.'

"That was Mr. Baileys pet story," continued Hamilton, 'and you should have heard him tell it."

"Which reminds me," said Mr. Hyatt, 'of the way he bought things. A German dealer came over the sea to tell him about a big elephant he wanted to sell.

"'How big is it?' asked Mr. Bailey.

"The German got on the table and made a mark on the wall with his walking-stick.

"If it's as big as that,' said Mr. Bailey, 'I'll give you $9,000 for it. And I'll take off $100 for every inch it's short of it, and put $100 on for every inch it exceeds that height.'

"It was always Mr. Bailey's joke on himself that he had to pay $50 over the $9,000 for that elephant."

Only one thing seemed to worry him, and that was that he could not live until April 17, when, following his annual custom, he meant to give a circus performance for the benefit of cripples and orphans. His heart had always been with the children, particularly the helpless ones. This dying regret of his was told at Madison Square Garden the other night. Mrs. White, the superintendent of the wardrobe, burst into tears and said:

"It seems only yesterday that he stood out in that lobby on orphans' day, and in his own arms carried the poor little cripples to special places where they wouldn't be in the crush."

The few old circus men who were told the news in whispers before the performance that night (for the news was kept from most of the performers) showed a great deal of feeling. One of the clowns broke down completely, and only stopped sobbing when the bell rang and he had to run into the ring to make the people laugh.

The Times says further:

In 1889 Bailey conceived the idea of taking his show to England. "It can't be done," said old circus men. "The task is too big."

"Yes," replied Bailey, "even the military authorities say that it is impossible, but I'm going to show them something."

Bailey arranged for travel. The work of putting the show on a steamer was a spectacle. Freight cars and elephants were lifted by cranes and lowered into the holds of vessels. Every conceivable bit of circus paraphernalia was loaded between decks, and the show sailed. Bailey toured England for a year, and the English flocked to his entertainments. When he left them they told him to come back again. He promised them he would, for he loved England, and had incorporated his circus under the English laws. That incorporation showed some of Bailey's quality of finesse, for in incorporating the circus in England he paved the way for clear transportation from point to point, and arranged the agreement in such a way that no other circus could compete with him there.

A Superfluity of Deaths.—In the "Reminiscences' of Sir Henry Hawkins, quoted in the last issue of the American Law Review, there are some amusing stories of the vagaries of jury decisions. One of these stories will bear repetition. "The evidence was irresistible," says Sir Henry, "and the case one of inexcusable brutality.

"The man had been tried for the murder of his father and mother, and, as I said, the evidence was too clear to leave a doubt as to his guilt.

"The jury retired to consider their verdict, and were away so long that the judge sent for them and asked if there was any point upon which he could enlighten them. They answered no, and thought they understood the case perfectly well.

"After a great deal of further consideration they brought in a verdict of 'Not guilty.'

"The judge was angry at so outrageous a violation of their plain duty and did what he ought not to have done—namely, asked the reason they brought in such a verdict, when they knew the culprit was guilty and ought to have been hanged.

"'That's just it, my lord,' said the foreman of this distinguished body, 'I assure you we had no doubt about the prisoner's guilt, but we thought there had been deaths enough in the family lately and so gave him the benefit of the doubt.'"

Peace in the Philippines.—It is said that not long ago a War Department official was approached by a man who was thinking of moving to the Philippines to enter business.

"I would like to know the status of things there from a reliable source," the man said. 'Is there now a condition of peace?"

"Well, not exactly everywhere," the official admitted.

"Could you give me any idea as to when peace will be established?"

"Not off-hand, but you can get the census report and figure it out for yourself," the official said, somewhat bitterly. "We estimate that it requires a man's weight in lead to thoroughly 'pacify' him, and the Quartermaster's Office can furnish you with a statement of ammunition shipments."—Harper's Weekly.

No Difference There.—"Your friend, Miss Passay, has become quite chummy with Miss Newcombe. I don't suppose there's much difference in their ages."

"I can't answer for Miss Newcombe, but there isn't any difference in Miss Passay's age. She has been 21 for the last ten years to my knowledge."

WITH THE WITS.

Possibilities.—"I began at the foot," remarked the self-made man.

"Ah," commented a listener, who had not had to do this; "cobbler, chiropodist or bootblack?"

Its Field.—There's going to be another paper in New York."

"Sensational, I suppose?"

"Yes, I think it purposes to give the other papers a sensation of regret."

Sauce for the Goose.—"Do you call your town 'Frisco'?" was asked the man from the Pacific Coast.

For a moment he looked displeased.

"Do you call yonrs 'Philly'?" he answered.

At Cross Purposes.—"Do you take any interest in socialism?"

"No, I glance at the society column occasionally, but can't say that it interests me."

Not Complimentary. — "Now, I don't suppose," said Miss Passay coyly, "that you could guess my age."

"Really," replied Mr. Meanwell, "I —er—wouldn't like to. I'd be sure to —er—guess too high."

Looked That Way.—Markley.—"Well, what do you think of the cigar? My doctor especially recommended that brand to me.

Crabbe—"H'm! So he wants to cure you of the tobacco habit, eh?"

Learned to Go Faster.—"Let this be a lesson to you," said the Magistrate sternly, as he imposed a $50 fine.

"Well, I guess yes," replied the chauffeur. "The next copper to catch me will have to go a mile-a-minute clip."

Stamp Language.—"Do you know the language of postage stamps?"

"Only the essential part of it."

"What's that?"

"If the stamp is elsewhere than in the upper right hand corner it means, 'I'm an idiot.'"

What He Needed.—Cholly—"Pushing sort of fellah, that. He has been twying to cultivate my society lately—"

Miss Knox—"How thoughtful of him! A little cultivation wouldn't hurt you a bit."

Explained.—"Yes," said the conceited bore, "she was quite frigid when I called, but she became more pleasant the longer I stayed."

"I understand," replied Miss Sharpe —"the longer you stayed the nearer approached the time of your departure."

The Retort Envious.—Mrs. Dolan (boastfully)—"Mrs. Carney, the woife of the rich grocer, called on me today."

Mrs. Nolan—"Well, well, d'ye moind thot now! 'Tis a shame fur Carney t' be makin' his woife collict his bad bills"

Not Quite the Same. — Borem — "Hello! I didn't think you'd be very busy to-day, so—"

Merchant—"You ought to know my luck by this time"

Borem—"How do you mean; that it's always your luck to be busy when I call?"

Merchant—"No; that it's always my luck to have you call when I'm busy."

Partly Ready.—The aeronaut had announced his intention of crossing the Atlantic by balloon.

"What are your prospects?" asked a friend.

"Fine," responded the enthusiast. "All I have to do is to provide a balloon. The ocean is already there, you know"

Coppering the Tip.—"I'd like to pay you something extra," said the customer, "but see that sign."

He pointed to the printed notice, "No tips must be accepted in this barber shop."

"Whist," said the barber, "that's a tip from the boss, and it's against the rule to accept it."

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COAST SEAMEN'S JOURNAL



FOR THE SEAFARING PEOPLE OF THE WORLD.

Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization

VOL. XIX. No. 36. SAN FRANCISCO, WEDNESDAY, MAY 30, 1906. Whole No. 972.

STRICKEN AND SOLD.

EARTHQUAKE and conflagration are not the greatest misfortunes that may befall a city. San Francisco, while still suffering the full measure of loss from these causes, has just been dealt another and more fateful blow, not by the unseen and inscrutable hand of Providence, but by the hand of those who should have been her most vigilant protectors.

The Board of Supervisors on May 21 passed an ordinance granting the United Railroads Company (the local street-car monopoly) the privilege of erecting a permanent overhead trolley system on all streets previously served by cable power, during the remaining term of its franchise, which runs for about twenty-five years. Thus the scheme of the street-car corporation, which had been persistently urged by that concern for many years, and as persistently rejected by the people, has at last been consummated. And that by consent of a government which, of all its predecessors, was thought to be particularly devoted to the public, as against the corporation interests!

The action of the Board of Supervisors in passing, and of Mayor Schmitz in signing, the trolley ordinance, has astonished and dismayed every thoughtful and public-spirited citizen. Properly enough, and significantly enough, organized labor has been first to publicly condemn that action. The San Francisco Labor Council, at its meeting on May 25, adopted resolutions dealing with this and other matters of importance, as follows:

Whereas, Immediately following the great calamity of April 18 the workers represented in the San Francisco Labor Council and other similar bodies declared their purpose of suspending all trade-union rules concerning the employment of labor, and later declared that no changes should be made in the conditions of labor prevailing or in contemplation prior to April 18; and

Whereas, This action was taken, first, in response to the dictates of humanity, for the preservation of life and property and for the relief of distress, and, secondly, for the maintenance of labor conditions which should expedite the great task of reconstruction; and

Whereas, These declarations on the part of organized labor have been observed in strictest good faith up to the present time; therefore be it

Resolved, By the San Francisco Labor Council, in regular meeting assembled, May 25, 1906, that we deplore the growing evidence of lack of cooperation by certain interests in the objects herein stated, specifically in the raising of rents and increasing other items of the cost of living; further

Resolved, That we especially condemn the practice of certain employers in reducing wages and imposing other onerous conditions upon labor, regardless of the widespread suffering now existing among the working class of the city; further

Resolved, That we disapprove the proposed plans for the extension of the fire limits, so far as such plans impose hardship upon those who formerly owned homes or who may now or hereafter contemplate securing homes in the territory outside of the present fire limits, such plans being calculated to force people out of the city, thus working an injury to the latter as well as an injustice to the persons directly affected; further

Resolved, That we condemn the action of the city government in granting the United Railroads Company the privilege of constructing a permanent overhead trolley system in place of the cable system provided for in the original franchise, such action being dangerous to life and property, unjustified by natural or mechanical conditions, prejudical to the city's present and future interests and dictated by the United Railroads Company solely upon the ground of cheapness; further

Resolved, That we emphatically protest against this and other evidences of a determination upon the part of the public-service corporations to take advantage of the city's misfortunes for the purpose of securing absolute control over all public utilities and public property, and against the apparent disposition upon the part of the city government to submit to these aggressions, if not to co-operate in their consummation; further

Resolved, That we call upon all public-spirited citizens of San Francisco to exercise the most ceaseless vigilance in safeguarding the city's interests, to the end that the rejuvenated metropolis may be the freehold of its people, not the mere dividend-earning property of speculative capital.

These resolutions were thoroughly discussed and adopted by a large majority at the most numerously attended meeting of the Labor Council since the recent disaster. The justification of the Council's action may be best gathered from the grounds of objection raised by the opponents of the resolutions. These grounds are: Necessity of immediate resumption of street-car traffic; impracticability of the conduit system; gratitude for services rendered by the United Railroads Company.

As to the first of these grounds, the begging of the question is quite apparent. The ordinance deals, not with the question of immediate resumption, but with the question of permanent operation. The public, without exception, is agreed that the overhead system would be acceptable for temporary purposes. Mayor Schmitz had assured the public that the permit to erect poles on the city's leading thoroughfares was a temporary arrangement, revocable at his own pleasure. Upon that understanding the arrangement was received with universal favor. Suddenly, without opportunity of consulting public opinion, the arrangement is made permanent, and extended to practically every street in the city. And this, notwithstanding several of the more important cable roads are in workable condition.

Concerning the impracticability of the conduit system, the defenders of the Administration, referring to the defense offered by Mayor Schmitz himself, quote the Burgomeister of Berlin as reporting against that system. This authority seems rather far-fetched. Further, that authority is open to a suspicion of self-interest. It is generally understood that much of the capital invested in the United Railroads is of German origin, a fact which lends color to the probability that the esteemed official of the German capital may have at least one eye open to business in his correspondence with the officials of San Francisco. At any rate, the success of the conduit system is demonstrated much nearer home. Whatever difference of opinion may exist between the engineers employed by the corporation and those employed by the city, the practical success of the conduit system on the busiest streets in the world (to-wit, the streets of New York City) must stand as an argument justifying at least a fair trial of that system. Nothing that has occurred in San Francisco since April 18 has justified any modification of public opinion upon the question, while everything that occurred prior to that memorable date justifies the charge that the passage of the trolley ordinance was merely the consummation of a job long contemplated and in course of preparation.

The plea of gratitude is at once the strongest and the weakest that could be made in this connection. San Francisco has received many services for which she will hold herself under obligation, to be discharged either in the form of cherished remembrance of those who are satisfied to accept that kind of remuneration, or by the payment of cold cash to those who are satisfied to present their bills. Not a single iota of obligation will be repudiated; everything will be paid, in one form or other, and with interest.

If the United Railroads Company should present its bill in dollars and cents for services rendered, doubtless the same would be paid. But a bill presented in the form of an ordinance to confer privileges the value of which is out of all proportion to any conceivable service already rendered, or to be rendered in the future, is quite another matter. In such circumstances the plea of gratitude simply resolves itself into a demand for tribute. If the obligations recently incurred by San Francisco are to be generally reckoned in this fashion, that city may as well bid adieu to the last hope of civic freedom. The obligation of gratitude that does not leave some hope of discharge is one that must be repudiated under the superior obligation of independence. As a matter of fact, the plea of gratitude made on behalf of the United Railroads rests upon a mistaken premise; namely, that that corporation has suffered financially as a result of the earthquake and fire. This premise is disproved by no less an authority than the President of the United Railroads, who, speaking for the benefit of the stockholders in the East, as-

(Continued on Page 7.)

AUSTRALIAN NOTES.

(For the Coast Seamen's Journal.)

The trade-unionists here, and especially the seamen, deeply regret the calamity that has befallen San Francisco, and hope that the loss of life is not as great as we read in the press. Property can always be replaced, but the lives of those who are gone will never be replaced by all the money in the world. As an old sailor who remembers with pleasure his sojourn in your country, and in my humble way, I congratulate President Roosevelt upon his action in preventing the departure of ships from your harbor, as all seafarers know how persons in distress can be accommodated on board of a ship.

The Arbitration Court of New South Wales has now taken a very peculiar stand in connection with the Sydney Wharf Laborers' Union. The Judge states that a union must abide by the rules as printed. But take notice he (the Judge) is the person to give a definition of the rules. The words "may" and "shall" mean the same to him. I now ask the editor of the Coast Seamen's Journal, do these words mean the same? If the Judge was juggling with them as a lawyer or solicitor? The whole of the trouble has arisen over the question as to whether a person seeking admission should come before the general body or that the secretary should admit them on application at his office.

Although the person referred to was rejected at a meeting, he afterward refused to attend again for admission, and, as the Judge ordered that he be made a member by the society, and the said union can not see its way clear to swallow everything that the Judge says, he has taken the opportunity to state that the Wharf Laborers' Union has "flouted the court." At the same time the Judge has gone so far as to say that if the union does not observe his judgment he will cancel its registration. If that is not a threat I do not know what is. Furthermore, he has now decided to take away the preference clause, which, as every trade-unionist knows, never existed in his award, as is proven in the North Coast Company's case. The Judge says that unionists must work in "peace and harmony" with non-unionists. He also makes provisions for "old and slow" workers and constant hands, as he terms them, who may be employed for three days in the week. Just imagine "constant" hands for three days in a week! What idea has this particular gentleman of the wants of a worker? Did his environments at any time necessitate his being placed in such a position? Can he not understand that there is more force than the kick of a mule behind the individual who is so anxious to join that union? Is it not time that the Gum-Tree Aristocracy opened their eyes and looked a little further than over their own fence? It is up to the workers to establish a "Labor University" to educate the wealthy class.

The workers of Melbourne have decided to invite the Countess of Warwick to visit Australia. This is the lady who so ably assisted in the return of Labor M. P.'s to the British House of Commons. Even if there is to be found one woman in Great Britain to help Labor in general, no regret is felt here that we have women suffrage, as I am of the opinion that it is possible to find very many Lady Warwicks in Australia, but not in the same sphere. Our lady workers or Countesses are among the workers, and from the enthusiastic way in which they are organizing the women here, great credit is due them.

The seamen meet in conference in Melbourne next week, and I think much good will be the result.

Bully for the trade-unionists of America who are coming to the front to defend the officials of the Western Federation of Miners. I know that all fellow-unionists here believe these men innocent. I also know that no unionist desires bloodshed.

Irrigation is coming closer. When it does come we will then be in a position to look for immigrants, as we will have some place for them.

Fraternally,

The Commodore.

Sydney, N. S. W., April 29, 1906.

INEFFICIENCY OF GERMAN NAVY.

The present inefficiency of the German Navy is deplorable, we are told by Count Ernest Reventlow, a prominent member of the "Flottenverein," the German Navy League, who writes in the Tagliche Rundschau (Berlin). Seventeen of the principal battleships, he says, are not merely inefficient, but are no more than floating coffins. The deduction of these antiquated warships leaves only eighteen first-class battleships available for active service in modern warfare. According to the Frankfurter Zeitung, the Secretary of State for the Navy, Admiral von Tirpitz, admits that thirteen at least of the ships mentioned by the Count are unavailable excepting for minor insignificant duties. The same journal notes that Conservatives and Clericals, as well as nine out of every ten Liberals of the Reichstag, are keen supporters of an increased expenditure for the purpose of creating a powerful army. Herr Bebel, leader of the Social-Democrats, while expressing his regret for this in a recent Navy-bill debate, stated that the Emperor alone had created the popular enthusiasm for the navy which existed throughout the country.

FOREIGN FISHING ACT.

The lower house of the Colonial Legislature has passed the Foreign Fishing Vessels Act without division, although Opposition Leader Marine spoke against the measure, characterizing it as a declaration of war against a nation at peace with the Empire, The measure now goes to the upper house, where it probably will be passed also.

Premier Bond in his speech declared that it was necessitated by the conduct of the officials of the American fishery cutter Grampus in Bay of Islands last fall, because of the refusal of American fishing vessels to enter and clear for customs or to pay light dues and observe the Colony's law against smuggling. The Premier declared the Colony's sovereignty over the waters within three miles of the coast must be maintained. He added that all Colonial officials have been instructed to enforce the Fishery regulations.

American wheat has been introduced into Italy, the first cargo of 145,000 bushels arriving at Catania and Messina in March. This was macaroni wheat. The island of Sicily buys over $2,500,000 of wheat per annum, nearly all of it heretofore from Russia, and the consul thinks that the market for American wheat should be a good one.

TOBACCO AS A DISINFECTANT.

Although there is a general impression that tobacco smoke is a germicide, this property has not been assigned hitherto to any one particular constituent of the smoke. The author of a note on the subject in The Lancet gives reason for believing that among other germicidal constituents the smoke contains formaldehyde. He says:

"The composition of tobacco smoke is, of course, complex, but everybody knows that tarry oils are a principal constituent, and certainly many oils are powerfully antiseptic. Nicotin, again, is a strong disinfectant, but the quantity of this poison in tobacco smoke is minute, if, indeed, it is present at all. At least, in a number of chemical analyses of tobacco smoke made at different times it was difficult to declare with absolute certainty that nicotin was an important constituent. The oily matter which accumulates in a tobacco pipe is decidedly poisonous, but it does not contain any appreciable quantity of nicotin, the chief constituent being the very poisonous oil pyridin. Tobacco smoke contains a decided quantity of the very poisonous gas carbon monoxid which has been used for preserving purposes and which therefore must possess germicidal properties. Some simple experiments which we have recently made would seem to confirm the observation that one of the principal constituents accounting for the germicidal properties of tobacco smoke is the powerful antiseptic formaldehyde. The amount present is more than just appreciable, for if water through which a few puffs of tobacco smoke have been passed is tested for formaldehyde the result is strikingly positive. The quantity of formaldehyde in tobacco smoke would appear to depend on the quality and kind of tobacco smoked. Thus the cigar appears to yield more formaldehyde than the pipe, and the pipe more than the cigarette. Possibly the peculiarly irritating property of the smoke issuing from the glowing end of a cigarette or cigar or from the bowl of a pipe is due to formaldehyde. It has more than once been stated that tobacco-smokers enjoy an immunity from certain diseases; and the frequent presence of a powerful antiseptic in the mouth, nasal passages, and sometimes the lungs (as in the case of those who foolishly inhale tobacco smoke) would to some extent justify the statement. When it is considered that in the nose a vast number of microbes are hourly deposited it is conceivable that these may be effectively destroyed by the frequent passage of tobacco smoke through the organ. In the same way the organisms exposed to tobacco smoke in the mouth would succumb. Formaldehyde is one of the most powerful disinfectants we possess, 1 part in 10,000 parts of water serving to destroy all microbes, while such a dilute solution has practically no poisonous action on the human organism. All the same, it is most undesirable that this fact should stimulate the practise of smoking tobacco to absurd excess, for tobacco poisoning is a greater reality than many persons think, and to employ tobacco in abusive quantities for the sake of destroying microbes might amount possibly to killing the seeds of one disease only to contract another."

The Canadian Pacific liner Empress of Britain, which arrived at Father Point on May 12, broke all records for the southern route from Liverpool, via Cape Race, making the voyage in 5 days, 23 hours and 17 minutes.

On the Atlantic Coast

(Contributed by the Atlantic Coast Seamen's Unions)

THE THOMAS W. LAWSON.

The famous seven-master, Thomas W. Lawson, of the Coastwise Transportation Company, whose advent in the coastwise trade four years ago, created somewhat of a stir, has been chartered by one of the Texas oil companies and will be transformed into an oil barge to be used for the transportation of oil from Port Arthur, Tex., to New York and Philadelphia. She will go from Boston, after discharging her next cargo, to New York, where bulkheads will be fitted, her topmasts taken out, and heavier bitts put in, as she will be towed from port to port.

It is claimed that the cause of her going into this trade is on account of the dullness in the coal trade and the prospects of a greater dullness should the present coal strike continue. Since she was placed in commission she has been in the coal carrying trade between Newport News and Boston, and her usual cargo is about 8000 tons.

For some time after her launching she held the distinction of being the largest sailing vessel afloat, and she was a wonder to foreign shipowners. A Hamburg firm, however, has since built a five-masted ship which exceeds the Lawson in tonnage, but there is some doubt as to her carrying capacity being greater .

A short time since the Government made overtures to the owners of the Lawson to charter her to carry coal from Newport News to San Francisco, but the deal fell through, as the rate offered was considered too low.

The schooner Wm. L. Douglas, belonging to the same firm, has been chartered by an oil concern and is now being converted into an oil barge.

The Douglas is a steel schooner of 3708 gross tons and was built in 1903 at the Fore River Iron Works, Quincy, Mass.

The Atlantic Coast Seamen's Union has sustained by loss three well-known members within one week, Otto Krantman, Edward Clark, who was agent in Norfolk several years ago, and Peter Thompson, who has served as janitor and baggagemaster in Boston for the last three years.

Peter Thompson was 71 years of age and has been a member of the Atlantic Coast Seamen's Union since 1890. He was taken suddenly ill in the Seamen's Hall on May 20 and was sent to the Hospital, where he died of heart trouble.

Krantman was smothered by smoke in the Bay State House, his room having caught fire by some inexplicable cause.

Clark was smothered by smoke on board of the schooner Sagamore (of which vessel he was second mate), the fire having started in the mate's room while he was asleep. By a peculiar coincidence, fire started in mate's room again some days later and came very near destroying the entire vessel.

The German Admiralty has resolved on furnishing ships of war with means for recognizing each other's identity at distances too great for reading the name of the vessel. This is to be effected by the use of rings or bands on the chimney funnel, differing in number and color.

BUILDING NEW CUNARDERS.

Each year the shipbuilders approach a few feet nearer the ultimate goal of an ocean steamship 1,000 feet in length. The two new Cunard liners now building, one of which will be launched the last of the present month, will be 790 feet long; 88 feet breadth; depth moulded 60 1-2 feet; displacement over 40,000 tons; and speed from 27 to 29 statute miles per hour. The accomplishment of such magnificent record breaking has been made possible by a subsidy of $750,000 a year, and the loan of $10,000,000 at 2¾ per cent from the British government. In return the ships are to fly the English flag, and be available to the admiralty in event of their need in case of war.

The two ships are identical in construction, hence the description of one applies to both. The hull is being constructed in a large shed with glass roof 700 fet long, 100 feet wide and 144 feet high. All manner of electric cranes move in every direction far overhead; when their work is done 30,000 tons of steel will have been assembled and taken form in a gigantic hull of graceful form and bound together in the strongest manner known to the art. The rudder weighing 65 tons, and with its main castings totaling 200 tons, suggests the massive lines of construction. There are six decks, which will accommodate 2,350 passengers and 800 employes.

The captain on the bridge will be 110 feet above the keel; while the four funnels will rise to 154 feet above the keel, and are large enough to permit two locomotives of ordinary size to pass within any one of the funnels. The two masts are each 210 feet high . In order to secure the high speed required, each ship will require an indicated horsepower of 60,800. This will be derived from four screw propellers driven by steam turbines—two low and two high pressure—supplied with steam at 195 pounds from 23 double-end boilers and two single-end, with a total of 192 furnaces. In addition to the 4,500 electric lights, electricity will operate the elevators and other conveniences, while all parts of the ship will be connected by telephones.

COMMERCE OF PHILADELPHIA.

The commerce of the port of Philadelphia for the first four months of the present years shows a decided increase over 1905, despite the fact that 1905 was the banner year for imports. C. Wesley Thomas, Collector of the Port, said yesterday that the imports for April were valued at $6,624,781, an increase of $967,-809 over the corresponding month of last year. For the first four months of 1906 the value of the imports was $24,512,939, and for the like period of 1905, $24,132,528, which shows an increase for this year's first quarter of $380,-411. The impression prevails at the Custom House that 1906 will break all past records. The value of the imports for the quarter ending March 31 was $10,638,952.90 and the duties $5,300,779.12. For the quarter ending December 31, 1905, the values were $9,139,-525.90 and the duties $4,320;942.81, an increase for 1906 in values of $1,499,427 and in duties $979,836.42.

UNION ITEMS.

The Atlantic Coast Seamen's Union has re-opened the Bangor (Me.) branch for the summer. Comrade Percy J. Pryor, who is well known on the Coast, has been sent down to take charge.

The Seamen of he Atlantic Coast, welcomed the Coast Seamen's Journal of April 25th. Though diminished in size it showed that our comrades of the Pacific were still on deck and had their jury mast and rudder rigged.

Much anxiety was felt, and many questions asked of your correspondent, and when at last he was able to hand out a copy of the "Journal" there were many words of praise for the indomitable pluck and perseverance shown.

Bangor and vicinity has become of late a very important shipping point of the Atlantic Coast, very large coal docks having been built at Stockton Springs, which will hereafter be the distributing point for that section of the country.

Mr. John Crowley, General Manager for the Coastwise Transportation Company has bid in the Fannie Palmer, which recently went ashore on Virginia Beach. Mr. Crowley expects to repair her and put her in the coastwise trade. The Fannie Palmer is a five-masted wooden schooner, built in 1900, in Waldoboro, Me., and is 2258 gross tons.

Mr. Jas. T. Mahoney, Boston agent of the Atlantic Coast Marine Firemen's Union and Third Vice-President of the International Seamen's Union of America, has resigned his position as agent, and Mr. John Kearns has been elected to serve out the unexpired term of Mr. Mahoney. Mr. Kearns is well known among the firemen having been serving for some time as delegate under Mr. Mahoney.

The Lake Seamen's Union has donated the sum of $1000 to the International Seamen's Union of America, for the purpose of organizing on the Atlantic Coast, and in consequence Mr. Benson, the General Organizer, has put on men to work in Boston. Philadelphia and Baltimore.

A new foreign fishing vessel bill has been passed in the Newfoundland Legislature that is even more drastic than the bill of last year. It forbids any alien not so entitled by treaty to fish in colonial waters, or any colonist to fish on or for any foreign vessel, forbids any colonist to leave the colony for the purpose of joining any foreign vessel, forbids any colonist to lend, hire or sell any fishing gear, and fines any craft $100 which conveys any colonist outside colonial waters to join foreign fishing vessels.

All this bill is aimed at the fishing indistry of Gloucester and Boston, and in order to protect the fish buyers of Newfoundland, and no one need be a professor of mathematics to figure the result as far as the fisherman himself is concerned.

HOME NEWS.

Carl Schurz, widely known as a publicist and former Cabinet member, died at New York City on May 14, aged 77 years.

The House Committee on Ways and Means has authorized a favorable report on a bill making Salt Lake City, Utah, a port of delivery.

Secretary Taft has sent to Congress an estimate of $5000 to repair the damage to fortifications surrounding San Francisco by the recent earthquake.

As the result of the investigation by Immigration authorities in Baltimore and other places, several leaders of Italian anarchists will shortly be taken into custody.

The New Jersey Court of Pardons, by a vote of five to three, has commuted the sentence of Mrs. Anna Valentine, the slayer of Rosa Salza, to life imprisonment.

The House Committee on Library has authorized the expenditure of $100,000 for the erection in Washington, D. C., of a suitable memorial to Christopher Columbus.

Governor Higgins of New York has vetoed the bill passed by the Legislature to regulate the amount of water to be taken from the Niagara River for power purposes.

The Imperial Chinese Commission, having concluded its investigation of governmental and economic conditions in England, has departed for Brussels to resume its work.

Secretary of War Taft has authorized the statement that no conclusion has been reached regarding his prospective appointment to the Supreme Court of the United States.

Denver and San Francisco were connected by the telephone on May 25. The last link in the chain was completed in Western Wyoming and Eastern Utah a few days previously.

Two deaths and some serious prostrations from heat were reported at New York on May 19. The official thermometer stood at 85 degrees, but in the street the mercury rose to 95.

Fifteen men were injured, two of them fatally, by the bursting of a ladle holding fifty tons of molten metal in the converting mill of the Illinois Steel Works, at Chicago on May 14.

Attorney-General Ellis of Ohio has filed suits against the Vacuum Oil Company and the Manhattan Oil Company, alleged decoy companies of the Standard Oil, to recover fees said to be due the State.

Charles M. Chamberlain was found guilty in the District Court at Auburn, Neb., on May 19, of wrecking the Chamberlain Bank of Tecumseh, Neb., of which he was manager. This was his third trial.

The House Elections Committee on May 18 decided the contest between Wood, Democrat, and Coudrey, Republican, from the Twelfth Missouri district, St. Louis, in favor of Coudrey. Wood now occupies the seat.

Representative Gains has introduced a bill in Congress requiring publicity regarding the election expenditures of every candidate for any office who is voted for at the same election with candidates for Congress.

United States Senator Bailey recently denounced a newspaper article reflecting upon his integrity in the Rate bill conference as a lie. He hinted that the publication might have been inspired from the White House.

Secretary of War Taft on May 16 urged before the House Committee on Interstate and Foreign Commerce the military necessity of a Government cable to Guantanamo, Cuba, Porto Rico and the Isthmus of Panama.

The public relief funds received by San Francisco up to May 19 amounted to $4,186,977.23; disbursements, $225,261,185. These figures do not include subscriptions known to have been made or promised, but not yet received.

President Shonts, of the Panama Canal Commission, in explaining the Canal estimates to the House Committee on Appropriations on May 25, said that, should a lock canal be constructed, it would be in operation by July 1, 1914.

Reports have become current on apparently good authority in financial quarters that George W. Perkins will not be renominated as a trustee of the New York Life Insurance Company when the board of the company names its ticket on July 18.

George Ducas, for over twenty years a trusted clerk in the Judiciary Department and Clerk of the Supreme Court of the Territory of Hawaii for about ten years, has been indicted by the Grand Jury at Hanalulu for embezzlement of $400 of the funds of the Circuit Court.

The Immigration bill was passed by the United States Senate on May 23. The bill consists of a series of amendments to the existing law, eleven of them intended to permit stricter regulations for keeping out the defective classes of aliens. The head tax is increased from $2 to $5.

Emma Goldman, the anarchist, was married at Detroit, Mich., on May 24 to Alexander Berkman, just released from the Allegheny penitentiary after serving a term of fourteen years for an attempt to assassinate Henry C. Frick, the steel millionaire, during the Homestead (Pa) strike.

The detailed estimates for all expenses incident to the construction of the Panama Canal for the fiscal year ending June 30, 1907, were sent to the House of Representatives by Secretary of War Taft, transmitted through the Treasury Department. The estimates aggregate $26,348,281.

Irwin Tucker, cashier of the Savings Bank of Newport News, Va., knowing that he was about to be arrested charged with defaulting in the sum of $10,000, committed suicide at that place on May 19. Tucker's shortage may reach $20,000, but it can be made good from his life insurance.

William J. Bryan was indorsed for President by the Democratic Judicial Convention of the Sixteenth Ohio district on May 23. The resolutions, which were adopted with cheering, declare that Bryan would have been renominated an delected in 1904 had the trusts not stolen the nomination from him, and that the national Democracy will nominate him in 1908 by acclamation.

The Supreme Court of the United States on May 21 rendered a decision in the case of United States Senator Ralph Burton, of Kansas, affirming the pudgment of the United States Circuit Court for the Eastern district of Missouri, by which Burton was sentenced to six months' imprisonment in the jail of Iron County, Mo.; required to pay a fine of $2500, and deprived of the right to hereafter hold office under the Government.

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Pacific Coast Marine.

The Naval Appropriation bill now before Congress contains a provision appropriating $63,000 for the extension of wireless telegraphy on the Pacific Coast.

The schooner Wing and Wing, sailing from San Francisco on May 11 for Alaska, returned to port on the 23 on account of carrying away part of her rigging.

The steamer Indiana, Captain Harry Struve, is daily expected to arrive at San Francisco from Baltimore. The vessel will be operated on the Coast by the Barneson-Hibbard Company.

United States Senator Burnham has introduced an amendment to the bill authorizing additional aids to navigation in the lighthouse and fog signal on Cape Hinchinbrook, Alaska, to cost $75,000.

The American schoner Olga, Captain Ingaard, was totally wrecked on the windward side of the Island of Kahoolawe, south of Maui, on May 14. All hands were saved.

The Italian bark Speme, before reported as having put into Montevideo in distress while bound from Europe to the Pacific Coast, is now reported as still at Montevideo awaiting a new crew before resuming her voyage.

A telegram received at San Francisco states that the British steamer Dumbarton, already reported frozen in on the Siberian coast, had her rudder, propeller and the structure of her after hold damaged. Efforts will be made to float the vessel.

The Post-Office Appropriation bill, now pending in Congress, will take care of the Oceanic service in the manner provided by the Ship Subsidy bill, which passed the Senate but apparently is sidetracked in the House.

A letter received at San Francisco states that the German steamer Mariechau, which was reported a total loss, has been repaired and was expected to sail from Juneau on May 17. In that case she would be due to arrive at Esquimalt, B. C., on the 27th.

Acting Secretary of the Navy Newbury has sent a letter to Rear-Admiral Goodrich, commanding the Pacific station, commending him for the prompt and efficient measures taken by him on the occasion of the earthquake and fire in San Francisco, and direction by him of relief of the sufferers.

Breaking all transpacific records for fast steaming, the Seattle-Oriental liner Dakota, Captain Emil Franke, passed Cape Flattery at 6:45 oclock on May 25 . She made the run from Yokohama in nine days and eleven hours. This beats all former records by more than one day. The record was previously held by the British steamer Empress of India, which made the run in ten days and a half.

Ten Chinese and five Japanese who recently arrived at San Francisco on the Pacific Mail liner Manchuria, have been found infected with trachoma by Dr. Trotter of the Quarantine office. A re-examination will be made of the suspects and if the original diagnosis is confirmed the arrivals will be sent back. Most of the infected persons are women, many having come to meet husbands.

The ship Hawaiian Isles, which arrived at Honolulu, I. H., from Newcastle, N. S. W., has been libeled by one of her sailors for $10,000 damages for alleged cruelty at sea. John Soderman claims to have been beaten by the first mate. The bark Wilscott has also been libeled by a seaman claiming $6 wages and an equal sum for alleged failure to supply proper food.

The schooner Vine, which arrived at San Francisco on May 22 from Eureka, is to take a cargo of provisions to the whalers which have been imprisoned for the winter in the North. She is fitted out by H. Liebes, who owns an interest in several of the frozen-in whalers, including the steamer Alexander. It is intended to have her arrive in the North as soon as the ice breaks up in the spring.

In the ominbus lighthouse bill reported from the Commerce Committee on May 25 by Senator Frye, provision is made in the Senate amendments for the construction of a light and fog signal on Red Rock, upper San Francisco Bay, at a cost of $30,000. Two steam tenders costing $150,000 each are authorized, one for the lighthouse inspector of the Twelfth district and the other for service in Hawaiian and Pacific waters.

Commodore Macfarlane and James F. Morgan, representing the Hawaii Yacht Club, have changed the point of starting the transpacific ocean race from San Francisco to San Pedro, as the Lurline and the Anemone are now at that port. The schooner yacht La Paloma, which is now lying at Tiburon, will be overhauled to find the leaks that made their appearance shortly after she left Honolulu, and within two weeks will sail south.

Strict orders have been given by Chief Wharfinger Welch to the various wharfingers, collectors and other dock employes to prevent smoking on the wharves at San Francisco. A notice prohibiting smoking was posted some weeks ago, but of late it has been disregarded, and the fire on Greenwich-street wharf on May 18 was the result. Hereafter, says Chief Wharfinger Welch, all persons caught smoking on the docks or piers will be ejected, and will not again be allowed to enter the property.

Chief Factor Anderson of the Hudson Bay posts, Mackenzie River district, has left Winnipeg, Man., on a long journey to the Arctic Circle. The interesting part of his mission is the conveyance to imprisoned whalers whose homes are in San Francisco the news of the terrible catastrophe which befell San Francisco. These men are 300 in number and are on six whaling steamers. They have been there two years, imprisoned in the ice, unable to get through the passage owing to the severity of the seasons.

Fire that broke out on the shore end of Greenwich-street wharf No. 2, San Francisco, on May 18, threatened the destruction of that portion of the water front for a time, but was fortunately extinguished by a bucket brigade and the State fire tug Governor Irwin. Chief Wharfinger Welch attributes the cause to careless smoking on the wharf. A lot of combustible freight, such as matches, saltpeter and light material, had nearly caught fire before the danger was past. The damage to the wharf was slight.

It is reported that the Pacific Mail Steamship Company is negotiating for the purchase or charter of the White Star liner Doric, of the Occidental and Oriental Steamship Company, and which has been plying between San Francisco and the Orient for years past. The Doric has made forty-nine voyages out of the former port, and from the first has been a popular liner. For the past two or three days Pacific Mail representatives have been making a survey of the Doric and taking inventories.

The Pacific Mail Steamship Company has begun in the United States Circuit Court at New York a suit for $82,500 damages against the Newport News Shipbuilding and Dry Dock Company, alleging the shipbuilding company did not construct the big transpacific liner Siberia according to specifications. The Siberia was turned out in November, 1902, at a cost of over $1,750,000. In the summer of 1904 it was discovered, according to the complaint, that she had a defective stern post, with badly flawed steel castings.

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STEAMER RUNS STREET-CARS.

The electric cars of a great city being run with initial power from a steamboat is one of the unusual things in power plant experiences; but this has actually been done for several months past. Incidentally it suggests a new source of revenue to boat owners during winter months when steamers are tied up.

The street-car company at Baltimore, Md., at the opening of the past winter, had not been able to complete its power plant which was burned in the big fire. Business had also increased until the cars were short of power. A new boiler house was building but would take all winter to complete. The shortage in boilers was solved by securing the use of the steamer Lord Baltimore, which was tied up to the street-car company's dock where its power plant is located. The steamer has about 1,500 horsepower. The Street Railway Journal says: "To utilize the steam from the boat a 10-inch tap was taken off from the main 10-inch header in the boiler room of the power station, and this tap was extended to the water edge where the steamer is moored. The end of the 10-inch tap is supported at the edge of the pier on trestle work where it terminates in a 10-inch manifold. On the ship side, supported on the upper deck of the steamer, is a second manifold 8 inches in diameter. These two steam manifolds are connected together by a series of flexible copper tubes to allow for the rise and fall of the steamer with the tides, the arrangement giving a maximum range of 7 feet. The 8-inch manifold on the ship is connected by a single 8-inch header to the main steam drums of the ship's boilers. In order to give proper control over the auxiliary steam supply from the boat, a 10-inch stop valve was placed in the long tap connection just inside the station boiler room, and to avoid any possibility of bleeding the station boilers in the event that the steam pressure in the ship's boilers should drop below 200 pounds, a non-return automatic valve was placed in the tap connection near its outer end at the water edge."

BRITISH TONNAGE SOLD.

The extent to which British shipowners dispose of old vessels to foreigners is shown in statistical tables published in Lloyd's Register of Shipping. The tonnage cleared off in this way last year was 512,701 tons, comprising steamers of 422,395 tons and sailing vessels amounting to 90,306 tons. By these sales, which are the largest since 1900, Germany acquired 101,903 tons, Italy 78,671 tons, Japan 66,328 tons and Norway 59,702 tons. In addition to the second-hand tonnage transferred to foreigners 52,464 tons were transferred to British colonies during 1905, as compared with 37,464 tons in 1904, 62,907 tons in 1903 and 32,603 tons in 1902. Tables which are included in the register general's returns indicate that about 18 per cent of the tonnage removed from the Register because of foreign transfer was built before 1880, nearly 43 per cent before 1885, 62 per cent before 1890, 78 per cent before 1895 and over 90.6 per cent before 1900.

Superintendent A. Schantz of the D. & C. has announced that the line wants a name for its new $1,250,000 steamer now building at the Wyandotte shipyards and that the person who sends in a name which is accepted will be given a season pass good for two on the D. & C. The name, Mr. Schantz says, must pertain to either Michigan or Ohio and that names of persons are not wanted. Neither will the name of a flower be acceptable.

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Published Weekly by
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WEDNESDAY, - - - - - MAY 30, 1906.

WEIGHED AND FOUND WANTING.

The JOURNAL has supported the Union Labor party, of San Francisco, since its inception, either by open commendation, or, where that was not justifiable, by charitable silence. In the first campaign of that party, in 1901, this paper was the only one among the local press which editorially advocated the election of Eugene E. Schmitz as Mayor. This position was taken upon the single ground of consistency in the situation then existing, a position which has ever since been maintained to the fullest extent compatible with discretion, honesty and civic duty. If the JOURNAL has been less outspoken in this connection than it might have been, the fact may be safely ascribed, not to any lack of fealty to "class interest," but to the existence of circumstances in the life of the Union Labor party which could not in clear conscience be commended, and which it were useless to condemn.

The circumstances of the present moment can not be overlooked. "Silence gives consent." Organized labor must speak its mind concerning the recent acts of the Union Labor officials, or stand charged with consent to, and complicity in, these acts. The San Francisco Labor Council has already spoken in unmistakable terms, as quoted on page 1 of this issue. Thus the labor movement of the city has by formal and official expression absolved itself from responsibility for the surrender of the public rights. The Union Labor party must justify its acts by its own reasoning; it can not do so in the name of Labor, however potent that name may be for ordinary purposes.

The passage of the trolley ordinance marks the point of separation between the interests of the Union Labor party and those of organized labor and the public at large. The ordinance in question is absolutely indefensible from any public standpoint; cheapness of construction and operation is its sole basis. To measure that consideration, which (reduced to its final terms, simply spells dividends on foreign capital and watered stock) against the lives and property of the community, is to add insult to injury. The manner in which the ordinance was "put through" and the arguments (?) used in its behalf, raise a serious question of moral turpitude, if not of worse things. The real character of the influence brought to bear upon Mayor Schmitz and the Board of Supervisors—whether mere cajolery or something more substantial—is of little concern, after all. The passage of the ordinance by which the community has been made subject to the avarice of a great monopoly is sufficient of itself to condemn those responsible for that act upon the plain ground of incompetency.

It is significant that the Administration has assumed a distinctly defensive attitude in the matter. The ordinance was not advocated as a good one, but defended upon the dual ground of expediency and compulsion. A feeble attempt was made to make it appear that the earthquake and fire constituted a circumstance which altered the case for the conduit system of street-car propulsion. In the main, however, the argument in defense of the trolley ordinance rested upon the desire of the public for street-car service and the threat of the United Railroads Company to defer the operation of its lines until the city surrendered to its demands. Admitting the public demand for transportation facilities, and recognizing the threat of the street-car monopoly as a fact, the duty of the Administration was quite clear; namely, to resist that threat, and thus place upon the corporation the responsibility for aggravating the misfortunes of the people. Had this course been pursued the corporation would undoubtedly have capitulated. Instead, the Administration chose the line of least resistance and surrendered unconditionally, thus saddling the city with a burden that will afflict it long after the other effects of the recent disaster have been repaired. In short, the United Railroads Company proposed to take advantage of the city's distress, and the city government, instead of resisting that proposal, as common manhood, not to say public pride, would have dictated, consented to it! A more complete and shameful abrogation of the functions of government could hardly be conceived. And all done in the sacred name of Labor! Ugh!

It is said that there is no evil without its compensation. The compensation of the evil that has recently befallen San Francisco lies in the disclosure made by the Union Labor party. That party, originally the natural and inevitable creation of circumstances, early fell into the hands of an unscrupulous politician, one Abe Ruef, who has since used it to prey upon public sentiment in favor of the legitimate claims of the working class. From first to last Ruef has been the whole party, and the party's candidates have been merely so many tools in his dexterous hands. No greater despotism was ever perfected by any boss than that of this self-constituted champion and leader of labor. Every honest and courageous man who has been identified with the local movement of "labor in politics" has been forced to surrender either his honor or his courage—or he has been forced out of the party.

We have seen the honest man who dared to express his convictions or gag at bit of unpalatable programme incontinently drummed out of the Ruef party. Doubtless there are still honest men in that party, but they are still there by virtue of their willingness to keep their own counsel. Upon the other hand, we have seen men rise to prominence and preferment in that party upon no other merit than that of political cunning, frequently exercised in violation of all principles of labor and of public conduct. From being a party of protest against the schemes of the public exploiters, the Union Labor party has become the mere creature, and indeed the chief defender, of that class. This change of front is not surprising; it is not a change of front at all. The only difference between the Ruef of to-day and the Ruef of last fall is one of opportunity. Our astute "leader" has grown great upon the meat of public support, and has long awaited the opportunity to return to his first allegiance. The earthquake and fire constituted that opportunity. Now he flaunts his perfidy before the world, secure in the belief that his victims are too much occupied with more immediate concerns to make any effective protest.

Nevertheless, the JOURNAL protests. We protest, not against Abe Ruef, but against the further use of the name under which that person and his followers masquerade. Let them return to their vomit! Now that they have made their peace with THE party, let them resume that party's title. Let them drop Labor, or take the alternative of being dropped by Labor. Labor stands for more than the winning of an election; it stands for right, for the protection and advancement of the people's interests, as against the interests of the greedy and unscrupulous in all classes. The Union Labor party that stands for this is entitled to, and will receive, the confidence and support of all honest men. The Union Labor party that stands for anything else is entitled to nothing but public execration, and that, too, it will undoubtedly receive in full measure. The labor movement, above all other movements, must in self-defense repudiate wrong when committed in the name of Labor. Otherwise the labor movement itself is doomed to repudiation. The Ruef party, of San Francisco, has been weighed and found wanting!

WORDS OF GOOD CHEER.

Department of Labor, Wellington, April 24, 1906.
Editor Coast Seamen's Journal: Dear Sir—I thank you very warmly for your kind letter and for the copies of the Coast Seamen's Journal, sent to me last mail; but we will let "compulsory arbitration" stand aside awhile.

Since that date a calamity has fallen on San Francisco that has moved the hearts of all civilized men. Here in New Zealand men of your own kin have felt very deeply the awful trouble through which you have passed and even now are passing. Words, I know, do not count for much, but we should have been proud and pleased if we had been allowed to make our sympathy practical, so far as our litle powers go. Anyway, I should be glad for the workers of San Francisco to know that no event has ever caused such wide-spread sympathy and grief among the workers of New Zealand as the harrowing story of what your people have had to pass through lately. We can only hope that your city will rise renewed in strength and beauty from her fiery trial, as Chicago has done.

With all kind and good wishes of hope from us all.

Yours faithfully,
EDW. TREGEAR,
Secretary for Labor.

The JOURNAL assures its esteemed correspondent that the sympathy extended by the people of New Zealand is very welcome and will go far to lighten the affliction visited upon San Francisco and neighboring cities. We can also assure Secretary Tregear that the people of New Zealand and all other countries will be "allowed" to express their sympathy in any manner within their means, and the more "practical" the means the better we will like it. The refusal to "allow" the "practical" expression of sympathy by other countries was a "break" on the part of a certain person high in office, and has been generally disapproved by the people of the United States. San Francisco needs more help, and will welcome it warmly, from whatever source—the more warmly, perhaps, in proportion to the distance from whence it comes.

Demand the union label on all products!

Immigration Commissioner Sargent is reported as saying: "There were 1,026,000 immigrants admitted to this country last year. There will be 1,000,000 admitted this year. Let them come. We want the right kind of immigrants." Considered by themselves, these views are inexplicable; considered in connection with the occasion upon which they were expressed, they are quite natural. Mr. Sargent was addressing a missionary meeting, and presumably he told that gathering the thing it wanted to hear. Anyone who disagrees with Mr. Sargent's views, as expressed to the missionaries, need but invite that facile factotum to another kind of meeting, and he will receive another kind of view. Anything that's right, you know!

In last week's issue of the JOURNAL appeared the announcement of the death of Comrades William Goslin and Thomas Shields, both having been killed in the San Francisco earthquake. These comrades were shipmates in the steamer Valencia when that vessel was wrecked on the coast of Vancouver Island, last January. Fate was kind, only to be cruel!

Immigration Commissioner Sargent says we want the "right kind" of immigrants. The gentleman doesn't say what he means by "right kind"; perhaps the gentleman doesn't know what he means; possibly he doesn't mean anything. In the opinion of this incorrigible rag the "right kind" of immigrant is the kind that stays at home.

Headquarters of the Japanese and Korean Exclusion League of San Francisco are located at 680 McAllister street, where Secretary-Treasurer Yoell may be found during business hours. Affiliated organizations which have changed their addresses recently are requested to forward notice of their new quarters.

Members of the Sailors' Union of the Pacific are notified that hereafter, and until further notice, the regular weekly meeting at Headquarters will be held at the usual hour, 7:30 p. m., Monday, in the Sailors' Home. All members in port should attend the meeting.

The offices of the San Francisco Labor Council are at St. Helen Hall, 2089 Fifteenth street. The regular weekly meeting is held at 335 Noe street on Friday at 8 p. m. Delegates and members of committees are urged to be prompt in attendance.

The JOURNAL announces that there are on hand a few copies of its issue of April 18—the "earthquake issue"—which were saved from the ruins. Subscribers who have missed that issue may secure copies upon application to the Business Manager.

The regular monthly meeting of the Japanese and Korean Exclusion League, of San Francisco, will be held next Sunday, June 3, in the hall situated at the corner of Folsom and Twenty-second streets. All delegates are urged to be present.

The blue label of the Tobacco Workers' Union is proof against child-labor, sweatshop, tenement-house and trust products. Smokers should demand that device when making purchases.

STRICKEN AND SOLD.

(Continued from Page 1.)

serted that the Company stood to make money by the fire.

San Francisco, stricken and in the dust, has been turned over to the mercy of those who for many years have sought to despoil her. While the city was able to defend the public rights, the corporation looters were kept at bay, notwithstanding the city government has not always been devoted to the public welfare. Now, when the city's interests have been placed entirely in the hands of men supposedly her very own, and when the star of a bright destiny had risen to light the path toward municipal government of, by and for the municipality, the public interests are surrendered unconditionally! There has been an earthquake and conflagration, as everyone knows. But that disaster, which might have appealed to the forbearance, if only in shame, of the corporations, and which certainly should have inspired a more watchful vigilance on the part of the authorities, would have redounded to future advantage had its lessons been properly learned, and its opportunities properly conserved. Instead, that disaster has been made the excuse for capitulating to the schemes of private exploiters. The earthquake and fire might have become a memory lightened by good results; as it is, that event is almost certain to remain a calamitous fact, by reason of the burdens added to it through the folly of the city's "sleeping virgins." The year 1906 is likely to be remembered in San Francisco chiefly as the year in which the city passed from the people to the plutocracy. The men who made the transfer will be remembered as the Union Labor administration, which, having been cursed by the public enemies as long as it stood for the public interests, was first cajoled into acquiescence in the schemes of public plunder and then complimented by the plunderers upon its ability to "grasp the situation!" "Tempora mutantur—"

TRANSPORTATION IN ALASKA.

Alaska is not alone the land of the gold-seeker; every year increasing numbers of tourists cross its frozen leagues in search of novelty such as is to be found nowhere else. Excellent transportation facilities are now afforded these persons by the White and Yukon Route which maintains a mail, passenger, express and fast freight service over the Government trail.

The regular route is by ocean steamer from Puget Sound ports to Skaguay and thence by train to White Horse. White Horse is 330 miles from Dawson and between these two points ply wheeled vehicles in summer and passenger sleighs in winter. The rate for sleighing trip is $100 northbound and $75 southbound. The distance is covered in a little less than five days, traveling only in day time and stopping at roadhouses over night. Accommodations at roadhouses are not included in the passenger's ticket. These places are well-kept, clean and comfortable. Meals are served at $1.50 each and a bed costs $1.00 per night.

The passenger sleigh will accommodate from nine to fourteen passengers, 1,000 lbs. of mail and express, and 1,000 lbs. of passenger baggage. Each passenger can take 25 lbs. of baggage free and must pay 30 cents per lb. for all in excess of this amount. Big fur robes and, in very cold weather, foot warmers, are furnished for the passengers' comfort. Relays of fresh horses are made each 20 miles and every possible attempt is made to avoid delay.

The rate for the wheeled vehicle transportation between White Horse and Dawson in the summer is $125. Freight rates are 20, 25 and 30 cents per lb., according to class, with a special rate for shipments exceeding 10 tons.

DIED.

August P. Andersson, No. 708, a native of Sweden, aged 37, died at sea, on board the ship Santa Clara, April, 1906.

Joseph Peterson, No. 436, a native of Sweden, aged 40, drowned at Port Ludlow, Wash., March, 1906.

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, May 28, 1906.

Regular weekly meeting was called to order in the Sailors' Home at 7:30 p. m., E. A. Erickson, presiding. Secretary reported shipping fair. The new schedule of wages in steam schooners as adopted by the vote of the Coast on April 14 will be in effect on and after May 29, 1906. The suggestion of the Shipowners Association, that Santa Barbara be considered an inside port was non-concurred in.

A. FURUSETH, Secretary.
Folsom Street Dock.

Tacoma Agency, May 21, 1906.
No meeting; no quorum. Shipping good. Men scarce.

H. L. PETTERSON, Agent.
3004 McCarver st. Tel. Main 808.

Seattle Agency, May 21, 1906.
Shipping fair.

P. B. GILL, Agent.
1312 Western ave. P. O. Box 65. Tel. James

Port Townsend Agency, May 21, 1906.
No meeting; no quorum. Shipping fair; prospects uncertain.

WM. THORBECK, Agent.
114 Quincy st. P. O. Box 48. Tel. 443.

Aberdeen Agency, May 21, 1906.
Shipping fair.

WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

Portland (Or.) Agency, May 21, 1906.
No meeting; no quorum. Shipping medium; prospects good.

CHAS. BOCK, Agent.
40 Union ave. Tel. East 4912.

Eureka Agency, May 14, 1906.
No meeting; no quorum. Situation unchanged.

C. SORENSEN, Agent.
222 C street. P. O. Box 327. Tel. Main 566.

San Pedro Agency, May 21, 1906.
Shipping fair; prospects medium.

HARRY OHLSEN, Agent.
P. O. Box 2380. Tel. Main 774.

Honolulu (H. T.) Agency, May 14, 1906.
Shipping medium; prospects uncertain.

H. COLDIN, Agent.
821 Alakea st. Tel. Main 96.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, May 24, 1906.

Regular weekly meeting was called to order at 7 p. m. Ed Andersen in the chair. Sentry reported shipping very good. Shipwreck benefit was ordered to be paid to H. S. Brunn for the loss of his clothes by fire on the steamer "Norwood."

EUGENE STEIDLE, Secretary.

Seattle, Wash., Agency, May 17, 1906.
No meeting; shipping fair.

LEONARD NORKGAWR, Agent.

San Pedro, Cal., Agency, May 17, 1906.
Shipping slow. Adopted resolution to oppose any change in the constitution which would benefit the Seattle Agency only.

CHAS. M. DAWSON, Agent.

MARINE COOKS' AND STEWARDS' OF THE GREAT LAKES.

Headquarters, Buffalo, N. Y., May 14, 1906.
General situation fair.

R. H. WALKER, Secretary.
55 Main st.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., May 23, 1906.
Shipping fair.

WM. H. FRAZIER, Secretary.
1½ Lewis st.

On the Great Lakes

(Contributed by the Lake Seamen's Unions)

COLLEGE MEN ON THE LAKES.

"You would be surprised at the intelligence and education of some of the men employed as deckhands and watchmen on the big Lake boats during the open season of navigation," said B. R. Parker of Cleveland, O., at the St. Louis. "Passengers on these vessels, particularly on the freighters, often remark upon the beastly and brutal appearance of the deckhands, not realizing that in a great many cases this effect of brutality, ugliness and ignorance is a result of the coal dust which is bound to collect on anyone who works in the coal bins and around the engines.

In numerous instances every year college men are to be found working on the Lakes, and as their experience on the water is limited, they are employed in the lowest positions, such as decking and watching. They generally try to get in as watchmen, for that is pleasanter than the other, and offers better pay. When decking, their appearance is just about as brutal and repulsive as that of their comrades who never saw the inside of a schoolhouse.

I have one college graduate in mind who has done nothing in summer time for the past seven years but work on the Lakes. That is a case where college education did not do a great deal of good. He may change his life later on, and get into something better, but it is rather doubtful. He first started during vacation to get enough money to carry him through the next term of school, never thinking for a moment that he would stick to the life for any length of time.

When the next vacation came around he went at it again, and after he left school for good he got another job on a Lake boat, intending to stick only until something better turned up. But the life took such a hold on him that he has never left it. Whether he will or not remains a question. It isn't because he hasn't ability to get into something else, for he is one of the brightest young fellows I ever knew.

Decking is the most disagreeable work on a boat. While out on the Lake the deckhand has to assist the fireman. His principal duty is to see that a pile of coal, broken up to the proper size, is piled within easy reach of the fireman's shovel, and to haul out the ashes. When the coal bunkers are full, it isn't so bad, for he can easily chuck down enough coal in a few minutes to last an hour or two, but when they begin to get low he has to wheel the coal in a barrow to the fire boxes, and that isn't so pleasant."

At a banquet at the Detroit Club on May 17, J. C. Wallace, President of the American Shipbuilding Company, in responding to a toast, made the statement that within three or four months his company would contract to build a steamer for the Great Lakes from 640 to 645 feet in length over all. He did not state who would order the monster.

With a cargo of 9,965 tons of soft coal, the largest amount that has ever entered Milwaukee, the steamer Harvey D. Goulder recently anchored at the dock of the Milwaukee-Western Fuel Co., near Kinnickinnic bridge. The boat is owned by Cleveland parties and was named in honor of a prominent lawyer in that city.

QUEEN OF WORLD'S LAKE CRAFT.

The new passenger steamer of the D. & C. Company, Detroit, which will cost $1,250,000 and take rank far in advance of any Lake craft in the world.

The big ship will be 400 feet long, 54 feet beam and 90 feet over the guards, and 22 feet depth of hold. She will be propelled by three cylinder compound engines of 7,000 indicated horsepower, turning feathering paddle wheels. The steamer will be supplied with eight cylindrical boilers and the craft will have a speed of twenty miles per hour. Between her decks can be stored 110 car loads of freight, while her passenger excursion limit will be 4,500 persons.

The amount of material needed to construct and equip such a ship is of interest. In the building of the double hull, for there is a water bottom, 4,000,000 pounds of steel plate, angles, beams and rivets will be used, 700,000 rivets alone being required. Of wood, 1,600,000 feet of oak, pine, mahogany and other varieties will be needed. The joiner work will take 3,400 pounds of nails while 2 1-2 miles of steam pipes will be placed. Wireless telegraph and 1,600 electric lights are included in the electrical equipment.

A special feature of interest is the big steadying tanks with a capacity of 100 tons of water ballast. This ballast will be used during heavy seas and prevent rocking and pitching. This is the same system which is used on battleships to hold them steady while firing heavy guns. Other novel features are the passenger elevators, open fireplaces, and private verandas opening from the parlors. These verandas have the same privacy and seclusion as does a veranda at home.

President Schiller, of the National Tube Company, stated recently that the company would spend $500,000 in improving its docks at Lorain, or about the same amount as was spent last year. He said when complete the docks would have double their present capacity, and would be one of the fastest on the south shore of the Lakes. Mr. Schiller said the Lorain plant is producing 1,000 tons of tubing per day, or about 30 per cent more than was anticipated.

It is reported that the Steel Trust is preparing to rush all its boats to Ashtabula so far as they can be handled. This will give that port its record-breaking year. Local docks are to be worked night and day. The board of public service has considered the appointment of two harbor masters on account of the increased traffic. In one day recently 864 cars were loaded on the Lake Shore docks at that place which nearly breaks the record.

Bids were opened recently at Detroit for dredging Round Island Shoals, St. Marys River. The lowest bidders were: Shoal 1, M. Sullivan, Detroit, 21 1-2 cents cubic yard; 2, Lake Erie Dredging Company, 49 cents yard. The sum of $53,000 is available for the work.

The first iron ore cargo ever shipped from Escanaba to go north through the Soo passage was taken out on May 14 by the Canadian steamer Leafield. It went to Sault Ste. Marie, Ont.

COMPASS CORRECTION.

The recent departure from Washington, D. C., of Commander Reginald Nicholson, assistant chief of the equipment bureau, for Cleveland Ohio, inaugurates a new work of much importance to Lake navigation. For years past there have been many complaints by Lake shipmasters of erratic behavior of their compasses, upon which the safety of their ships depends in thick and bad weather. Cargoes of iron ore and metals capable of affecting the magnetic needles were undoubtedly at the bottom of some of these complaints, but it was realized by navigators that natural conditions were often causing variations of the compass, and that it might be possible to reduce the evils arising from such causes. Therefore the Lake Carriers' Association and the Pittsburg Steamship Company and other influential organizations interested in Lake commerce have called upon the Navy Department to aid them. Accordingly Commander Nicholson goes out to the Lakes with the primary purpose of setting up prominent marks in proper places so that the masters of passing ships may check off any error in their compasses and make the necessary adjustments. He will take with him the necessary instruments to establish "true north" at these marked sites and call upon the nearest branch hydrographic offices for any needed help. It is the present purpose to erect such marks on the banks of the St. Clair River and in the Straits of Mackinaw, which will afford opportunity to make compass corrections to all shipping passing between the three Great Lakes of Michigan, Superior and Huron. Officers at the branch hydrographic offices will be instructed to assist any shipmaster in adjusting his compasses when they are found through observation of the marks to be out of order.

The schooner Armenia, which foundered on Lake Erie in the early part of May, has been accepted by the underwriters as a total loss, and no effort will be made to save the vessel. It is possible that something may be done later this summer to take out the cargo. The same is true of the schooner Algeria, which sank in the same storm. There is but twelve or fifteen feet of water over the deck, and wrecking companies say they can get the vessel afloat. Underwriters are inclined to believe that after getting the craft up it will not be worth the cost of wrecking operations. The iron ore cargo of the Algeria is worth about $11,000, and later in the season will be pumped out in scows.

Capt. James Reid, who contracted with the Government to remove the wreck of the tug Fannie Tuthill from the channel in Lake St. Clair, reports to Col. C. E. L. B. Davis, United States District Engineer, that the work has been completed. The government will now sweep the spot to ascertain if the proper depth is there.

An investigation of the wreck of the schooner Algeria, lying off the Cleveland harbor, was made recently by Captain C. E. Benham and the underwriters. The reports following this investigation were to the effect that the schooner is breaking up, and it is possible that she will be abandoned as a total wreck.

GERMANY IN ASIA MINOR.

German commercial interests in Asia Minor date from the beginning of the present Empire. Prior to that time but few people of German nationality ever found their way to the Euphrates valley, much less to establish trading posts in that country for the purpose of bartering with the native Arabs. To what extent this has all changed is fully and comprehensively shown by the German Bagdad Railway enterprise, which is practically being financed, built, and managed by capitalists in this Empire. The German Government has done much to encourage and support commercial enterprises in Asia Minor generally. In 1894 a German consulate was established in Bagdad. The excavation expeditions sent to Babylon and Assur have also done much to make the natives acquainted with the push and organization of the German people. Not very long ago the Turkish Government appointed a commission consisting of three German experts to explore and examine the oil fields of Mesopotamia.

Such enterprise on the part of German residents in a country which is acknowledged to be exceedingly rich, and replete with vast opportunities in connection with cotton, grain, oil, fruit, etc., will unquestionably lead to the establishment of large German agricultural colonies in the vicinity of the cities and stations along the Bagdad route, similar to the one which has been so prosperous at Jaffa in Palestine. It may not be a generally known fact, but it is true nevertheless, that there are already a number of exclusive German colonies scattered over Asia Minor, engaged chiefly in gardening, which are as thriving as any colony of the same race situated in Brazil, or any part of Russia, and which to-day form such valuable assets to those countries.

It is claimed by many persons in Germany that if a good part of the surplus population could be diverted to Minor and Anterior Asia, the field for emigration and colonization would be happily chosen for the reason that the German would never assimilate with the Turk or Arab, therefore the colonies would remain German in sentiment, and not sacrifice their nationality as has been the case in the United States, South America, and the English colonies, by becoming citizens of those countries. There is something in this argument, and undoubtedly true is the fact that such colonies are destined to play an important part in the expansion of German commerce in Asiatic countries.

Captain Tim Haggerty, Engineer Robert W. Simpson, and Fireman Michael Sasso, of the tug Thomas Wilson, of Ashtabula, who rescued the crew of the barge Yukon, off Ashtabula Harbor in 1905, have been recognized by the Carnegie Hero Fund Commission. Captain Haggerty gets a medal and $1,200, Mr. Simpson and Sasso a medal and $500 each. In offering congratulations, the sure thing is that these brave men had no thought of reward when they risked their lives so bravely for seamen in distress. All praise to them!

In the Circuit Court at Port Huron Judge Law has refused the application of Fred J. Dunford to have a receiver appointed for the Port Huron Shipbuilding Company. The property wos sold to Fred T. Moore, a brother-in-law of Sidney Jenks, president of the company, for $20,250. And it is understood that the drydock will be rebuilt and put in first-class shape..

MUNICIPAL OWNERSHIP.

G. J. N. Rogers, of the Local Government Board of London, has issued a special article on local government in Germany, compiled with exhaustive fullness. The following extract states the attitude of Germany toward the much-vexed problem of municipal trading:

In most of the large towns the gas, water, markets, and electricity undertakings are owned and managed by the legal authorities. As regards tramways, German towns are not quite so advanced as towns in England, but it is the evident intention of the communal bodies generally to obtain possession of that important means of communication whenever the opportunity offers. In addition to the undertakings mentioned, all towns of any size have their own savings banks, and most of them carry on the business of pawnbrokers. A large majority, too, possess municipal theaters and concert halls. A few own quarries; one (Gorlitz) engages in the manufacture of bricks and tiles, owns a coal mine, and manufactures artificial stone. In connection with the ownership of communal forests, several towns deal in timber for building purposes and the supply of fuel. Harbors, docks, quays, and wharves are also owned by the various towns.

In the opinion of many of its opponents, municipal trading should not be conducted with a view to profits. In Prussia this question is settled by the law. Section 3 of the Communal Taxation Law provides that "commercial undertakings of the communes shall be administered upon the principle that the income raised shall suffice at least to meet the whole of the expenditure arising from the communal undertaking, inclusive of interest and reduction of the invested capital. An exception is admissible so far as the undertaking serves at the same time a public need which is not otherwise met." The latter part of the provision refers to waterworks, markets, and similar undertakings; but these concerns are, as a general rule, to be so managed that no loss shall fall on the local taxes.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

121 and 123 North Desplaines Street, Chicago, Ill.

Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, WIS.....133 Clinton Street
Telephone 240 South.

BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.

ASHTABULA HARBOR, O.....87 Bridge Street
Telephone 552.

CLEVELAND, O.....171 East River Street
Telephone Bell Main 1295.

TOLEDO, O.....719 Summit Street
Telephone Black 6981.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES.

DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3742.

ASHLAND, WIS.....515 East Second Street
Ashland Phone 1563.

SUPERIOR, WIS.....1721 North Third Street
Telephone, Old Phone, 4428 L.

BAY CITY, MICH.....919 North Water Street

OGDENSBURG, N. Y.....94 Hamilton Street

SUB-AGENCIES.

MANITOWOC, WIS.....809 South Eighth Street

ERIE, PA.....107 East Third Street
Telephone Bell 599 F.

CONNEAUT HARBOR, O.....922 Day Street

SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
Telephone 1944 South Chicago.

SANDUSKY, O.....1107 Adams Street

PORT HURON, MICH.....931 Milltary Street

HOSPITALS AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.

CHICAGO, ILL.; DETROIT, MICH.; CLEVELAND, O.

RELIEF STATIONS.

Ashtabula Harbor, O.	Manitowoc, Wis.
Buffalo, N. Y.	Marquette, Mich.
Duluth, Minn.	Milwaukee, Wis.
Erie, Pa.	Saginaw, Mich.
Escanaba, Mich.	Sandusky, O.
Grand Haven, Mich.	Sault Ste. Marie, Mich.
Green Bay, Wis.	Sheboygan, Mich.
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Ludington, Mich.	Superior, Wis.
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C. W. Post, Manufacturer of Grape Nuts and Postum Cereal, Battle Creek, Mich.
Lehmaier-Swartz & Co., New York City.

WOMEN'S TRADE-UNION LEAGUE.

The completion of the first year's work of the New York Women's Trade-Union League was made the occasion of a mass-meeting the evening of April 29, at Webster Hall. In opening the meeting Miss Dreier pointed out that the hope for all workers—and the hope for the working woman was the center of the discussion for the evening—lies in unity. Foreign-born workers, she urged, must learn that they will secure decent sanitary conditions, fair wages and good hours, only with the backing of a strong labor organization. American workers must learn to join forces with these newcomers if they would secure these same things rather than have to compete unsuccessfully with new industrial recruits, foreign born and willing to accept lower standards.

Mrs. Harriet Stanton Blatch discussed vigorously how far is true the charge that women are the stumbling block in improving industrial conditions. She quoted damaging adjectives from the report of an English labor commission which had found the women workers "untrained," "inefficient," "always ready to accept low wages, long hours," "never wanting to get on," "no concentration," "no self-respect," "no self-reliance," "always ready to hang on to some one else," in a word "no grit."

"The trouble is," said Mrs. Blatch, "that the world has taught us to hold ourselves that way, but the world is beginning to change its opinion of marriage and the home; to demand character there. It is in the labor union that the working woman can get the training that will make her not only a good worker but a decent, self-respecting wife and mother. * * * We think that we can work and earn wages without putting anything into the trade. Only now are we beginning to see our responsibilities for the future; that it is still our trade when we leave it."

This idea was carried further by Gertrude Barnum, National Organizer of the League, who said:

"Women are individuals. When they get rid of this everlasting superstition that they are only wives and daughters and sweethearts of men, they will begin to see life as individuals. They would want to be homemakers still, but they will be ready to really make homes. They would protest against tenement conditions and they would fight against child labor. Who is the real mother? She who has found some of the real paths of life and is going to put her children's feet in those paths. As a worker herself she will stand out for those conditions in the working world which will mean for her children something other than hours and pay and sweating which crush out of life so much that is precious. Sometimes I feel that only an earthquake can make the women of the well-to-do see what working conditions in New York, such as those we find in Brownsville, are costing the race. I sometimes feel that they must work as the cooks work, from early in the morning until ten at night before their imagination will see what these things mean."

Mrs. Mary Wolders, of the Cigarmakers' Union, Mr. Campbell, of Typographical Union No. 6, and William Edlin, editor of The Capmakers Journal, spoke of organization, the label, and strike methods. Samuel Gompers, President of the American Federation of Labor, presided. A year ago Mr. Gompers had expressed the view that the League might become merely a fad among women of what he called the "pink note type." What has been accomplished during the year has given him assurance that it is an organization "not intended to be petted and coaxed, but to place women in a position where they can help themselves." Mr. Gompers' utterance might indeed have been construed as a plea for still another organization—one to keep heedless employers out of what churchmen have called the "place of departed spirits." "I can never forgive society for the wrong it has done and is doing," he declared, "to the young and innocent exploited in textile mills or the coal mines or other industries. I have nothing but contempt for him who prays once a week for the salvation of women and children and the rest of the week preys on them. We want something not only in the sweet-by-and-by, but something in the bitter now. I don't believe that the Kingdom of Heaven will ever be attained by men who exploit the labor of children, and I believe that we should set about energetically to make them realize this."—Charities and the Commons.

GERMAN SEAMEN'S DISPUTE.

In connection with the seamen's strike which has inconvenienced considerably Hamburg shipping, it now appears that owing to the agitation fostered by the Social Democratic Seemannsverband, the struggle has deviated from its economic character to assume a purely political aspect. The Hamburger Beitrage gives interesting data on the amelioration brought by the Hamburg-American Line in the working conditions of its seamen. Thus in 1896 the monthly wage of carpenters was 80 marks and 90 marks on express steamers; that of boatswains 70 marks and 80 marks; of seamen 55 marks; of boys 15 marks, of firemen 60 marks and of trimmers 40 to 50 marks. In 1897 the pay of firemen was increased to 65 marks and 70 marks for the second year's service; that of leading trimmers advanced to 55 marks and 60 marks the second year and that of ordinary trimmers to 45 marks. Moreover, an annual bonus of 100 marks was granted carpenters and botswains of express and class P steamers. In 1898 an all-round augmentation of 5 marks was granted by the company and overtime paid at the rate of 0.40 mark per hour. In 1900 another increase of 5 marks was granted, thus bringing the pay of carpenters to 80-95 marks, that of boatswains to 80-90 marks, of able-seamen to 65 marks and 70 marks the second year, of ordinary seamen to 35-40 marks and of boys to 15 marks. The pay of firemen was raised to 75-85 marks and 80-90 marks after one year's service, that of leading trimmers to 65-70 marks and of trimmers to 50 marks. This last scale was maintained during the adverse years which affected the shipping industry and again raised by 5 marks at the beginning of April, so that the pay of sailors during the last ten years was raised 25 per cent and that of stokers 33 per cent. The Hamburg journal adds that if the advance granted shore employes represents but compensation for the constantly increasing cost of living, the advance in seamen's wages is a net gain to the seafaring class, considering that hardly 18 per cent are married. The company's expenses in connection with employes' funds, such as insurance against sickness, accident, incapacity, old-age pensions, etc., have increased during the past three years from 439,000 marks to 530,000 marks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA

Affiliated with the
AMERICAN FEDERATION OF LABOR.

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The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALIA
29 Erskine Street, Sydney, N. S. W.

GAS-ENGINES FOR LARGE VESSELS.

The explosion-motor, using gas or gasoline, has had such remarkable success in connection with the development of automobiles and motor-boats that it is natural to inquire whether it may not be destined to wider and more important use. Sir William White, the British authority on naval construction, has recently stated his belief that these motors are to play a most important part in marine engineering, and on April 5, in a paper on "Gas-engines for Ship Propulsion," J. E. Thorneycroft, of the well-known boiler firm, indorsed this opinion before the Institution of Naval Architects (British), giving details of recent adaptations of the engines to such propulsion. In the discussion aroused by Mr. Thorneycroft's paper Professor Capper spoke of the subject as "one of the most important that had been brought up for many years," and said that although from his own early education and predilection he favored the steam-engine, yet he believed that many of those present would "live to see the reciprocating steam-engine an archaic machine, crushed out between the gas-engine and the turbine." In driving a boat of any considerable size with an explosion-motor, we are told by Mr. Thorneycroft, hardly more than the principle of action remains the same, the details of the machinery for producing the combustible gas or vapor, and of that for utilizing it, being entirely different from those of the smaller-powered motors with which we are familiar. He says, for instance:

"The one great disadvantage of the internal-combustion engine is the necessity of setting the engine in motion before it will run automatically. For powers less than 200 horse-power it is preferable to employ a reversing gear, keping the engine always running in the same direction, or to use a reversing propeller. Compressed air is being employed for starting up large engines; and when once the engine is fitted in this way, the valve-gear for running the engine in either direction does not amount to very much.

"For moderae powers a single-acting engine with a trunk piston is found most convenient, as the piston does not require to be water-cooled, until one as much as about 2 feet in diameter is employed. A single cylinder of 20-inch diameter and 2-foot stroke, running at 120 revolutions per minute, will give about 100 horse-power, taking the average working pressure at about 80, which is less than the figure often obtained.

"The same-sized cylinder, working as a double-acting cylinder, would, of course, double the horse-power; but, besides the additional valves, which must be an exact duplicate of those required for a single-acting engine, there is the complication of the water-cooled piston rod. This at first sight will appear somewhat serious to the marine engineer, but when the very large number of engines of this design which are working on land are considered—the regularity with which they are run, and the little attention they require—it will be agreed that there does not seem any reason why they should not meet with success at sea."

The first vessel fitted with a gas-engine and producer to run in the open sea was the Emil Capitaine, named for her inventor, a French engineer, regarding whose performances on her trial in the Solent last summer the writer says:

"The official report of the trials shows that this boat of 16-ton displacement ran at an average speed of 10 miles per hour for 10 hours, on a consumption of 412 pounds of anthracite coal. This consumption also includes the fuel which was consumed by the producer during the previous twelve hours, when it was not in active operation, but simply smoldering and keeping itself alight."

Besides this boat many tugs and similar vessels are now being run by gas-engines on Continental inland waters, including large river barges of 200-ton carrying capacity and various canal-boats. Engines of 500 horse-power, and others of 1,000 horse-power, for marine use, are now building in England, and a 7,000-ton cargo steamer, now under construction, is to be run in this way, it being calculated that the use of gas-engines in her will save 13,000 cubic feet of cargo space. The advantages of gas-motors are many and obvious. The necessity for stopping at intervals for cleaning, which could not well be done at sea, is said to have been obviated to a considerable extent. Says the writer, as reported in Engineering:

"It appears that there are many engines of 250 to 400 horsepower per cylinder running regularly every week from Monday morning to Saturday afternoon without a stop. The Premier Gas-engine Company give an instance of an engine which has made a run of fifty-one days without a stop, the previous run being forty-nine days without a stop of any kind.

From the various physical changes which take place within the cylinder of an internal-combustion engine it is evident that it can not well compete with the steam-engine so far as continuous running without cleaning and adjustments are concerned; but, from results that are being obtained in every-day use, it is submitted that the reliability is now so good there need be no hesitation in adopting them on this account."

The advance that has been made in building large explosion-motors for marine use will appear sufficiently from the fact, stated by Mr. Thorneycroft, that two years ago, in a paper on gas-engines, he was able to give no facts at all regarding their marine use, Mr. Capitaine having just begun his experiments. Now there appears to be a wide future before them along this line.—Literary Digest.

The United States cruiser Columbia arrived at League Island, Pa., recently, after an unsuccessful search for derelicts reported at various points along the Atlantic Coast. The cruiser was not sent out purposely to search for these dangers to navigation, but received orders by wireless after leaving Key West on May 5 to pick up and destroy any submerged wrecks passed on the run up the Coast. On May 11 the steamship El Monte, from New Orleans for New York passed the cruiser in the vicinity of Cape Hatteras. The Columbia was then in quest of a derelict reported last seen in that vicinity. The cruiser put in to Hampton Roads later, and then sailed for League Island. Off the Virginia coast the cruiser kept a sharp lookout for the derelict schooner Louise Hastings, but was unable to locate the dangerous wreck. The Hastings had been reported more than a dozen times by vessels trading between Philadelphia and New York and Southern ports. The schooner has been a menace to navigation since last winter, when she fell a victim to one of the terrific storms that swept the Atlantic Coast.

SWITZERLAND BY STEAMER.

A ship canal through Europe from north to south, involving an Alpine tunnel as a petty detail, would appear to be a somewhat extensive contract, yet it is actually being talked about, we are told by a writer in Cosmos. The project is nothing less than to make Romanshorn, on the shore of Lake Constance, a seaport, and of the lake itself a terminal basin for transatlantic steamers. A canal 26 feet deep between Rotterdam and Lake Constance would enable vessels of 8,000 tons to reach Romanshorn. This canal need be dug only from Lake Constance to Mayence, since from Mayence to Rotterdam the Rhine is amply deep. The expense on Swiss territory would be $65,000,000, but from Basel to Rotterdam the cost would be greater. It would, however, be met in part by the exploitation of electric energy, about a million and a half horse-power being available between Romanshorn and Mayence. The project is dependent upon the tunneling of the Splugen. We read further:

"This giant canal, north of the Alps, would be supplemented by another one 5.5 meters (18 feet) deep, from Lake Como to the Po. . . . This would cost 100 to 120 million francs ($20,000,000 to $24,000,000).

The result would be the transportation to the center of Europe, by way of Splugen, of all goods coming from Asia and Australia via Suez Canal. The promoters calculate that the utilization of the motive power thus obtained would save Switzerland more than a million tons of coal a year.

As the Rhine is not of sufficient volume to assure permanent navigation on the Rotterdam-Constance Canal, it is intended eventually to use the water of the lakes of Neuchatel, Bienne, Lucerne, and Zug, connecting them by a very short canal from Kussnacht to Immensee. . . .

The plan is a bold one, but when we reflect that without the eventual tunneling of the Splugen these two fine canals will be only culde-sac, and that a steamer would take more time to go from Rotterdam to Romanshorn than to cross the Atlantic, we may await the execution of the great project with tranquility of mind."—Literary Digest.

King Edward intends to have official cognizance taken of the race for the yachting trophy offered by him for American yachts, to be sailed for off Newport on August 8. Two British warships probably will make it the occasion of a visit to the course. Sir Mortimer Durand and English Embassy attaches will attend.

The new steel ferryboat Callahan, built by the Harlan & Hollingsworth Company of Wilmington, for the Norfolk and Washington Steamboat Company for the service on the Potomac River, sailed from Philadelphia, Pa., recently to be turned over to her owners.

The House of Commons, after several hours' debate, passed the second reading of the Plural Voters' bill by a vote of 403 to 96. The bill establishes the principle of one man, one vote.

Four members of the crew of the Cunard liner Caronia were struck and injured by a heavy sea which boarded the vessel on her last passage from Liverpool to New York.

NEWS FROM ABROAD.

Henrik Ibsen, Norway's greatest poet and dramatist, died at Christiana, on May 23, aged 78 years.

A naval lieutenant named Holschevnikoff has been identified as the would-be assassin of the Governor-General of Moscow.

The wheat crop of the Punjab, East India, for this year has broken all records, being 500,000 tons in excess of the previous best crop.

M. Belkine, director of the Vitebsk tobacco factory, was killed at Vitebsk, Russia, on May 25 for political reasons. The assassin escaped.

M. Lefrevec, principal engineer of the Caucasus railway shops at Tiflis, was killed on May 25. The crime is attributed to political motives.

W. H. Stuart, the United States Vice-Consul, was shot and killed at his country place at Batoum, Russia, on May 20. The assassin escaped.

A large peasant proprietor named Kronberg, of German descent, was killed at Nindauer, Russia, on May 25 by a band of Lettish revolutionists.

The detailed discussion of the Educational bill in the British House of Commons is now in full swing, and there is every indication of a prolonged struggle.

The Westinghouse Company has obtained the last of a series of contracts for electrifying about fifty-seven miles of street railroads of St. Petersburg, Russia.

A pier and warehouse have been opened at Dalny for the use of Japanese subjects, which action is preliminary to the early opening of that port to all nations.

The Czar has accepted the resignation of Admiral Rojestvensky, which was tendered on the ground of ill health following wounds received in the war with Japan.

Sergeant of Police Posno was shot in the open streets and Police Captain Shakilo was wounded at Grodno, Russia, on May 25. There is great feeling against the terrorists.

The Constitutional Democrats have introduced in the lower house of the Russian Parliament a sweeping bill establishing complete freedom of religion and conscience and tolerance of all creeds.

The International Postal Congress, at its session on May 23, approved the British proposition to raise the weight of letters to one ounce. The next Postal Congress will be held at Madrid, Spain.

The Philippine Commission has authorized Governor George Curry to begin a campaign with regular troops, having for its object the absolute subjugation of the Pulajanes on the island of Samar.

The British ship Felucca Consuelo has been captured off the Anghera coast by pirates, who are adherents of the Brigand Chief Valiente. The sum of $2000 is demanded for the vessel and the release of her crew.

The German Reichstag, on May 19, passed the final reading of the Naval bill providing for six new armored cruisers, and also adopted the new special taxes, including the duties on legacies, railway tickets and automobiles.

The St. Petersburg police on May 16 confiscated the new Social Revolutionary paper, Dielo Naroda (The People's Work). Mouriatoff, a Member of Parliament from Saratoff, is the responsible editor and therefore could not be arrested.

A fight between Cossacks and peasants, resulting from the efforts of the authorities to suppress agrarian disorders, has occurred in the vicinity of Limbrisk, Eastern Russia. It is reported that four peasants were killed and 200 wounded.

Datto Ali, the leading Mindanao insurgent, who was reported killed October 22 last, is declared on good authority to be still alive. It is said he is now with Dattos Enok and Mopak organizing an insurrection between Davao and Dutuan.

A second attempt on the life of Count Kellar, a Colonel of dragoons and nephew of Lieutenant-General Count Kellar, who was killed July 29, 1904, during the war with Japan, was made on May 21, by a Jewish revolutionist, who threw a bomb at the Colonel while he was riding in a suburb of Kalish, Russian Poland.

It is rumored that the military court which has been investigating the surrender of Port Arthur and the battle of the Japan Sea, has condemned to death Lieutenant-General Stoessel, who commanded the Russian forces at Port Arthur, and Rear-Admiral Nebogatoff, who commanded one of Admiral Rojestvensky's squadron and who surrendered during the naval battle to the Japanese.

In the British House of Lords on May 14 the Earl of Wemyss and March, Conservative, called attention to the question of home defense. He asserted that the country was practically without an army and there were not sixty up-to-date guns in the country. The question, he said, would be solved if the government had the courage to adopt the system of compulsory service at home and voluntary service abroad.

The Simplon tunnel was inaugurated at Domodossola, Italy, on May 19 by King Victor Emmanuel. The royal train passed through the twelve miles of tunnel, drawn by a steam engine, the electric motors not being ready. On reaching the middle of the tunnel, at a height of 2300 feet above the sea level, the King was heard to exclaim, "It is a cyclopic work, the result of half a century of study, seven years of work and the expenditure of nearly $15,000,000."

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WORLD'S WORKERS.

The universal eight-hour system came into force on the New Zealand Government railways on April 2.

The Victorian (Australia) Railway Transportation Employes' Association has been granted registration under the Federal Arbitration Act.

Paris letter-carriers recently struck for increased wages and Government recognition of the Portmen's Union. Soldiers were used to deliver the mails.

Painters in the Christchurch district of New Zealand get, under the Arbitration Court's award, 103d. per hour and a 44-hour working week, also preference to unionists.

Official returns show that for able-bodied laborers in New South Wales the wages are 30s. per week, or 20s. and keep; and in Queensland, from 30s. to 32s., or 18s. and 20s. with keep.

The employes of the Magiana Railroad, which serves the principal coffee districts in the state of San Paulo, Brazil, have struck, and the trouble is now theratening to spread to all the railroads of San Paulo.

The New South Wales Colliery Employes' Federation has decided to ask the Minister for Mines to introduce a bill which will compel the cessation of work in coal mines for eight hours out of every twenty-four.

A large deputation from the Sydney (Australia) Labor Council recently asked Premier Caruthers to extend to domestic servants the provisions of the Arbitration Act.

The Dock, Wharf, Riverside and General Workers' Union of Great Britain has been instrumental in getting a toal of £29,816 as compensation for members injured by accidents, and also recovered back wages owing to members.

Premier Seddon has informed the New Zealand railway men that besides manufacturing its own locomotives the Government was considering the establishing of Government meat and fish shops in order to squelch the combines which kept up the prices of food.

Some of the building trade employers at Townsville, Queensland, have decided to take ½d. per hour off the wages of employes in order to cover their own risks under the Workers' Compensation Act. The whole cost of insurance will not amount to a quarter of the sum deducted.

Thousands of unemployed persons of both sexes recently marched to Hyde Park, London, Eng., where James Keir Hardie and George Nicoll Barnes, Labor party members of Parliament, presided at meetings. Resolutions urging the Government to provide work were adopted.

The Slovo, of St. Petersburg, says that instead of being released as announced, M. Krustaleff, President of the Executive Committee of the Workmen's Council, who was arrested in St. Petersburg on December last during the general strike, has been transported to Sveaborg Fortress, Finland.

The British House of Lords on May 17, by 96 to 24 votes, rejected the second reading of the bill to prohibit the entrance into Great Britain of aliens to take the place of British workmen during trade disputes. The measure had previously passed all stages in the House of Commons without discussion.

In order to evade their liabilities under the Workers' Compensation Act, a Brisbane (Queensland) controlled Gympie mine company (New Home Rule and Hilton) had the audacity to deduct 2s. per week from the wages of engine-drivers and 5s. per week from two of the miners who had been getting £2 10s. To their credit the miners affected refused to take the cut and struck.

The New Zealand Arbitration Court has awarded the Auckland Butchers Employes' Union a 59-hour working week and the following minimum rate of wages: First shopman £2 15s. per week, order men £2 5s., boners £2 5s., first small-goods men £2 7s. 6d., second £2 2s., drivers of one horse £2 3s., two or three horses £2 6s., four horses £2 10s., riders-out £2, general hands £2 3s.

New Zealand papers state that owing to the dissatisfaction with the recent awards of the Arbitration Court, the Seamen's Union of New Zealand intends to cancel its regulations, and that another strike is projected on the eve of the Christmas holidays. When asked whether this report had any foundation, Secretary Belcher, of the Maritime Council, said he had nothing to say on the matter.

Nemy and Provost, leaders of the thirteen miners rescued after being entombed in the Courrieres colliery, France, for three weeks, have had the Cross of the Legion of Honor conferred upon them, and gold medals were awarded the remaining eleven miners. The leader of the German rescue party has received the Order of Chevelier of the Legion of Honor, and his mates were presented with gold medals.

A. C. Hayden, representing the Carnegie Steel Company, opposed the National Eight-Hour Bill before the House Committee on Labor, on May 22. He said the enactment of the measure would drive every large institution now taking Government contracts from that field, would turn over the manufacture of supplies of the Government to the small contractor, and would increase the cost of the same to the Government from 12½ to 25 per cent.

A deputation representing the Sydney (Australia) unemployed recently told the Lord Mayor that at the present time there were at least 20,000 men in New South Wales either only casually at work or totally unemployed. In support of their statement they produced reports from officials of a number of Sydney unions, showing that at least 8,000 men were idle in Sydney alone. The Mayor gave an evasive answer to their request for "assistance in a movement whereby employment might be found without disturbing existing interests."

A deputation representing the trade-unions registered under the New South Wales Arbitration Act has submitted to Premier Carruthers twelve distinct amendments the workers desired in the Act. These included the exclusion of the legal fraternity from the Court, except by consent of both parties, and the extension of the act's provisions to domestic servants. The deputation explained that the trade-unionists were as strongly as ever in favor of the principles embodied in the act, but complained that recent Court judgments had made the measure useless, as employers had found legal means of rendering the law inoperative. The Premier said he wanted to consult his colleauges before giving a definite reply.

LABOR NEWS.

A strike of the Brotherhood of Painters, which has 7,000 members in New York City, was begun on May 21.

The women typists employed by the Brisbane (Queensland) City Council have had their wages increased.

Two hundred and fifty delegates attended the eleventh annual convention of the American Federation of Musicians, which opened in Faneuil Hall, Boston, Mass., on May 21.

The Sydney (New South Wales) Tailors' Union has secured an extension of the Arbitration Court's award for thirty-one days, with the right to move for a further extension.

The New South Wales Employers' Federation has decided to meet representatives of the Sydney Trades and Labor Council in open conference to discuss desirable amendments in the State Arbitration Act.

The Structural Building Trades Alliance of America, in convention at St. Louis, Mo., adopted resolutions urging the exclusion from the United States of all forms of Mongolian labor.

Alexander Berkman, who attempted to assassinate H. C. Frick during the Homestead strike, in 1892, was released from prison on May 18, after having been incarcerated for fourteen years.

Large numbers of anthracite coal miners have not returned to work, and operators have appealed to the union officers for men to run the mines. There is said to be dissatisfaction because no concessions were made.

The Women's Industrial Council in England has in its ranks an Association of Professional Charwomen. These workers are taught from year to year the latest methods of polishing and cleaning and knocking down cobwebs.

The Queensland Government has appointed a Royal Commission to inquire into the question of the availability of white labor for the sugar industry, in view of the compulsory exodus of Kanakas at the end of this year.

Albert Judd, representing the Hawaiian Planters' Association, has arrived at Manila, P. I., for the purpose of negotiating with the Philippine Commission with a view to inducing Filipino families to work on Hawaiian sugar plantations.

After discussing for three days the proposition to amalgamate with the pulp makers and sulphite workers of America, the International Brotherhood of Paper-makers has decided to leave the matter with the American Federation of Labor.

All shop employes of the Pensylania Railroad were recently ordered upon full time by General Manager Atterbury. The order will bring good cheer to more than 10,000 men whose wages were reduced by the threatened strike in the anthracite field.

A South Brisbane (Queensland) court recently ordered a man to pay a woman £13 and costs for work done as a domestic servant. The privilege of "getting the law on the boss" is one of the few things that separates the modern domestic from the feudal domestic serf.

A representative meeting of the Sydney (New South Wales) unemployed recently passed the following motion: "That in the opinion of this meeting of citizens it is absolutely necessary that a public agitation should be inaugurated with the object of dealing with the problem of unemployment."

The Structural Building Trades Alliance, in convention at St. Louis, Mo., on May 24, voted to-day to admit the International Bridge and Structural Iron Workers to membership, thus completing an organization which includes every trade employed in important works, such as the building of skyscrapers and other large structures.

The San Francisco Labor Council, on May 25, adopted resolutions condemning the administration of that city for its action passing an ordinance granting the United Railroads Company the privilege of erecting a permanent overhead trolley system on all the streets previously served by cable cars.

The Supreme Court of the United States on May 21 decided the case of L. Holmes vs. the Santa Fe Railroad against the company. This was a claim for damage sustained by Holmes,, who was an engineer on the road, in a collision near Franconia, A. T., in 1901. The lower courts awarded the unusual sum of $9000 and the railroad company appealed the case.

The Christchurch (N. Z.) tramway employes are discontented over the adoption of what is known as the merit and demerit system, under which motormen and conductors are subject to the active control of inspectors. The men also object to appointments of certain inspectors and private "d's" to inspect the inspectors.

Marion Raisch and L. G. Humphrey, officers of the local Carpenters' Union, at Peoria, Ill., have been indicted for conspiracy. It is alleged that they sent a letter to the Wahlfeldt Manufacturing Company assessing it $500 for employing woodworkers on improvements in the plant instead of carpenters. An attempt was made to establish a boycott of the building contractors by similar methods.

The Sydney (New South Wales) Labor Council has decided to ask the Premier to instruct inspectors to visit shipping in port to insure perfect cleanliness of forecastles, and see that sanitary conditions are observed. Representatives of the Seamen's Union stated that no attempt was made to observe the ordinary laws of cleanliness in the forecastles of some coastal and inter-State vessels while in port. The position, they said, was most unsatisfactory.

The French official journal publishes the method decided upon for the distribution of the relief funds to the sufferers from the Courrieres mining disaster, which now total about $1,200,000. The money will be equally divided among the nearly 5000 widows, orphans and dependent relatives of the deceased or injured miners. Former President Loubet has taken an active part in the arrangement.

Fifty Dunedin (New England) tailoresses were recently locked-out for refusing to comply with a portion of the Arbitration Court's award. The award allows employers to pull down the wages of those who are receiving over the minimum wage, and the employers ordered 116 tailoresses to make application to be under-rated, or be discharged. Fifty competent tailoresses refused, and were locked-out. Their union is standing loyally by the award, but is asking for support for the gallant fifty, on the ground that they are acting in the interests of every trade-unionist.

San Francisco Letter List.

Letters are advertised for six months and kept at the Sailors' Union Office for twelve months, all told. If not called for at the expiration of one year letters will be returned to the Postoffice.

Aagaard, M. C.
Aasprong, G.
Abrahamsen, B.
Abrahamsen, L.E.N.
Absalonsen, A. M.
Adman, Oscar
Ahlstron, E.
Alvens, Arthur
Alexander, Nels
Altonen, Fred
Amundsen, P.
Anderson, Fred
Anderssen, -273
Andersen, -912
Andersen, -1233
Anderson, Henrik
Anderson, Emil
Anders, Fred
Andrews, R.
Andersen-826
Andersson-1213
Anderson, August
Andersson, A. P.
Anderson, C. S.
Anderson, Charles
Andersson, C. H.
Andersson, Efriam
Bahr, Frank
Bagott, R. H.
Barron-1428
Barnckow, A. O.
Batteman-1204
Becker, Fred W.
Beckwith, W.
Behr, J. H.
Benedito, B. C.
Bengtsson, -1261
Benson, John
Bentson, John
Berentsen, Dan
Berg, Gustaf
Berg, Thos. A.
Berner, Alex
Blair, Francis
Bjerregaard, C.
Borresen, Niels
Bruggencote, G.
Bryndal, Henry
Canrinus, Wm.
Carlson, -876
Carlsson, O.
Carlsson, -760
Caroe, Arthur
Caspary, Sigur
Christensen, -905
Christensen, S.
Christiansen, B.
Christinson, E.
Dagul, Gus.
Dahlberg, J. H.
Danielsen, Hansen
Darlis, Harold
Dean, T. S.
de Young-576
Duffy, Bernard
Easton, R. W.
Eck, N. A.
Edelman, G.
Ekblom, J. F.
Ekendahl, K.
Eklund, Aug
Ekman, Gus
Eckley, Otto
Eklund, W. F.
Eliassen, B. O.
Ellert, August
Fabriclus, H.
Fagerlund, Gus.
Farrell, H. D.
Febre, Henrl
Fellman, J.
Fergusson, J.
Fiedler, Max
Fisher, Arthur
Fosen, A. H.
Foster, -527
Frandsen, F. P.
Gabrielsen, T.
Gerner, Hans
Garvs, Charles
Gerdes, F.
Gilberts, Geo.
Gjesdal, Elling
Granman-606
Grels, Henry
Grondahl, J.
Gronman, -456
Haberman, H.
Haglund, Tl.
Halstrom, Chas.
Halstrom, J. E.
Hammortsen, O.
Hanke, Paul
Hansen, -1450
Hansen, Frithjof
Hansen-1250
Hansen, C. G.
Hansen-1229
Hansen, O. R.
Hansen, Hans
Hansen, Andrew
Hansen, Jacob
Hanson, Chas.
Hanson, M.
Hansson-747
Harmning, F.
Haraldsen, K.
Haraldson-874
Halvarsen, W.
Hermansen, -1181
Hesterberg, Max
Hilke, Carl
Holmstrom, -1575
Holmes, Herman
Hudson, W.
Ingebretsen, O.
Jackson, Mr.
Jackson, C. P.
Jacobsen, C. J.
Jacobsen, E. J.-1341
Jacobson, J.W.-1043
Jacobsen, M.
Janker, Oscar
Janson, Fred
Jennings, C.
Jensen, 1551
Jensen, -1573
Jensen, Albert-1650
Jensen, Carl J.
Jensen, Emil
Jensen, J. R.-1634
Jensen, J. H.
Jensen, O.
Jensen, S.
Jervis, H.
Johannesen, A.-1547
Johansen, -1593
Johanson, -110
Johansen, -1396
Johannesen, -1549
Johnson, C.-1300
Johanson, C. F.
Johansen, J. W.
Johanson, K. F.
Johnson, -1275
Anderson, David
Andersson, Edward
Arnsen, Henry
Anderson-1092
Andersen, Gust
Andersen-1310
Andersson-1254
Andersson-1218
Andersson-1099
Andersson-1232
Andersen-1305
Andersson-908
Andersen, O. L.
Andersson, J. G.
Andersen, Ole
Anderson-1877
Anderson-910
Andersen-1270
Andersson, Sven
Andersson, Victor
Andersson-1240
Andree, E. A.
Arnsen, Isak
Arcus, J. A.
Arnesen-1369
Austrandt, Chas.
Bugge, F.
Bernard, S.
Bentsen, Daniel
Beyerle, Rupert
Bjorndal, G.
Bjorkman, F.
Block, Hermann
Blum, Richard
Bolsen, K.
Bose, P. K.
Borjesson, C. A.
Borland, W.
Boylen, C. J.
Braen, S. K. W.
Brander-1389
Brandten, Josop
Bray, Jack
Broback, K.
Brose, R.
Buch, David
Burns, Thos.
Clausen-793
Clausen, C. L.
Clements, Charley
Coffman, Milo
Connor, William
Connikle, Hugo
Cortes, Pascual
Cronin, Oskar
Cunningham, P.
Dolman, Louis
Doyle, W. P.
Drews, Wilhelm
Dubbin, G.
Dunne, Joe
Duus, A.
Erickson, W.
Eriksson, N. G. H.
Ettershank, J. W.
Evensen, -519
Evensen, E.
Evensen, -519
Ellingsen-594
Erbe, Andrlo
Erikson, Karl
Erikson, B. O.
Ensign, Arthur S.
Frewald, John
Evensen-532
Fredriksen, M. W.
Fredriksen, A. B.
Fredriksen, O.
Fredriksen, W.
French, Jack
Frejus, Herman
Froh, H.
Gunderson, Ole
Grunbock, Johan
Guldbers, R.
Gundersen-515
Gundersen, Jack
Gustafsson, O.
Gusjaas, F.
Gustafson, R.
Gutmann, H.
Horan, Pat.
Hund, Aug.
Hay-345
Heart,Chas.
Heeren
Helander, -876
Helander
Helin, H.
Helgersen-1272
Henriksen, E.
Henriksson, R. S.
Hermanson-1622
Hermanson-1554
Hetland, Konrad
Hines, Bert
Hilke, Paul
Hill, John
Hinner, Paul
Hjeresen, V. J. B.
Hogland, C.
Hogen, C. L.
Halvordsen, M.
Holmes, C.
Holth, Charles
Hammarsten, O.
Hubner, K.
Hughes, Geo.
Ingebretsen, T.
Johnson, C. J.
Johnson, Chas. J.
Johnson, Gus. W.
Johnson, Nathanel
Jorgensen, J. P. N.
Joseph, John F.
Johanson, Fritz
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MIRTHQUAKE COLUMN

Henry Clay Trumbull.—In his biography of the late Henry Clay Trumbull, proprietor of the Sunday-School Times, Mr. Philip Howard affords us some glimpses of the country and a few of its celebrities during the last half of the nineteenth century.

As a boy Trumbull numbered among his friends Whistler, the artist —"bright, cheerful, and modest—strange as this may seem," who at the age of nine watched young Trumbull's ordinary amateur drawing with the greatest interest and almost timidly showed him an off-hand pencil sketch of his own. He was delighted with the unstinted praise of his older boy friend, who saw at once that it was a work of genius.

Trumbull's Sunday-school training began early. On explaining to his pupils that the little boys in a picture were about to be drowned by the capsizing of their boat, because it was Sunday, a longshore pupil indignantly protested: "Why don't the plaguey fool ease off his main sheet?"

During the latter part of the Civil War Trumbull acted as chaplain, and was so little like the traditional chaplain that he marched side by side with his men, lived with them, was with them in line of battle exposed to death, and rallied them when they faltered. When taken prisoner near Charleston he was so little like a clergyman in dress and appearance that Beauregard refused to exchange him, because he believed that he was a spy in masquerade. As many of the soldiers would not attend service because they did not believe that extemporaneous preaching was the real thing, he had to write his sermons, not infrequently when bullets were whistling about him and bombs bursting near. In these ways, he learned so well how to manage men and to defy death that he was subsequently able to penetrate the Syrian Desert, and establish the lost site of Kadesh-Barnea, whose rock, according to the narrative, when struck by Moses, gushed forth with water.

Trumbull was on such friendly terms with Grant that when he issued a Philadelphia Centennial copy of his paper, Grant wrote the following message: "My advice to Sunday-schools, no matter what their denomination, is: Hold fast to the Bible as the sheet-anchor of your liberties; write its precepts in your hearts, and practice them in your lives. To the influence of this book are we indebted for all the progress made in true civilization, and to this we must look as our guide in the future. Righteousness exalteth a nation; but sin is a reproach to any people."

Toward the close of his second administration, Grant thus reviewed, in a private conversation with Trumbull, the criticisms of his public career:

"I don't wonder that people differ with me, and that they think I am not doing the best that could be done. I can understand how they blame me for a lack of knowledge or judgment. But what hurts me is to have them talk as if I didn't love my country and wasn't doing the best I know how. It was just that way in war-time. I didn't do as well as might have been done. A great many times I didn't do as well as I was trying to do. Often I didn't do as well as I expected to do. But I had my plans and was trying to carry them out. They called me 'fool' and 'butcher.' They said I din't know anything and hadn't any plans. But I kept on and kept on, and by and by Richmond was taken, and I was at Appomattox Court House, and then they couldn't find words enough to praise me. I suppose it will be so now. In spite of mistakes and failures I shall keep at it. By and by we'll have specie payments resumed, reconstruction will be complete, good feeling will be restored between North and South; we shall be at Appomattox again, and then I suppose they'll praise me."

Trumbull was once present in Governor Burnside's parlor at Providence, R. I., when a crowd outside were calling on Grant for a speech, while he only bowed his acknowledgments. "You know," said the Governor, "that the President doesn't make speeches."

"Oh, do say just two words to us," cried a voice from the crowd.

"I won't,' said Grant in a firm tone, doing what he was asked, but no more.

At one time Trumbull entertained the American Oriental Society and gave them an Oriental welcome. Syrians in native costume proffered them iced sherbet, poured water on their hands from a tankard, wiped their hands on towels with which they were girded, and greeted them with droning music from a pipe played through the nostrils.

"What's that?" asked Wayne MacVeagh.

"The shepherd's pipe," said Trumbull, "played in David's day."

"Don't wonder Saul threw a javelin at him," said MacVeagh.

No Returns.—When a young woman attempted to coquet with Ezra Trumbull, or to draw a compliment from him, she was sure to have what Mr. Trumbull himself called "up-hill work."

"My brother Fred has a sore throat; he's had it for nearly a week," said Miss Minetta Green, whom Ezra was solemnly escorting home from the social evening. "If it hadn't been for that," she added, with a slanting glance from under her broad hat toward Mr. Trumbull's impassive features, "I'd not have had to trouble you to see me home, Mr. Ezra."

"What we need in this town,' said her companion, "is another doctor and a spryer one. The way trifling little ills linger on under Doc Williams is enough to drive folks crazy."—Youth's Companion.

April First.—The old master knew all about "cribbing' as a schoolboy, and had not forgotten the little tricks and dodges. One day during an examination the keen-eyed teacher observed one of his pupils take out his watch every minute or two. The pedagogue grew suspicious. Finally he strode slowly down the aisle and stopped in front of Willie's desk. "Let me see your watch," he commanded.

"Yes, sir,' was the meek reply.

The teacher opened the front of the case. He looked somewhat sheepish when he read the single word "Fooled." But he was a shrewd man. He was not to be thrown off the scent so easily. He opened the back of the case. Then he was satisfied. There he read, "Fooled again."—Tatler.

WITH THE WITS.

That's Fun.—"You know, they say 'all the world loves a lover,'" began the sentimental young man.

"Yes," interrupted the cynic, "but not as much as it loves to hear the lover's letters read out in court."

Valid Grounds.—"I object," said the member from New York, 'to any appropriation for deepening New York harbor. The harbor," he continued, observing the looks of surprise, "already is as deep as it is safe for ferry boats to sink in."

More in Sight.—"We have nothing to lose but our chains,' growled the humble member of the Douma, savagely.

"You forget the matter of mileage and the possibility of a constructive recess," responded a Conservative, who had made a study of American methods.

Statesmanship's Problems—"What's the matter?" asked the statesman's colleague, noting that he was in a brown study.

"I was thinking about the money we pay for pensions."

"Don't fret. I guess the men who are getting it need it."

"Yes, but they are passing from the scene, aren't they? After they're gone, what'll we do with all that money?"

Thereupon the flippant colleague, too, became thoughtful.

He Knew the Birds. —"Well, Casey," said Wagley, "I hear the crops are so poor in Ireland that they can't even afford to keep scarecrows there.'

"The truth's not in ye," replied Casey.

"Oh, come now; you know very well they haven't any scarecrows there."

"Haven't we, though? Shure, many's the time I've gathered the eggs o' them."

A Distinction or a Difference.—A Congressional committee went to Portland, Or., to assist in the opening of the Exposition on June 1 last.

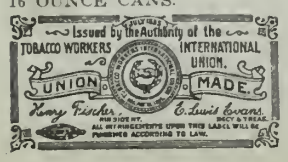
There was a parade in the morning, in which all the visiting statesmen rode in carriages. The local committee brought the carriages around to the Portland Hotel. The scheme was to have two Senators or Representatives and two local men in each carriage.

After the Vice-President and his party had been sent away, a Portland notable, who was acting as a majordomo, came into the lobby of the hotel, where the statesmen were waiting and bawled:

"Two Congressmen and two gentlemen, please!" — Saturday Evening Post.

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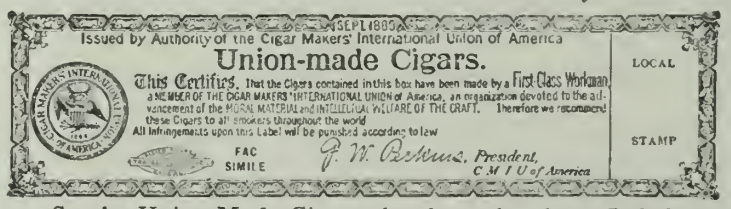
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COAST SEAMEN'S JOURNAL



FOR THE SEAFARING PEOPLE OF THE WORLD.

Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization

VOL. XIX. No. 37. SAN FRANCISCO, WEDNESDAY, JUNE 6, 1906. Whole No. 973.

WAGES ON THE COAST

AFTER a long period of unsuccessful negotiation, the wage question between seamen and shipowners on the Pacific Coast has reached an acute stage. The unions concerned, having reduced their respective proposals to the lowest possible point, and having been met with absolute refusal on the part of the shipowners, have taken the only course that remained to them, namely, refusal to sail for less than the wages finally determined upon. As a result of this action, many vessels sailing from San Francisco during the past week have shipped crews at the increased wages; a larger number, however, have been laid up through failure to secure crews at the old rate.

The unions affected are the Sailors' Union of the Pacific, the Pacific Coast Marine Firemen's Union and the Marine Cooks and Stewards' Association of the Pacific Coast. The first named organization has issued a statement covering the leading features of the case, which is here reproduced, as follows:

SAN FRANCISCO, CAL., June 1, 1906.

Regarding the pending difficulty as to wages and conditions in the steam-schooners, the following are the facts:

Agreements between the Unions and the Steamship Association of San Francisco ran out on January 31. Prior thereto the Unions had presented to the Association a request for $5 increase in the monthly wages and some slight modifications in the rules governing the payment of overtime; also that vessels which had not already provided mess-rooms for the crews should do so, and give the crew time to keep their quarters in a clean and sanitary condition.

These requests were refused, and were then amended by the unions so as to provide for the payment of $5 increase in the wages of the sailors receiving $45 per month and to the men employed in the stewards' department receiving $30 per month, the other matters to be as previously presented. It was mutually agreed that the conditions under the old agreement should continue pending negotiations.

A number of meetings were held with the Board of Directors of the Association, in which it was urged that men are constantly leaving the calling and going into other kinds of employment, to such an extent as to make it impossible to find efficient men.

The employers refused, and the unions took a vote on the proposal made by the owners, which was to renew the agreement of the previous year. Feeling that it woud be no use entering into an agreement which had a very poor chance of being carried out, owing to the great scarcity of men which would result when the men for the Alaska fisheries had left, the owners' proposition was defeated by a practically unanimous vote.

The Association was promptly informed of the result of this vote, and gave answer that the whole matter would be referred to the United Shipping and Transportation Association, which we understand to be a maritime branch of the Citizens' Alliance, held together by a some kind of money forfeit. The unions had acted under the impression that the maritime business was to be kept absolutely separate from any difficulties that might arise on shore, and with the idea that the Steamship Association acted for and by itself. We were informed that the Association, under its agreement with the United Shipping and Transportation Association, had the power to renew existing agreements upon substantially the same terms, but to grant no increase in wages.

The unions then submitted to their membership in the various ports on the Coast the question: Shall the wage scale and other conditions last presented to the owners be put into effect on May 1? This was voted upon on April 16, and the result was practically unanimous in the affirmative.

Owing to the calamity to San Francisco, the trade to which employs about one-third of the seamen on this Coast, the matter was held in abeyance by Headquarters, pending further negotiations with the owners.

Another feature had entered into the situation. Work for which seamen are especially fit, namely, rigging and wrecking work, was and is plentiful, and for such work a sailor will receive about three times the wages paid on board ship. Aside from this, there being no place to sleep in, except at exorbitant prices, and the cost of food having increased, the seamen were either working at wreckage or leaving the city, more especially owing to the unsettled conditions and prospective trouble with the employers. These facts were urged upon the committee of the employers, with the suggestion that we ought to do whatever was possible to keep maritime business going, and that the unions having acted, and two-thirds of the membership being employed outside of the San Francisco trade, and the further fact that freights had increased, the owners could well afford to pay $1.80 to $2 per day increase in the cost of running a steam-schooner, the increase amounting to 16 cents per day for each sailor and the galley-boy. The other changes would not bring the total above 18 cents per day per man. This, in a vessel carrying ten men, would be equivalent to $1.80 per day, or about $25 on a round trip to Puget Sound, to which the change in freights would amount to something like $200. Yesterday, May 31, we were informed that the United Shipping and Transportation Association had refused to permit the Steamship Association to concede the request of the unions.

Having asked: What composes the United Shipping and Transportation Association? we were informed that it consisted of the Pacific Mail Steamship Company, which has two vessels on the Coast, and to which up to the present no request has been presented (all its other seamen are either Chinamen, shipped in Hongkong, or Central Americans, brought here to reduce wages), the Hawaiian-American Steamship Company, which has two vessels trading to this port, which vessels have carried any landsmen they have been able to pick up; the Cosmos line, a German line of steamships, and some others about equaly interested and important factors in the coastwise trade.

It is apparent from the foregoing that the dispute has been brought about, not by any real disagreement between the shipowners and their employes concerning the question of wages, but by the interference of a third party. The proposals of the unions are reasonable, even modest. In all probability the shipowners, had they been guided by their own judgment, would long ago have accepted these proposals. But the shipowners have surrendered their judgment to the United Shipping and Transportation Association. The latter body says, "No." Thus the commerce of the Pacific Coast is placed in danger of a general tie-up upon the say-so of a body, the controlling power of which have little or no practical or legitimate interest in that commerce.

The United Shipping and Transportation Association is an adjunct of the Citizens' Alliance. The stand taken by the former in the affairs of shipowners and seamen marks the first appearance of the Alliance since the calamity of April 18. To those who had hoped that the recent disaster might prove a blessing in disguise, if only by the removal of an organization whose whole course has been marked by misfortune to the entire community, the reappearance of that organization will come as an additional misfortune in a situation that even now tries men's endurance to the extreme. And, as if in very excess of provocation, the interference of the Alliance touches a feature of local conditions that is particularly sensitive by reason of its importance in the work of reconstruction. The freedom of commerce, and especially commerce in lumber and other building material, is a vital necessity to the city in its present condition. The action of the Citizens' Alliance, through its maritime branch, the United Shipping and Transportation Association, is a deliberate blow at the commerce of the port, a blow that will be felt by every interest and every individual in the city. Unless checked in its course, the Citizens' Alliance will wreak destruction upon the high hopes of those who are now engaged in the herculean task of rebuilding San Francisco.

The course that ought to be adopted by the shipowners, in the interest of their own business and of the port, is quite plain. Whether or not the shipowners will adopt that course remains to be seen. One thing is certain, however. The responsibility for a general tie-up, such as may unavoidably result from adherence to the compact between the Steamship Association and the United Shipping and Transportation Association, can not be laid at the door of the unions concerned. The proposals of the latter are moderate, beyond all question; these proposals have been submitted with the very extreme of deliberation, covering a period of several months. Further, it is well known that all the conditions, as these have recently resolved themselves (increase in the cost of living, scarcity of seamen, and rise in freights), increase the original justification of these proposals, and at the same time increase the shipowners' ability to concede them.

It is to be hoped that the Steamship Association will decide to act in its own interests and those of the city, rather than permit itself to be used as a catspaw to serve the interests, or rather to gratify the prejudices, of other parties. In any event, should the commerce of the port be tied up and the business of San Francisco be brought to a standstill, perhaps forever, the public will understand that the issue is not a mere matter of sixteen cents a day in the seamen's wages, but a matter of destroying the seamen's organizations. Of course, the public will find no difficulty in rendering its judgment upon that issue.

AUSTRALIAN SHIPPING IDEAS.

The Australian Navigation Commission seems to be piling up a good deal of work for the future, if not for future generations, by its treatment of the Navigation Bill—a measure which has already been a couple of years before the Commonwealth and appears likely to remain for an indefinite period. The Commission is now waiting for the next Imperial Conference, and has in the meantime merely formulated certain recommendations, preferring to leave things in this unsettled state to preparing what would be practically a new measure, that would run a short odds chance of having to be re-drafted or abandoned to give place to quite new legislation.

Under these circumstances it is perhaps a work of supererogation to examine or criticise the recommendations of the Commission. They are, however, of interest as showing at least the tendency of Australian opinion on shipping matters; and that is a thing as to which we can be by no means indifferent at home. The future of Australia, more than that of all European countries (except our own) "lies on the sea," and the relations between the great group of Colonies and the United Kingdom are well worth all the attention they have yet met with, and a good deal more.

It is therefore well, we think, to put the recommendations of the Commission, as summarized by its members in their report, before our readers exactly as they stand, especially as the enormous length of the Bill itself—it contains hundreds of clauses—prohibits our treating it in the same manner.

The recommendations are as follows:

(1) That the number of British seamen employed on British ships is declining.

(2) That unfavorable surroundings constitute the main cause for this decline.

(3) That the following improvements in accommodation are desirable:

(a) 120 cubic feet of air space per man.

(b) Efficient ventilation in sleeping quarters.

(c) Bath rooms, supplied with hot water, for engineers, firemen and others on steamships.

(d) Adequate lighting of forecastles by day and night.

(4) That the scale of provisions as per Appendix A be adopted.

(5) That ships show their victualing bills for each voyage.

(6) The cooks be certified.

(7) That seamen be entitled to two-thirds of the wages earned by them at any port where the ship calls for trading purposes.

(8) That all seamen be engaged only through a Government officer, the superintendent.

(9) That imprisonment for desertion be abolished.

(10) That advance notes be abolished, and allotment notes restricted to relations only.

(11) That a manning scale for officers be adopted.

(12) That a manning scale for seamen, as provided in the Bill be adopted.

(13) That a manning scale for engineers (*vide* page 25) be adopted. (Minority report suggests that all these scales should be drawn up by an expert committee of reference; majority adopts definite scales given in appendix.)

(14) That third-class engineers having sea service, on passing a practical examination, be permitted to qualify for higher grade certificates.

(15) That the basis of a manning scale for firemen be 3½ tons of coal per day per man.

(16) That a committee be appointed to adjust anomalies arising under the proposed manning scales, such committee to comprise one representative from the owners, one from the crew, and a neutral Government expert.

(17) That seamen be not rated as A. B.'s unless they have had four years' experience before the mast.

(18) That seamen be not rated as O. S.'s unless they have had one year's experience before the mast.

(19) That a scheme of compulsory insurance for seamen is desirable.

(20) That the Commonwealth make laws to regulate sailors' homes, which should be conducted wholly in the interest of seamen.

(21) That the Sea-Carriage of Goods Act remain as at present.

(22) That all pilots (with the possible exception of those in the Terres Straits service) become public servants.

(23) That pilots be subject to an annual examination as to physical fitness.

(24) That pilots be liable to the extent of £100 for accidents caused through want of skill or neglect.

(25) That the Commonwealth be exempt from liability for accidents to vessels while in charge of pilots.

(26) That the cabins occupied by persons suffering from consumption and other infectious or contagious diseases be fumigated and scientifically cleansed.

(27) That in case of serious accidents or sickness aboard, ships make for most easily reached port, where the necessary medical attention can be obtained.

(28) That vessels with 100 passengers on voyages of five days or over carry a medical man.

(29) That the Commonwealth take over the control of the quarantine system.

(30) That all lighthouses, beacons, and buoys (except those within the limits of ports) be taken over by the Commonwealth.

(31) That the coastal trade of the Commonwealth be reserved for ships on the Australian register, or ships conforming to Australian conditions, and licensed to trade on the Australian coast. (Minority proposes to admit all British vessels to coastal trade incidental to an oversea voyage, without insisting on Australian conditions.)

(32) That mail steamers, excepting subsidized foreign ships carrying mails, engaged in trading between Fremantle and Adelaide be exempt from the proposed reservation.

(33) That subsidized foreign ships be prohibited from participating in the Australian coastal trade.

(34) That it be made illegal to give rebates of freight where such are conditional on exclusive shipping by a certain vessel or vessels. (One member, Senator Macfarlane, disagrees.)

(35) That no ship be permitted to leave an Australian port unless conforming to the standard of seaworthiness suggested in the Navigation Bill.

(36) That schedules of life-saving appliances be drawn up, and the standard conformed to.

(37) That all vessels (including ferry steamers) constructed after the passing of the Navigation Bill be fitted with water-tight compartments.

(38) That all ships be marked with a load-line as provided in the Merchant Shipping Act, an exception to be made in favor of ships belonging to countries whose load-lines are accepted by the Board of Trade.

(39) That the present Imperial law re load-lines be adopted; but power be given to the Minister to fix as (1) the seasons of the year, (2) the nature of the voyage, (3) the nature of the cargo may demand, when the ship may not be submerged below her winter mark.

(40) That the survey of ships be entrusted to men who are experts in the matters upon which they are called to report.

(41) That there be adequate inspection of accommodation, provisions, drugs, life-saving equipment, and all that pertains to seaworthiness, and also of gear used in the loading and stowage of cargo.

(42) That drivers of oil and electric launches be licensed.

(43) That an Australian Royal Naval Reserve be formed.

(44) That arrangements be made with the State Government to provide for nautical schobl ships at various ports in the Commonwealth.

(45) That the following questions be considered by the Imperial Conference, if held:

(a) The desirableness of extending preferences to British shipowners and British producers.

(b) The desirableness of adopting uniform legislation, to extend the benefits of the Workmen's Compensation Acts to seamen.

(c) Load-line: (i) Whether the North Atlantic mark should not apply to ships leaving Australia, via Cape Horn. (ii) Whether it is advisable to have a light load-line for ships in ballast.

These we leave to speak for themselves, noting that the Act referred to in No. 21 is a short Act passed in February, 1905, but called the "Sea Carriage of Goods Act, 1904," which is similar to the Harter Act of America, providing that "negligence clauses" inserted in bills of lading to exempt owners, masters, and others from liability shall be null and void, and providing a penalty of £100 for every insertion of such clauses.

Further, that on the proposal to reserve the coastal trade (No. 31), the question of preference to British shipping, that of foreign subsidies (to which Australia appears more awake than we are), and especially that of fiscal treatment of merchandise are, in the opinion of Australians, matters not for the Navigation Bill, but for the consideration of the Imperial Conference. They are assuredly matters of high policy, and even further delay may well be preferable to dealing with them in a hurry. The Commission has had some good evidence before it, as well as some which can hardly be so described. The minority report hopes for a complete scheme dealing with preference generally; and it thinks no recommendation should be embodied in the report at present. for the Commission still exists, waiting to report again after the Imperial Conference.

But, as we observed so long ago as June 7, of last year, there are evidences of a revulsion of feeling in Australia on the subject of such extreme measures as were, and still are, contained in the Australian Bill itself, and there is, we believe, little danger of its passing the Colonial Chambers in its present form, and thus adding another anomalous position to that created by similar action in New Zealand. We have, indeed, the Colonial Laws Validity Act, but common sense and mutual understanding should rule, without that recourse.—Shipping World.

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions)

MACHINERY ON LAKE LINERS.

The big engines of a large steamer is a favorite subject for illustration and description, but the no less necessary, special machinery of a Great Lakes liner would amaze the landsman. Perhaps the most striking apparatus is that for getting rid of the ashes from the fireroom, one or two decks below the water line. The idea is much the same in principle as the injector, the difference being that water insteam of steam or air is the prime mover; and its velocity and inertia are depended upon to move the ashes rather than any vacuum created. The apparatus is called the "ash gun." Water under from 300 lbs. to 600 lbs. pressure is forced through a pipe, usually of about 2-ins. bore, to a nozzle which is directed upwards into a larger pipe which is run upwards to the ship's side above the watr line, at an angle of about 45 degrees. Where the nozzle enters the larger pipe, there is situated a receiving box where the ashes are thrown through a hopper directly into the stream of swiftly moving water. The latter carries the ashes and clinkers up and out at high velocity. At the ship's side there is a hood designed to stop the stream and drop it quietly into the water. As this hood sometimes becomes choked the firemen raise it when out of port and allow the ashes to shoot far out at right angles to the steamer. The first stories to reach Europe of the first American ocean going steamer was of a craft which vomited fire and smoke and whose chief means of defense was a great stream of boiling water with which to repel boarders and scald the enemy. Had that craft carried an "ash gun" there would have been some real foundation to the rumor.

I remember of an instance where the ash gun was started through a mistake of one of the water tenders, while this hood was up, just as we were making port. The stream of dirty water and hot ashes quickly swept the pier of all passengers.

At each end of the steamer is situated a capstan engine. These engines are double and are placed under the deck and are directly geared to the capstan. At ports the first and second officers handle these engines entirely with the reverse levers; the engines being of the link motion style. Before coming into port, the engineer on duty turns steam into these engine leads and as the links are left at center the reversing lever is all that is necescary to send them ahead or back. They are fitted with automatic water release so there is no danger of damake to the engine through condensation in the piping.

The blowing engines are next on the list. They are of a common variety direct connected or belted to the fans. These fans are used for ventilating the state rooms and for forcing the draft in the boilers. The refrigerating machines closely resemble the ordinary stationary installations.

Among the most important of the smaller engines is the steering engine. This is a double cylinder winding engine, so designed as to haul the tiller in the same direction as the wheel in the pilot house is turned, and stopping when the wheel stops. The electrical installation usually consists of two or more direct connected units generating a direct current. This current is distributed through the ordinary switch board to the lights and small electric fans, to the dish washing machines, etc. One of these units is in action continually and both are run on the same circuit when the evening load comes on.

In the crank room of the engine compartment are situated the pumps. There are pumps for washing the decks for feeding the boilers, for pumping out the bilges for fire and for other emergencies. Besides these there is of course the inevitable air pump for the condensers, and the cooling pump which forces water onto all the main bearings. The air pump and the cooling pump are direct connected to the cross heads of the main engine. The other pumps are independent and are duplex and sometimes duplex compound. All of the independent pumps are so piped that they can be interchanged; that is, the deck pumps and the fire pumps can be used as boiler feed pumps and vice versa. The water for the boilers is forced into a manifold and then piped to each boiler separately. Reducing valves for nearly all of the auxiliary engines and pumps are used to reduce the pressure of the steamer's boilers to a pressure more convenient for the small engines. Automatic force feed lubricators are used universally, both for cylinders and for bearings.

A very important little engine is the reversing engine. The reversing gear of the main engine is of the link motion type and is, of course, too heavy to handle by hand. The reversing engine is an upright cylinder whose valve is operated by the reverse lever in the controlling quadrant. When the reverse lever is pushed forward the valve of the little engine is pulled up, the piston follows, and by means of walking beams the links are slowly pushed over to the "go ahead" position. The position for shorter or longer cut-off is governed by the engineer independently by means of a hand wheel and screw blocks. On the gauge board above the controlling quadrant are the main boiler pressure gauge, the gauge registering the pressure from the reduced lines, the vacuum gauge, the revolution counter, and the chronometer. In fair weather the captain or mate on the bridge computes the speed of the steamer and also her position by means of the revolution counter whose registration is hourly sent to the bridge.—Popular Mechanics.

An additional safeguard to masters has been placed in the Detroit River abreast of Bois Blanc Island in the shape of another buoy. It is on the west bank of the channel and in line with the regular buoys. United States engineers have made a thorough examination in that vicinity and state that there is no obstruction in the channel. A buoy reported as in the channel was probably dragged there by some passing boat. It has been replaced on the channel bank.

The steel freighter Sir Thomas Shaughnessy, named for the President of the Canadian Pacific Railroad, was successfully launched on May 19 at the Wyandotte yard of the Detroit Shipbuilding Company. The National Steamship Company will operate the boat, which is 500 feet over all, 32 feet beam and 30 feet deep. Captain William Smith will be master of the steamer.

LAND FOR SAILORS' HOME.

The American Seamen's Friend Society, organized in 1828, of which the Rev. Dr. Charles A. Stoddard is President, has completed plans for the erection of a sailors' home and institute in New York City. The Society sold the old home at No. 190 Cherry street, to the city, to be used as an anchorage for the Manhattan bridge, and has obtained a plot of ground, 65x135 feet, at the northeast corner of West and Jane streets, opposite the Cunard line dock.

The new building is to be modeled after the Mills Hotel, with accommodations for 225 men. There will be a free shipping bureau, club rooms, a chapel, an auditorium and a bank, in which sailors will be encouraged to deposit their savings. The land cost $70,000 ,and the estimated cost of the building is $225,000.

The Allan Line, of which P. D. Todd is the Philadelphia manager, has announced that the service between that port, St. John's, N. F., Halifax, Liverpool and Glasgow, will shortly be improved by the transfer of the big passenger steamers City of Bombay and City of Vienna, which have been operated in the East Indian service. The City of Vienna sailed from Glasgow for Philadelphia on May 12.

The Sun Oil Company, which operates a line of steamers between Marcus Hook and Sabine Pass, has placed a contract with the Newport News Shipbuilding and Drydock Company for a vessel to cost about $500,000, and to have a tank capacity of 200,000 gallons of oil. The new vessel will be 400 feet long, designed to have a speed of ten knots, and be completed in ten months.

A waterlogged vessel of about 300 or 400 tons, with decks awash and about twenty feet of three lower masts standing, was passed on April 20 in latitude 30 deg. 20 min., longitude 74 deg. 50 min., by the steamer Admiral Schley, which arrived at Philadelphia, Pa., recently from Port Antonio.

Captain Schmidt, of the Danish steamer Norden, from Matanzas, with 25,000 bags of sugar, recently reported that on April 20, in latitude 30 deg. 38 min. north, longitude 72 deg. 52 min. west, he passed a mast, standing about eight feet out of the water, with a red flag attached. The mast was apparently fast to submerged wreckage.

Captain Alburg and crew, of the abandoned schooner Louise Hastings, were landed at Key West recently. The schooner was abandoned twenty-five miles off Havana while proceeding from Tampa to Cuba with a cargo of lumber.

The four-masted schooner William C. Carnegie of Portland, Me., while bound up the Coast recently, went ashore at Virginia Beach, but was subsequently floated and was towed to Norfolk, apparently uninjured.

HOME NEWS.

General Greely has made arrangements for the gradual withdrawal of troops from San Francisco.

George E. Howes, ex-Mayor of Battle Creek, Mich., committed suicide by shooting himself in the head on May 31.

A representative committee of New Yorkers will be organized in a few days to establish a fund for a monument to the late Carl Schurz.

Charles M. George, for twenty years cashier of the Probate Court at Chicago, Ill., was indicted on May 26 for the alleged embezzlement of $4,500.

The Customs receipts of the port of Manila, P. I., for the month of May amounted to $1,051,729.69, an increase of $130,126.48 over the receipts for May, 1905.

The Sundy Civil Appropriation bill, which will be reported to the House this week, will carry $25,000 to cover the cost of contemplated Presidential trips to the fiscal year.

A movement to prevent the hanging of Mrs. Agnes Myers, whose execution for the murder of her husband has been set for June 20, has been begun. Petitions urging the Governor to commute the woman's sentence to life imprisonment have been circulated and other pressure will be brought to bear upon the Governor.

The United States Senate on May 23 passed a bill creating a fund for public works in the Territory of Hawaii. It sets aside 75 per cent of the Customs and Internal revenue receipts of that Territory to be used under the direction of the Secretary of War for public institutions and improvements in the Hawaiian Islands.

The Canadian Parliament contemplates the enactment of the most drastic provision of its election laws ever attempted. It is proposed to disfranchise any voter for a period of six years who, without good and sufficient reason, neglects or refuses to vote at any poll held for the election of a member of Parliament.

What is believed to be another immense mineral deposit has been discovered in a section of Colorado which has been traversed constantly since 1859 and never looked at by the seekers for bonanzas. The value per ton of ore is from $5 to $350, and it can be treated by the cyanide process at a cost of not over $3 a ton.

A petition more than a mile long and bearing more than 115,000 names was recently sent to Governor Guild, of Masachusetts, asking him to commute to life imprisonment the sentence of death imposed upon Charles L. Tucker for the murder of Mabel Page at Weston in March, 1904. The signers include 80,860 men and 35,695 women.

Following the announcement on May 19 that the New York State Water Board had granted formal permission to the city to extend its water system to the Catskill shed, the New York City Water Board announced that actual work on the new $161,000,000 system will begin almost immediately. Fifteen thousand men will be at work before the end of the year.

The United States Circuit Court of Appeals at Macon, Ga., on May 31, granted a supersedeas in the case of Gaynor and Greene, convicted in Savannah of conspiracy to defraud the Government in connection with harbor improvement work. This has the effect of staying the execution of the sentence imposed on them.

The California Legislature met in extra session at Sacramento on June 2, for the purpose of enacting legislation made necessary by the earthquake and fire in San Francisco.

The largest wool clip in Montana has been sold for 25 cents per pound. The clip is that of J. B. Long & Co., and will be from 160,000 sheep, amounting to about 1,250,000 pounds.

Eight persons were killed and twenty-two injured by the derailment of two coaches of a passenger train on the Louisville and Nashville Railroad near Louisville, Ky., on May 27.

Governor Carter, of Hawaii, has resumed the discharge of his official duties. He says he will not resign, and expects to serve until the end of his term, which has eighteen months to run.

The United States Senate Committee on Privileges and Elections has decided by a vote of 7 to 5 to recommend the unseating of Senator Reed Smoot, of Utah, upon the ground of polygamy.

The monthly statement of the public debt shows at the close of business on May 31, 1906, the total debt, less cash in the Treasury, amounted to $981,954,692, a decrease for the month of $2,458,555.

Fines amounting to several millions of dollars will be sought by the Government against railroads shown by the Garfield report to have been guilty of granting favors to the Standard Oil Company.

With the view of encouraging healthy immigration to Hawaii a special representative of the Territory will visit various European countries and set forth the advantages of Hawaii to the homeseeker.

Representative Robert Adams, of the Second Congressional district of Pennsylvania, committed suicide by shooting at Washington, D. C., on June 1. Financial troubles are thought to be the cause.

George W. Rouch, of Marion, Ind., was nominated for Congress by the Democrats of the Eleventh district at Peru, Ind., on May 29. W. J. Bryan was indorsed as the next Democratic candidate for President.

United States Senator Gearin has reported favorably from the Committee on Pensions a bill increasing to $10 a month the pensions of soldiers and widows of soldiers of the Indian wars, who are now on the rolls.

Arthur D. Reinke, formerly receiving teller of the Marshall & Illsey National Bank, of Milwaukee, was arrested at Portland, Or., on May 30, on a telegraphic warrant charging him with the embezzlement of $14,000.

Dr. J. F. Force, formerly President of the Northwestern Life Insurance Company, was recently found guilty of embezzlement, at Minneapolis, Minn. Sentence was deferred pending argument on a motion for a new trial.

United States Senator Bailey, of Texas, has introduced a resolution in the Senate Committee on Privileges and Elections for the expulsion of Senator Joseph R. Burton, of Kansas, who is under sentence of imprisonment for fraud.

The Lake Mohonk Conference on International Arbitration has adopted resolutions petitioning President Roosevelt to instruct the delegates to the peace conference at The Hague to urge three measures to conduce to the peace and welfare of the world.

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Between Front & Beacon Sts., San Pedro.

Pacific Coast Marine.

White Star Steamship Company's steamer Ohio and the Northwestern Steamship Company's steamer Victoria sailed from Seattle, Wash., on June 1, for Nome, Alaska. These are the first of the local fleet to clear for Behring Sea.

Acting Secretary of the Navy Newberry has asked Rear-Admiral McCalla, commandant of the Mare Island (Cal.) Navy Yard, to prepare and submit an estimate of the cost of constructing one of the new 15,000-ton battleships at Mare Island.

The Senate Committee on Commerce, on May 24, voted to report the House omnibus lighthouse bill and added the following items: Lightship for Juan de Fuca, Wash., $150,000; light and fog signals, Cape Hinchinbrook, Alaska, $75,000; lighthouse tender, Hawaiian Islands, $150,000; tender for lighthouse inspector, California district, $130,000; lighthouse and fog signal, Red Rock, San Francisco Bay, $30,000.

The Union Steamship Company, of San Francisco, an adjunct of the Union Oil Company, has listed two large tank steamers in New York for a voyage to the former port. They are the Santa Maria, formerly the Minnetonka, and the Santa Rita, formerly the Minnewaska, both of great carrying capacity. The same company has the tank steamer Lansing on the way to the Coast from Philadelphia, and now twenty-seven days out.

The ocean yacht race from San Francisco to Honolulu will be sailed after all. Commodore Macfarlane has announced this fact to the officers of the Pacific Interclub Yacht Association. The exact date of the race has not been settled, as the La Paloma has to go on the ways to be put into racing trim. This will take at least two weeks, and it may not be until the end of June before the yachts start for Honolulu. The Lurline put out last week for San Francisco from Los Angeles, but had to put back.

The Humboldt Lumber and Manufacturing Company, owners of the tug Ranger, have filed a libel against the steamer Wasp in Judge De Haven's department of the United States District Court at San Francisco. The Wasp, according to the papers filed, ran into the Ranger in March of this year while the latter vessel was endeavoring to drag the steamer Newsboy from the rocks on Humboldt bar, and damaged the tug to the extent of some $4,000, for which amount the lumber company asks.

The Blue-Funnel liner Teucer arrived at Victoria, B. C., on May 23, from Liverpool, Eng., on her maiden trip to Tacoma. She came via Yokohama, breaking all Pacific records and beating the Shawmut to port, although that vessel started a day ahead. The Teucer made her maiden trip in thirteen days. She is built on new lines, having no masts. She is also without stanchions in her holds. Her capacity is 20,000 tons. Her initial performance beats the records made by the big Hill liners, Minnesota and Dakota.

The steamer Teucer, the new liner of the Blue Funnel Line, from Yokohama, at Victoria, B. C., on May 23, brought news of the discovery of the missing Russian blockade runner Sourabaya, completely incased in ice on the north Siberian Coast near Nicolaievsky, with the corpses of part of her crew frozen on board. The steamer was in the employ of the Russian Government, taking a cargo of arms and ammunition to Vladivostock, and, being unable to reach the port because of the Japanese blockade, she took refuge in the Arctic off North Siberia, where she was frozen in the ice.

The Anglo-American Arctic exploring party sailed from Victoria, B. C., on May 20, on board the Duchess of Bedford for the Arctic, with the object of seeking a large stretch of undiscovered land believed to exist in the Beaufort Sea, northwest of the Alaskan coast, and incidentally to conduct geological, geographical, ethnological and other scientific works. The expedition is headed by Captain Ejnar Mikkelsen, a Danish navigator, who has been twice a member of Arctic expeditions, and Ernest de K. Leffingwell, a Chicago geologist, who was with Mikkelsen, a member of the Baldwin expedition, and includes Ejnar Ditlevsen, a Danish Arctist, and Zoologist George Howe, of Harvard, and seven members of the crew, a total of eleven.

A bill authorizing the building of a ship canal between Puget Sound and Lake Washington was passed by the United States Senate on June 1.

The United States Senate on May 31 passed the bill containing items of $50,000 for the light and fog signal station at Carquinez Strait, Cal., and $125,000 for a tender for the inspector of the Twelfth Lighthouse District.

Vice-President Kato and several officials of the Nippon Yusen Kaisha line, the largest of the Japanese steamship corporations, arrived at Victoria, B. C., on May 31, bythe steamer Kanagawa on a tour of the United States and European seaports in the interest of their company.

News was received at San Francisco on June 1 by the steamer Curacao that Captain Manuel Rivera, of the brig Consuelo, was killed by the explosion of the donkey engine on board his vessel on May 17 at the port of Topolobampo. He was engaged in blowing up the tubes at the time.

Captain William Matson, of San Francisco, President of the Matson Navigation Company, has announced that he will establish a steamship line between Portland and Honolulu, and that within a month the steamer Hilone will be put on the run. He also states that the steamer Enterprise may be taken off the Honolulu-San Francisco line to ply between the Hawaiian capital and Portland.

D. N. Dean, the champion naval gunner of the world, who has been stationed at Mare Island for some time, has left the service for good. Dean's term of service expired on May 16, and he was offered all kinds of inducements to reenlist, but he refused, and will leave for his home in Wisconsin in a few days. Dean captured for the American Navy and the battleship Ohio the championship of the world trophy with a six-inch gun at a recent target practice in Subig Bay. The ship going at the rate of ten knots an hour, with a six-inch gun he hit, at a distance of 1600 yards, a small target thirteen times out of thirteen endeavors. The record was formerly held by the English navy, its record being eleven hits out of fourteen chances.

The Orizaba, one of the best-equipped passenger steamers to arrive here for the Pacific Coast service, arrived at San Francisco on May 24, fifty-four days from Baltimore. Her steaming time was forty-eight days and fourteen hours from Cape Henry, via Magellan Straits. Captain H. J. Byrne is in command of the Orizaba, which was recently purchased from the New York and Cuba Mail Steamship Company for use on the Seattle-Nome route. The same company has also bought the steamers Yucatan and Saratoga from the Orizaba's former owners and they also will be operated from Seattle to Alaskan points. They are now on the way out from the Atlantic. The Orizaba was built on the Atlantic Coast in 1899 and is 350 feet long, 43 feet wide and 23 feet deep. In general appearance she resembles the Pacific Mail liner Newport. The Orizaba has a speed of fifteen knots an hour and can accommodate 300 passengers

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INDUSTRIAL COMPETITION.

A recent bulletin of the United States Bureal of Labor presents some interesting facts in regard to the rate of wages paid in the United States, Great Britain, Germany, and Belgium. The comparisons extend over each of the thirteen years from 1890 to 1903, inclusive, and show the difference in wages as expressed in rates per hour.

From the Journal of Commerce the following tabulation is taken, which shows the wages in twelve common employments during the year 1903, the figures expressing in decimals of a dollar per one hour's work:

Employments	Germany.	Great Britain.	United States.
Blacksmiths	$0.1237	$0.1740	$0.2951
Boiler-makers	.1123	.1719	.2845
Bricklayers	.1328	.2060	.5472
Carpenters	.1301	.2028	.3954
Compositors	.1411	.1795	.4487
Hod carriers	.0849	.1250	.2863
Iron molders	.1140	.1787	.3036
General laborers	.0797	.1019	.1675
Machinists	.1310	.1677	.2707
Painters	.1194	.1774	.3450
Plumbers	.1148	.2027	.4429
Stone masons	.1328	.2078	.4579
Total wages per hour for 12 classes of labor.	1.4166	2.0954	4.2071

In the case of Germany, on an average of the twelve trades cited, one hour's work represents, approximately, 12 cents of earnings; in the case of Great Britain 17½, and in the United States 35 cents per hour. The British employer has to pay, on the average of these trades, 46 cents more for labor than the German employer pays, while the difference as against the American employer is 191 per cent.

In thirteen years, since 1890, wages have risen on an average 21.8 per cent in Germany, 11.9 per cent in Great Britain, and 20.7 per cent in the United States. There have been industries in which the rise of wages has been considerably higher, but figures given approximate the general average. The lower wages in Germany compared with those in Great Britain are largely due to the redundancy of Germany's population.

HOUSING POOR IN MILAN.

Consul Dunning, of Milan, supplies a comprehensive article on the successful plans for better housing of the poor in that Italian city. A commission found 38,000 families living in one room each, and that 333,000 persons, or 70 per cent of the population, were living in 172,417 rooms. Thousands of these rooms had no light except through the entrance door. The Milan citizens in 1905 voted overwhelmingly for municipal participation in plans for better housing for work people, and a system of modern tenement houses will now be built to supplement the sanitary lodging houses recently established, which furnish good quarters for 60 cents per week. A million dollars is to be spent for the erection of 48 tenement houses, each of which will contain 500 rooms, divided into one, two, and three room apartments. The Humanitarian Society also appropriated $400,000 from its charity funds, and is building model apartment homes for the poor.

The movement of population in Australia is the subject of a report from United States Consul Goding, at Newcastle, N. S. W. It appears that in 1905 the Commonwealth made a net gain of 2,216 persons, the excess of arrivals over departures. From the United Kingdom there arrived over 11,000 but about 10,000 people sailed for the other country. The United States, like Canada, has drawn population from Australia, the excess of departures therefor being 599 during last year.

COAST SEAMEN'S JOURNAL
Published Weekly by
THE SAILORS' UNION OF THE PACIFIC
Established in 1887

W. MACARTHUR, Editor. | P. SCHARRENBERG, Mgr.

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Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, - - - - JUNE 6, 1906.

THE ASSOCIATION'S REPLY

As was expected, the United Shipping and Transportation Association has published a reply to the statement made by the Sailors' Union of the Pacific, as reproduced on page 1 of this issue. As was also expected the Association's reply is a palpable misrepresentation of the facts. Referring to the decision of the Sailors' Union to enforce its new scale of wages, the Association says:

> Folowing this action the executive committee of the United Shipping and Transportation Association to whom the demand for an advance of wages was submitted, has notified the Steamship Association that they would not consent to the advance demanded, because they believe that the existing conditions and general welfare of San Francisco will not permit at this time of an increase in wages that will directly or indirectly add to the cost of the rehabilitation of the city.

This language is intended to convey the impression that the Union's action is designed to take advantage of "existing conditions," and that the Association's attitude is dictated by a desire to protect the city from such design. The fact is that the Union's request for an increase in wages was submitted to the shipowners months before the earthquake and fire, which request was then and there refused. In a word, the Association now takes advantage of "existing conditions" as an excuse for assuming an attitude which it knows to be indefensible. The same motive appears further in the reply of the Association, as follows:

> Mr. Furuseth, in a signed statement printed in The Examiner, claims that the demand he has made amounts to only 16 cents per day for each seaman. Does this demand of an additional 16 cents a day for men who are receiving higher wages than are paid sailors in any part of the world justify at this time the bringing about of a controversy, which, unless settled, will tie up the entire water front of San Francisco?

The statement that the seamen on the Pacific Coast "are receiving higher wages than are paid sailors in any part of the world" is untrue, both relatively and positively. It would be much nearer the truth to say that in comparison with the amount and character of the labor required of seamen on the class of vessels involved in the present dispute, and the cost of living, wages are lower on the Pacific Coast than elsewhere. The chief point here touched upon, however, is the question, asked by the Association, as to whether the amount involved justifies "at this time the bringing about of a controversy, which, unless settled, will tie up the entire water front of San Francisco." As already stated the controversy has not been brought about "at this time"; it was brought about a long time ago. The fact that there exists at this time any controversy at all is due entirely to the Association, which has interfered to prevent the shipowners and seamen from reaching an agreement satisfactory to themselves. Again the point of time is raised by the Association. In concluding its reply to the Union's statement, the Association says:

> Inasmuch as the water front of San Francisco is about all that the stricken city has left, it is to be hoped that the Sailors' Union will reconsider the position they have taken and withdraw, what we consider, an unreasonable demand made at an inopportune time.

Again we assert that the Union's demand is neither unreasonable nor inopportune. The repeated attempts of the Association to make it appear that the conditions now existing in San Francisco have determined both the demand of the Sailors' Union and the refusal of the Association is conclusive evidence of weakness in the case of the latter. The Association is determined upon a campaign of destruction among the labor organizations on the water front of San Francisco—is organized for that purpose, as its records prove—and being ashamed to acknowledge that purpose, it takes refuge in a pretense of solicitude for the welfare of the port.

The situation now existing between the maritime unions and the United Shipping and Transportation Association (otherwise, the Citizens' Alliance) closely resembles that of 1901, prior to the great strike of the City Front Federation. The results in the future, as were those in the past, will be due entirely to unwarranted interference between employer and employee by a third party inspired solely by a desire to gratify its union-hating impulses, and led by a notorious agitator seeking to rehabilitate his shattered fortunes at the expense of his victims.

LABOR COUNCIL SPEAKS AGAIN.

The San Francisco Labor Council, at its meeting on June 1, adopted a resolution intended to take the sting out of the declaration of the previous week, in which the city government was condemned for its action in passing an ordinance permitting the establishment of the overhead-trolley system of street-car propulsion. The latest expression of the Labor Council is as follows:

> Whereas, There is now in operation a concerted effort on the part of a certain local journal and some delegates in this Council to make it appear that this Council is dissatisfied with the present city Administration; and
>
> Whereas, The election of the Union Labor party and Mayor E. E. Schmitz has proven of inestimable va'ue to the power of organized labor and the commonwealth of this city; therefore be it
>
> Resolved, That this Council hereby resents and repudiates any attempt to destroy the well-earned reputation of Mayor E. E. Schmitz, whose administration has brought industrial peace to this city; and be it further
>
> Resolved, That this Council hereby declares as false the heading which appeared in a local paper on May 26, 1906, which reads as follows: "Labor Council Denounces the Schmitz Administration"; further
>
> Resolved, That this Council hereby warns the public against similar journalistic misrepresentation in the future; and be it further
>
> Resolved, That a copy of this resolution be at once sent to the Honorable Mayor E. E. Schmitz, the Board of Supervisors, published in the next issue of the Labor Clarion, and that copies be at once given to the local papers for publication.

It will be noted that the foregoing is ostensibly aimed at a "certain local journal," to-wit, the Examiner, and distinctly evades the issue, which is that of the Labor Council's action in condemning the government upon the ground of a certain specified act. So far as that action is concerned the Labor Council still stands by its previous declaration; in fact, the President of that body directly stated that the adoption of the latest resolution did not rescind the former action. That the resolution of last Friday was adopted at all is due to the presence in the Labor Council of a large number of delegates most of whom are office-holders under the present city administration, attracted to the meeting by political considerations and disposed at all times to serve political, rather than trade-union, ends. The significance of the two expressions—the resolutions of May 25 and of June 1—may be judged by comparing the character of the attendance upon each occasion. Upon the first-named occasion the attendance was composed, in the majority at least, of delegates attracted by purely trade-union interests, and who were therefore free to express themselves without fear or favor upon any public question. It is noteworthy, too, that the vote of such delegates was even larger last Friday than on the previous occasion. So far as the trade-unionists in the Labor Council are concerned, there has been no change of sentiment upon the question at issue. Practically, as well as nominally, the city government still stands under condemnation for its surrender to the street car monopoly. The harmless assault upon a "certain local journal," and the still more harmless compliment to the Union Labor party and Mayor Schmitz, can not alter the essential facts of the Labor Council's action. One thing the latter body has learned during the episode, namely, that when in despair of securing a full attendance of delegates for the transaction of trade-union business, that object may be accomplished by the simple suggestion of something uncomplimentary to the source of the delegates' fondest affections.

There is no danger of a Chinese invasion as the result of the issuance of the modified and liberalized regulations respecting the inspection of Chinese who claim the right to come into the country. It was predicted that if the rigors of the inspection under the Exc'usion law were relaxed the country would soon be overrun with Chinese. It appears from a Government report just issued that only 241 Chinese were admitted in April. This is about three times as many as were admitted in the month of April 1905. The Exclusion wall remains sufficiently strong to save us from the "yellow peril."—Philadelphia Public Ledger.

'Tis well that 'tis so. However, it is to be noted that the Exclusion law has not yet been "modified and liberalized" to anything like the extent proposed by the legislation now pending in Congress. It is sufficient to point out that if the number of Chinese entering the country under the comparatively small modifications already made can be trebled, there is every reason to fear the results that would flow from the wholesale "modification" plans proposed by the Foster bill, and other measures of like kind. Better "stand pat" on the existing Exclusion law.

Union label goods can be obtained in San Francisco if you will insist upon getting them. The fire destroyed practically all union-made goods in stock, but there are more to be had and it is for the working men to say whether the retailer shall fill his new store with the union or the non-union variety of goods.

General Organizer Benson, of the International Seamen's Union of America, reports that some improvement is noted in organizing work in New York. A donation of $1,000, given by the Lake Seamen's Union, has made it possible to place additional organizers among the deck crews in Boston, Baltimore and Philadelphia. The assistance thus afforded the Lake seamen is timely and will doubtless be fully repaid in the lessened competition on the part of the Atlantic Coast seamen and in the moral satisfaction arising from a sense of duty well done.

The action of the Secretary of the Navy in discharging all Japs heretofore employed on board war vessels and in the Navy works ashore will be welcomed as a step in the right direction. The disclosures made concerning the Jap's proclivity for "taking notes" constitute but one instance of a condition that is universal wherever the "little brown man" secures a footing. The American, man and woman, who employs a Jap, employs a prospective competitor, and one, moreover, with whom there can be no competing.

The United Shipping and Transportation Association pretends great solicitude for San Francisco, "under existing conditions," when discussing the question of increasing seamen's wages, to the extent of $5 per month, or sixteen cents per day. But when it comes to the question of increasing freights, that body is exceedingly reticent. It doesn't discuss freights at all; it simply raises them. To be sure, wages is one question, and freights another. Of course!

San Francisco may well accept the assistance of the public-service corporations in the present emergency, and thank them for it. At the same time, it is well to be on guard against assuming an obligation which all posterity may be unable to discharge. The city, if it would remain free, must retain its rights of self-government and self-ownership, as against government and ownership by the corporations.

The Retail Clerks of San Francisco have determined to suspend the early-closing rule during the period of rehabilitation in the retail business. This fact need not make any difference to those who have adopted the rule of making purchases before 6 p. m. on week days and 10 p. m. on Saturday and the evenings preceding holidays.

Workingmen throughout the country should be warned against advertisements for labor in San Francisco. That city is now afflicted by a surplus of unemployed of all crafts, a condition which, from all present indications, is likely to continue for a long time.

San Francisco storekeepers resuming business at the same old stand should not fail to lay in a stock of goods bearing the same old union label.

Talking about reconstruction, what's the matter with a "greater and grander" demand for the union label?

For fair products of all kinds read the JOURNAL's ad. columns.

Demand the union label on all products!

STRIKE OF GERMAN SEAMEN.

The strike of seamen at Hamburg and Bremen inaugurated on April 1 terminated on May 12. The principal demands of the organized seafarers were for recognition of their union and an increase of 5 marks per month in the various schedules of wages. The struggle was without success as far as the recognition of the union was concerned. The shipowners were compelled, however, to pay the advance in wages asked for. The big transatlantic lines were the first to announce their intention to pay the new schedule. The Hamburg-American line posted notices to this effect on April 4, and the North German Lloyd did likewise on April 11. Secretary Jochade, of the International Transport Workers' Federation, whose headquarters are at Hamburg, writes the JOURNAL that there were scarcely any desertions from the ranks of the strikers. Yet the ships were kept moving in some shape with strikebreakers imported principally from England. The shipowners and their agents were not able to secure German workmen for strike-breaking purposes, as the sentiment of the working people was very strongly against the big shipping companies. The German authorities winked at the many gross violations of the law, and large passenger-carrying vessels were allowed to sail with crews which were entirely untrained and inefficient. Following are the monthly rates of wages now in force: Boatswain, 90 marks; carpenter, 90 marks; quartermaster, 75 marks; able seamen, 70 marks; ordinary seaman, 30-40 marks; firemen, 80 marks; coal passer, 60-70 marks.

After reading the statements of the steam-schooner owners that sailors in their vessels are earning $90 and $100 per month the average land lubber will come to the conclusion that the seafaring man on the Pacific Coast is receiving a pretty fair compensation for his labor. The press agent of the steam-schooner owners failed to state, however, that in order to earn $90 per month a seaman must work 3 hours every day over and above the regular 9 hour work day, making a total of 12 hours hard labor out of every 24 hours. And this is not counting the many hours of night work at sea, such as steering and keeping lookout, which services are performed without any extra compensation. It is certainly a soft snap to be a steam-schooner sailor and receive higher wages than are paid sailors in any part of the world! The strange part of it is that not one sailor out of 25 stays with the job for longer than a year or two at the most.

DIED.

Mikel Antio, No. 681, a native of Finland, aged 31, died at Port Townsend, Wash, on May 31, 1906.

R. Duhs, No. 593, a native of Germany, aged 19, drowned from the Bark Amy Turner, at sea, April, 1906.

MARINE COOKS' AND STEWARDS' OF THE GREAT LAKES.

Headquarters, Buffalo, N. Y., May 29, 1906.
General situation fair.
R. H. WALKER, Secretary.
55 Main st.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., May 29, 1906.
Shipping good.
JOHN THORMER, Sec'y pro tem.
1½ Lewis st.

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, June 4, 1906.

Regular weekly meeting was called to order in the Sailors' Home at 7:30 p. m. E. Ellison presiding. The Committee on Steam-Schooner Owners submitted a report the substance of which was as follows: That the Owners could not pay the increase and give the conditions asked for, but if the Union would modify its demands so as to read "$2.50 increase per month to sailors in all steam-schooners; overtime on sailing day to firemen who are furnishing steam for working cargo, but watches not to be set until vessels go to sea; for the cooks and stewards $5.00 increase to the few men now receiving $30 per month," they, the Steamship Association would submit the matter to the United Shipping and Transportation Association and urge upon said Association that they permit them to pay this and sign an agreement to last until Jan. 31, 1907. It was moved and seconded that the Union has no such proposition to offer. The motion was adopted by a unanimous vote. Balloting for officers was then proceeded with.

A. FURUSETH, Secretary.
Folsom Street Dock.

Tacoma Agency, May 28, 1906.
No meeting; no quorum. Shipping good. Men very scarce.
H. L. PETTERSON, Agent.
3004 McCarver st. Tel. Main 808.

Seattle Agency, May 28, 1906.
Shipping fair.
P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. James 3031.

Port Townsend Agency, May 28, 1906.
No meeting; no quorum. Shipping and general situation unchanged.
WM. THORBECK, Agent.
114 Quincy st. P. O. Box 48. Tel. 443.

Aberdeen Agency, May 28, 1906.
Shipping and prospects fair. Men still scarce.
WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

Portland (Or) Agency, May 28, 1906.
No meeting; no quorum. Shipping medium; prospects fair.
CHAS. BOCK, Agent.
40 Union ave. Tel. East 4912.

Eureka Agency, May 28, 1906.
No meeting; no quorum. Shipping and prospects good. Men scarce.
222 C street. P. O. Box 327. Tel. Main 566.

San Pedro Agency, May 28, 1906.
Shipping fair; prospects medium.
HARRY OHLSEN, Agent.
P. O. Box 2380. Tel. Main 774.

Honolulu (H. T.) Agency, May 21, 1906.
Shipping medium; prospects uncertain.
H. COLDIN, Agent.
821 Alakea st. Tel. Main 96.

MARINE COOKS' AND STEWARD'S ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, May 31, 1906.

Regular weekly meeting was called to order at 7:30 p. m. Ed. Anderson in the chair. Secretary reported shipping good. The new modified scale of wages on steam schooners as adopted by the Union, February 24th will be in effect on and after June 1, 1906. Ambrose Martin was elected patrolman for Seattle for the unexpired term, vice James Derbyshire, resigned.

EUGENE STEIDLE, Secretary.
Folsom Street Dock.

Seattle (Wash.) Agency, May 24, 1906.
Shipping good; good many men ashore.
LEONARD NORKGAUER, Agent.

San Pedro, Cal., Agency, May 24, 1906.
No meeting; shipping fair.
CHAS. M. DAWSON, Agent.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Ill., May 28, 1906.
General condition fair.
V. A. OLANDER, Sec'y pro tem.

ON THE GREAT LAKES

(Contributed by the Lake Seamen's Union)

DOCKS ON LAKE FRONT.

The statement recently made at the Detroit dinner by James Wallace, President of the American Shipbuilding Company, that a new boat is to be built 640 feet long, has brought out the prediction in maritime circles that in future all business will be done at Lake ports in outside harbors instead of in the rivers, as has been the case heretofore. Up to this time the boats have been small enough to permit various shipping concerns to adhere to the old practice of doing the principal part of their business at docks situated along the rivers. This has been especially true in Cleveland, where the most important part of Cleveland's commerce, the ore trade, has been conducted in a little out-of-the-way part of the river, that really amounts to little more than a slip.

Cleveland's ore docks have been mainly along the old river bed. The same has been true in Lorain, Ashtabula, Conneaut, and, of course, Toledo. The developments are not likely to change the situation at Toledo, since that port has plenty of river room, but in the other ports mentioned the developments are rapid toward the construction of dock machinery and slips out on the Lake front, where the tortuous channels of the rivers, emptying into the Lake, do not have to be contended with. This is notably true of the developments at Ashtabula, where the big improvements of the Lake Shore and Pennsylvania are on the Lake front. Conneaut has been trending in the same direction for some time. The Wheeling & Lake Erie at Huron is doing practically the same thing. At Sandusky, the Shore Line is planning to build a new dock on the Lake front. The construction of boats 500 feet long and more practically demanded the abandonment of old docks along the rivers, and now that boats are beginning to be built 600 feet and longer, it is practically impossible to keep the docks in their old positions.

Both vesselowners and shipbuilders maintain that it is impossible to limit the size of boats to the requirements of antiquated harbors. They say that economic conditions on the Lakes demand the big tonnage, that boats have not been built to their maximum length is generally admitted in all quarters. It is now confidently predicted that before five years are past, boats will be built exceeding 700 feet in length. The new style of Lake architecture permits the construction of these big boats, with the assurance that they are practically secure against damage of storm. Vesselowners and shipbuilders now say that it is up to the cities, contending for the supremacy in Lake commerce, to build docks that will meet the requirements of the new boats. In making this assertion they were putting the situation up to Cleveland to develop its Lake front, since all of the other ore receiving ports have already done what is necessary.

A revised chart, in colors, of Saginaw Bay has just been issued and is now on sale at the United States Lake Survey office, 33 Campau building, Detroit, Mich., at 18 cents per copy. The title of this chart has been changed to read "Coast Chart No. 2, Lake Huron, from Richmondville to Au Sable Point, including Saginaw Bay."

WILL BEGIN DOCK WORK.

The announcement is made by E. A. Handy, general manager of the Lake Shore Railway, that work will be started at once on the dock improvements which are to be made at Ashtabula. The work there is so extensive that it will take the remainder of this year and all of next summer to build it. The rapid increase in the size of business has made it impossible for the Lake Shore to continue the development of the inside harbor, inasmuch as there is a bend in the river just inside the shore line which the longer boats can not pass. This has made it necessary for the Lake Shore to extend its facilities to the Lake front, where protection is obtained from the seawall, but this, of course, entails a complete change in the yard, and also the erection of new docks and slips. The provision under which the United States Government permitted this improvement was that the Lake Shore should build an extension to the breakwater to protect its shore line. The Lake Shore has consented to the suggestion, and will begin the erection of the seawall as one of the first parts of the improvement to be made. General Manager Handy says that he does not know just now how long the breakwater will have to be, but intimates that it will almost double the present harbor facilities at Ashtabula. The details of the dock extensions have not been outlined, but it is known that a number of new ore unloading and coal loading machines will be installed. This will be of the latest design for rapid work. The total cost of the improvement, including the extension of the seawall and the equipping of the docks, will be about $3,000,000. The changes made necessary in the yard adjacent to the docks will be in addition to the cost of the other improvements. It is estimated that before the changes are made, the total amount expended will be somewhere near $4,000,000. The dock machinery will be installed as needed. The slips and yards adjacent to the docks will be fully developed within the next eighteen months.

Prince Rupert has been selected as the name for the new Canadian commercial port on the Pacific Coast, the terminus of the Grand Trunk Line. Over 12,000 names were sugested in the prize contest for the best name, and $250 was awarded to a Winnipeg girl for the name selected. Two other prizes of $250 each were given to persons who suggested Port Rupert. The new port is 30 miles south of Alaska, and is heralded as an outlet for Canadian grain, lumber, minerals, and fish; as a port of transshipment for Alaska and the Klondike; as a factor in the Oriental trade, being several hundred miles nearer than any competing Pacific Coast city.

The establishment of a new St. Lawrence line from Montreal and Fort William has been decided on by Montreal shipping interests, and two steamers have been secured with which the service will be established. The line will take the place of the Great Lake and St. Lawrence Company's steamers, which have been withdrawn to run to Buffalo and other American ports.

CANADIAN FISHERIES.

Attention is called to the annual report of the fisheries branch of the Canadian Department of Marine and Fisheries, which report was recently presented to the House of Commons at Ottawa. The report says:

The total value of the fish caught and the fish products of Canada in 1904, as given in this report, was $23,516,000, and was the largest aggregate on record with one exception, 1901, when a phenomenal catch of salmon in British Columbia swelled the total value of that year's fisheries beyond $25,000,000. The improvement was general, as, with the exception of mackerel and codfish, all the other principal kinds of fish show fair increases over the previous season. During the year no less than 77,345 men were engaged in the Canadian fisheries, not including the numerous employes in the lobster industry.

The lobster plant alone is valued at $1,390,736, comprising the equipment of 736 canneries dispersed on the coast of the maritime provinces. Nova Scotia had 237 canneries in operation; New Brunswick, 236; Prince Edward Island, 199, and Quebec, 91. Nearly 14,000 persons found employment in these different establishments, which put on the market 10,762,288 pounds of canned lobsters, besides a larger quantity disposed of alive or fresh, both aggregating a value of $3,691,000 for this branch of the fishing industry.

There has been a remarkable development in the fish-breeding operations in Canada. There are 22 hatcheries, producing 473,588,000 fry.

The report says that the revival of the valuable whaling industry, which was at one time actively pursued from Gaspe and many centers in the estuary of the Gulf of St. Lawrence, is a feature of great moment in the maritime industries of the Dominion of Canada.

A freight war has been begun between the half dozen shipping companies trading between New Zealand and Great Britain. Both freight and passenger rates are reduced, one line making the saloon fare from Wellington to London, $125.

Germany is building a consulate at Canton, China, and when completed it will be the finest government building of any nation represented in that country. The cost will exceed $100,000, excluding the land.

Lake Letter List.

(Marine Postoffice, Detroit, Mich.
May 19, 1906.)

Bunting, Geo.
Buchman, Jas. (2)
Caldwell, Jno. D. (Owen)
Crump, Jessie D. M.
Crowley, Mark
Connolly, Jas. P. (Holland)
Doyle, J. F. (Ketcham)
Davis, W. M.
Donnelly, C. J.
Etsell, G. M.
Foote, Fred
Freier, Paul
Green, Russell
Gebhard, Arthur
Headley, Mrs. G.
Harvard, A.
Heber, John
Hastall, Kenneth
Jaster, Chas. H.
Lorenz, Carl
Lawson, B.
Lamore, John
Leavy or Leary, John
Latcham, Jno.
Lakue, Cornie
Marquette, Capt. Jean
Martin, Julius
Martin, Wm.
Minogue, W. P.
Morrison, Geo. A.
Mercier Edw.
McNelll, Capt. John
McCauly, Wm.
Nowacki, Leo
Needham, Mark
Olson, Harry
O'Toole, Albert
Olmhagen, Gust
Olsen, Alf. 3 (Spokane)
Rivard, Felix
Scott, Irving L.
Stewart, Will
Stroup, Clyde
Simon, Michael
Symington, John
Sellers, Kelhn
Slater, F. W. (Spokane)
Sawdy, Arthur (Niagara)
Toms, Joseph
Wharry, John
Welch, Mrs. Geo. 2 (W. D. Rees).

MARINE NOTES.

The sailing on May 26 of the British steamer Noordland, the American line inaugurated its weekly summer service between Philadelphia, Pa., and Liverpool.

Three steel seagoing tugs have been purchased by the Moran Towing Company from Daily & Ivins ,of New York. This gives the Moran Company one of the largest fleets of seagoing tugs on the Atlantic Coast.

The full-rigged ship Timandra, in making the run from Buenos Ayres to Boston in 38 days 12 hours, established a new record for the passage. Usually forty-five days is considered good time for the trip. The Timandra's best day's run was 290 miles, on May 10.

The ship W. F. Babcock, from Philadelphia, Pa., arrived at Baltimore recently to be docked for examination of the metal on her hull. It may be stripped and the hull calked and remetaled, but if this is not necessary the metal will be repaired where needed.

A three-masted derelict schooner, directly in the track of navigation, was passed on May 9, in latitude 20.04, longitude 72, by the steamship Veritas, at St. John, N. B. The derelict was submerged within about four feet of her masts, which were cut away above water.

It is now believed that the derelict British steamer Dunmore, which has been a dangerous menace to Atlantic navigation for more than two months, has at last foundered. Nothing has been seen of the vessel since March 29, when she was sighted by the steamer Westlands.

The derelict schooner John S. Deering, of Bath, has again been reported. The British steamer Furnessia, at New York from Glasgow, passed the Deering on May 17, in latitude 46.20, longitude 45.20, with two stumps of masts standing. The same day the liner passed six large icebergs.

The British steamer Escalona, at Louisburg, C. B., from Mediterranean ports for Montreal, reports passing the derelict schooner Lizzie Chadwick on May 8, about 1000 miles southeast of Louisburg, with no spars standing and decks awash. The derelict is in the direct path of vessels trading between Mediterranean and Canadian ports.

A body found floating in Hampton Roads by Captain J. W. Lieber, of the schooner Sachem, has been identified as that of Captain Charles H. Lang, of the ill-fated schooner Samuel E. Russell, of Baltimore, who, with Captain T. K. Jones, of Cambridge, Md., owner, and others lost their lives when the Russell foundered in Chesapeake Bay, in January last.

Percy & Small are building at Bath a six-masted schooner for J. S. Winslow & Co., of Portland, to be ready in August. She will be named Alice M. Lawrence. Her dimensions will be: Length, 306 feet; keel, 285 feet; beam, 48 feet; depth, 27.6 feet; gross tonnage, 3225. Captain Kregor, of the schooner Addie M. Lawrence, will command her.

PAYING FOR IMMIGRANTS.

The Canadian Commissioner of Emigration in London, Mr. W. T. R. Preston, talking on the successful efforts of the Canadian Government to induce emigration to that country from Great Britain, said:

Five years ago Canada was receiving 12½ per cent of the total of from 60,000 to 70,000 emigrants from these shores to North America. Now she receives over 50 per cent. In these five years the immigrants into Canada from Great Britain have increased from 8,000 annually to 65,000. Canada wants population. A net bonus of $1.75 per head is given by the Government to every emigration agent in Great Britain sending out emigrants to settle the land. To the continental agent a gross bonus of $5 is paid. As a matter of fact each British agricultural emigrant averages a total cost of $13 to the Canadian Government, and each continental emigrant costs the sum of $5. Consequently the Canadian Government is paying $8 per head more for British than for continental emigrants.

The Colonizer of London publishes an interview with a firm in that city which makes it its business to send children to Canada. The head of the firm stated that for $125 they could take a boy, pay his fare, and take care of him until he has settled with some farmer. The boy is paid from $5 to $12 per month by the farmer.

The payments by the Canadian Government to the emigration agents in Europe for each emigrant sent to Canada accounts for the large increase of emigration to that country in recent years.

The House Committee on Interstate and Foreign Commerce has reported favorably an appropriation bill for aids to navigation, including various Delaware River and Bay forks.

A dispatch from Edgarton reports that the bark Hattie G. Dixon, from Baltimore to Boston, has gone to pieces on the rocks off that port.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

143 West Madison Street, Chicago, Ill.

Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, WIS.....133 Clinton Street
Telephone 240 South.

BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.

ASHTABULA HARBOR, O.....87 Bridge Street
Telephone 552.

CLEVELAND, O.....171 East River Street
Telephone Bell Main 1295.

TOLEDO, O.....719 Summit Street
Telephone Black 6981.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES.

DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3742.

ASHLAND, WIS.....515 East Second Street
Ashland Phone 1563.

SUPERIOR, WIS.....1721 North Third Street
Telephone, Old Phone, 4428 L.

BAY CITY, MICH.....919 North Water Street

OGDENSBURG, N. Y.....94 Hamilton Street

SUB-AGENCIES.

MANITOWOC, WIS.....809 South Eighth Street

ERIE, PA.....107 East Third Street
Telephone Bell 599 F.

CONNEAUT HARBOR, O.....922 Day Street

SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
Telephone 1944 South Chicago.

SANDUSKY, O.....1107 Adams Street

PORT HURON, MICH.....931 Military Street

HOSPITALS AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.

CHICAGO, ILL.; DETROIT, MICH.; CLEVELAND, O.

RELIEF STATIONS.

Ashtabula Harbor, O.	Manitowoc, Wis.
Buffalo, N. Y.	Marquette, Mich.
Duluth, Minn.	Milwaukee, Wis.
Erie, Pa.	Saginaw, Mich.
Escanaba, Mich.	Sandusky, O.
Grand Haven, Mich.	Sault Ste. Marie, Mich.
Green Bay, Wis.	Sheboygan, Mich.
Houghton, Mich.	Sturgeon Bay, Wis.
Ludington, Mich.	Superior, Wis.
Manistee, Mich.	Toledo, O.

We Don't Patronize.

FOOD AND KINDRED PRODUCTS.

Bread—McKinney Bread Company, St. Louis, Mo.; National Biscuit Company, Chicago, Ill.
Cigars—Carl Upman, of New York City; Kerbs, Wertheim & Schiffer, of New York City; The Henry George and Tom Moore.
Flour—Washburn-Crosby Milling Co., Minneapolis, Minn; Kelley Milling Co., Kansas City, Mo.
Groceries—James Butler, New York City.
Meats—Kingan Packing Company, of Indianapolis, Ind.
Pipes—Wm. Demuth & Co., New York.
Tobacco—American and Continental Tobacco Companies.

CLOTHING.

Buttons—Davenport Pearl Button Company, Davenport, Iowa; Krementz & Co., Newark, N. J.
Clothing—N. Snellenberg & Co., Philadelphia, Pa.; Clothiers' Exchange, Rochester, N. Y.; Strawbridge & Clothier, Philadelphia, Pa.; Blauner Bros., New York.
Corsets—Chicago Corset Company, manufacturers Kabo and La Marguerite Corsets.
Gloves—J. H. Cownie Glove Co., Des Moines, Iowa; California Glove Co., Napa, Cal.
Hats—J. B. Stetson Company, Philadelphia, Pa.; E. M. Knox Company, Brooklyn, N. Y.
Shirts and Collars—United Shirt and Collar Company, Troy, N. Y.; Van Zandt, Jacobs & Co., Troy, N. Y.; Cluett, Peabody & Co., Troy, N. Y.; James R. Kaiser, New York City.
Shoes—Harney Bros., Lynn, Mass.; J. E. Tilt Shoe Co., Chicago, Ill.
Suspenders—Russell Mfg. Co., Middletown, Conn.
Textile—Merrimac Manufacturing Co. (printed goods), Lowell, Mas.
Underwear—Oneita Knitting Mills, Utica, N. Y.
Woolens—Hartford Carpet Co., Thompsonville, Conn.; J. Capps & Son, Jacksonville, Ill.

PRINTING AND PUBLICATIONS.

Bookbinders—Geo. M. Hill Co., Chicago, Ill.; Boorum & Pease Co., Brooklyn, N. Y.
Printing—Hudson, Kimberly & Co., printers, of Kansas City, Mo.; W. B. Conkey Co., publishers, Hammond, Ind.; Times, Los Angeles, Cal.; Philadelphia Inquirer.

POTTERY, GLASS, STONE AND CEMENT.

Pottery and Brick—J. B. Owens Pottery Co., of Zanesville, Ohio; Northwestern Terra Cotta Co., of Chicago, Ill.; C. W. Stine Pottery Co., White Cottage, Ohio; Harbison-Walker Refractory Co., Pittsburg, Pa.; Utica Hydraulic Cement and Utica Cement Mfg. Co., Utica, Ill.; Corning Brick, Tile and Terra Cotta Company, Corning, N. Y.

MACHINERY AND BUILDING.

Carriage and Wagon Builders—S. R. Baily & Co., Amesbury, Mass.; Hassett & Hodge, Amesbury, Mass.; Carr, Prescott & Co., Amesbury, Mass.
General Hardware—Landers, Frary & Clark, Aetna Company, New Britain, Conn.; Kelsey Furnace Company, Syracuse, N. Y.; Brown & Sharpe Tool Company, Providence, R. I.; John Russell Cutlery Company, Turners Falls, Mass.; Atlas Tack Company, Fairhaven, Mass.; Henry Disston & Co., Philadelphia, Pa.; American Hardware Co. (Russell & Erwin Co. and P. & F. Corbin Co.), New Britain, Conn.; Merritt & Company, Philadelphia, Pa.
Iron and Steel—Illinois Iron and Bolt Company, of Carpentersville, Ill.; Carborundum Company, Niagara Falls, N. Y.; Casey & Hedges, Chattanooga, Tenn.; Gurney Foundry Company, Toronto, Ont.; Sattley Manufacturing Company, Springfield, O.; Page Needle Company, Franklin, N. H.; American Circular Loom Company, New Orange, N. J.; Payne Engine Company, Elmira, N. Y.; Lincoln Iron Works (F. R. Patch Manufacturing Company), Rutland, Vt.; Erie City Iron Works, Erie, Pa.; David Maydole Hammer Co., Norwich, N. Y.; Singer Sewing Machine Co., Elizabeth, N. J.; National Elevator and Machine Company, Honesdale, Pa.; Pittsburg Expanded Metal Co., Pittsburg, Pa.; Peckham Manufacturing Company, Kingston, N. Y.; American Hoist and Derrick Co., St. Paul, Minn.; American Iron & Steel Company, Lehanon and Reading, Pa.
Iron, Architectural—Geo. L. Meskir, Evansville, Ind.
Stoves—Germer Stove Company, Erie, Pa.; "Radiant Home" Stoves, Ranges, and Hot Air Blast, Erie, Pa.; Wrought Iron Range Co., St. Louis, Mo.

WOOD AND FURNITURE.

Bags—Gulf Bag Company, New Orleans, La., branch Bemis Brothers, St. Louis, Mo.; H. B. Wiggins' Sons Co., Bloomfield, N. J.
Baskets—Williams Manufacturing Company, Northampton, Mass.
Brooms and Dusters—The Lee Broom and Duster Company, of Davenport, Iowa; M. Goeller's Sons, Circleville, Ohio; Merkle-Wiley Broom Co., Paris Ill.
Carriages—Crane, Breed & Co., Cincinnati, Ohio.
Cooperage—Northwestern Cooperage and Lumber Company (otherwise known as the Buckeye Stave Company), of Ohio, Michigan, and Wisconsin; Elgin Butter Tub Company, Elgin, Ill.; Williams Coperage Company and Palmer Manufacturing Company, of Poplar Bluff, Mo.
China—Wick China Company, Kittanning, Pa.
Furniture—American Billiard Table Company, Cincinnati, Ohio; Brumby Chair Company, Marietta, Ga.; O. Wisner Piano Company, Brooklyn, N. Y.; Krell Piano Company, Cincinnati, Ohio; N. Drucker & Co., Cincinnati, Ohio; St. Johns Table Company, St. Johns, Mich.; Grand Rapids Furniture Manufacturing Association, Grand Rapids, Mich.; Derby Desk Co., Boston, Mass.
Gold Leaf—W. H. Kemp Company, New York, N. Y.; Andrew Reeves, Chicago, Ill.; George Reeves, Cape May, N. J.; Hastings Company, Philadelphia, Pa.; Henry Ayers, Philadelphia, Pa.
Lumber—Trinity County Lumber Company, Groveton, Texas; Reinle Bros. & Solomon, Baltimore, Md.; Himmelberger Harrison Lumber Company, Morehouse, Mo.; Union Lumber Company, Fort Bragg, Cal.; St. Paul and Tacoma Lumber Company, Tacoma, Wash.; Gray's Harbor Commercial Co., Cosmopolis, Wash.; Far West Lumber Company, Tacoma, Wash.
Leather—Kullman, Salz & Co., Benicia, Cal.; A. B. Patrick & Co., San Francisco, Cal.; Lerch Bros., Baltimore, Md.
Paper Boxes—E. N. Rowell & Co., Batavia, N. Y.; J. N. Roberts & Co., Metropolis, Ill.
Paper—Remington-Martin Paper Co., Norfolk, N. Y. (Raymond Paper Co., Raymondsville, N. Y.; J. L. Frost Paper Co., Norwood, N. Y.); Potter Wall Paper Co., Hoboken, N. J.
Watches—Keystone Watch Case Company, of Philadelphia, Pa.; Crescent Courvoisseer Wilcox Company; Jos. Fahy, Brooklyn Watch Case Company, Sag Harbor.
Wire Cloth—Thos. E. Gleeson, East Newark, N. J.

MISCELLANEOUS.

Bill Posters—Bryan & Co., Cleveland, Ohio.
Railways—Atchison, Topeka & Santa Fe Railroad; Missouri, Kansas & Texas Railway Company.
Telegraphy—Western Union Telegraph Company, and its Messenger Service.
U. M. Parry, Indianapolis, Ind.
Thomas Taylor & Son, Hudson, Mass.
C. W. Post, Manufacturer of Grape Nuts and Postum Cereal, Battle Creek, Mich.
Lehmaier-Swartz & Co., New York City.

UNIVERSAL PENNY POSTAGE.

Mr. J. Henniker Heaton, a member of the British Parliament, and well known in connection with postal reforms, recently addressed the National Chamber of Trade in England on the subject of universal penny postage. He said that it would be just as useless to try and stop the carrying out of this reform as to endeavor to stop the flow of the Thames. He ridiculed the idea of 2 1-2d. (5 cents) being charged for a letter delivered in the United States, whereas, under the system of Imperial penny postage, letters were conveyed through the United States to Canada for the sum of 1d. Again, in regard to the cost of postage between Dover and Calais, it was unreasonable, he said, that the charge should be 2 1-2d., whereas every Friday a quarter of a million letters were sent over the same route to all British possessions.

In France, Germany and Italy combinations of leading men have been formed to inquire into the matter. Mr. Heaton understood that the Japanese Government had stated that they were willing to accord a similar reduction to every country in the world. He had received a letter from the Postmaster-General of France expressing the greatest possible sympathy with the proposal, at the same time stating that no overtures had as yet reached him on the part of the British Government. There was a strong reason to believe that France would agree to a restricted postal union between England and France, and he believes that all the other nations would come in. A profit of $25,000,000 a year was made by the British Postoffice, the increase last year being $2,-000,000, and what he asked the Government to do was to give a quarter of that profit (over $5,000,000) to the object which he had in view. To-day, he said, we had universal half-penny postage for printed matter up to two ounces in weight, and why could not penny postage for half an ounce of written matter, to travel in the same bag and in the same direction, be allowed?

Mr. Heaton expresses great confidence in the success of his efforts to bring about an agreement among nations for penny postage, which would be 2 cents in American money.

A new law in Australia provides for the payment after January 1, 1907, to every grower of white-grown cane or beet a bounty of 6 shillings ($1.50) per ton on cane giving 10 per cent of sugar, to be increased or decreased proportionately according to any variation from that standard, and a bounty of 60 shillings ($15) per ton on the sugar-giving contents of the beet. It must be shown that the planter paid the standard rate of wages to his employes. There is to be an excise duty of $1 per hundred on manufactured sugar, but that is to be reduced on sugar produced from cane.

Both houses of the Belgian Parliament have passed the Antwerp Port Extension bill, carrying some $40,000,000 appropriation, thus securing the largest and most up-to-date port in the world. Work will commence at once and the improvements pushed to a finish with all diligence, ten years being the estimated time required before they are complete in every detail.

Two hundred thousand eels have been deposited in Lake Maggiore at Luino, Italy, where are situated Government hatcheries for lake fish.

AMERICANIZED MONGOLIANS.

Mr. Lim Dat, a successful Chinese merchant of Victoria, B. C., has organized among his countrymen located in British Columbia a two-million-dollar company to construct an electric trolley railway in China from Canton to San Wu, a distance of 60 miles. No white men need apply for stock, as their presence in the company would forfeit the charter from the Chinese Government. The route of the proposed line is a populous one, Canton having a population of 2,000,000, and San Wu 500,000. The prospectus of the new company sets forth that there are no serious topographical difficulties to be encountered in building the line; that water power will be obtained from the Quai Tong Shun Mountains, 30 miles from San Wu; that now there are 228 junks plying on the river between these points, carrying heavy cargoes and many passengers; that it takes these junks 14 hours to make the trip, which the electric cars will make in 3 hours. It is also stated that the summer cars to be operated—the climate being warm—will each be equipped with 50-horsepower motors. The plan is to build the line entirely with Chinese labor, even using Chinese electricians as far as possible.

It is stated that the company also intends to seek from the city of Canton a concession of the light and power privileges. The streets there are so narrow that some difficulty would be experienced in attempting to secure the franchise for a city street railway system, although this may be sought later. Altogether it is a remarkable enterprise to be organized and controlled entirely by Chinese. Mr. Lim Dat, its promoter, is at the head of the leading Chinese mercantile firm in Victoria, known as "Gim Fook Yuen." They own a large brick block, conduct a department store, a rice mill, and have several other stores in British Columbia, as well as a branch house in China. Mr. Dat, in 1895, invented and secured a patent on an improved device for electric rice-mill machinery, the first patent issued to a Chinaman in British North America.

Germany is the largest producer of potatoes in the world, growing as high as 48,000,-000 tons in one year. It offers a good field for a successful potato digger that would not cost too much. Germany bought $1,474,145 worth of agricultural machines and implements last year. Russia bought $4,152,262 worth of such implements from the United States, and the Argentine Republic $5,733,615 worth, which accounts for the rapid increase of that Republic in the exportation of agricultural products. Mexico and Brazil appear to be inviting fields for such machinery.

Work has been begun by the Canadian authorities blasting out the rocks which impede navigation up the Fortymile river from the Yukon. As a result the work of the miners on the American side will be greatly benefited; but Canada will get the trade of the mines, which in the long run is worth by far more than the gold that comes out of the ground.

The carbon industry in England seems to be doomed, because the combine of Continental manufacturers have undercut the prices to force out the English makers and secure a monopoly. The price is now down to $5.60 per 1,000 feet, or below cost.

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DISCOVERER OF RADIUM.

Less than seven years ago Prof. Pierre Curie, in collaboration with his wife, presented to the world the history of their researches which had finally been crowned by the discovery of a new chemical element. This element they called "radium" on account of its remarkable radio-activity. Immediately the sensational properties of this rare substance gave the discoverers a world-wide fame. Scientists foretold almost revolutionizing possibilities once the mineral could be produced at a reasonable cost. To the task, therefore, of making their discovery a commercial success the two Curies devoted their lives, and the tragic death of Professor Curie on the 19th of April has caused a shock to the scientific world. He was born in Paris, in 1859, says the New York Times, and early manifested a scientific bent. The Times continues:

"He was educated at the Sorbonne, and when only twenty years old began chemical experimentation on his own account. In his researches he was aided by Marie Sklodowska, a Pole, who was born at Warsaw, in 1868, and who after studying chemistry and physics there went to Paris to continue her work.

"Curie became a professor in the School of Physics and Chemistry at Paris in 1895, and about the same time married Mlle. Sklodowska, who had already attracted considerable attention by her contributions to scientific publications.

"The couple, both entirely devoted to science, passed through many hardships together. Neither had any fortune, and with the few thousand francs which they earned it was by no means easy to make both ends meet. They took a house in the suburb of Paris called Bourg-la-Reine, a couple of miles from the walls of the city, and it is related of them that, in order to save carfare, they each day made the journey from their home to their laboratory, in the Rue Lhomond, on bicycles.

"It was in the little laboratory in the Rue Lhomond that the experiments which resulted in the discovery that has already revolutionized chemistry, and which may revolutionize the practise of medicine, were conducted. The Curies began by studying the magnetic properties of steel, but in a little while the study of the conductivity of air under the influence of the rays of uranium and thorium led them to the path which ended in the finding of radium.

"The efforts of the Curies recently had been directed toward cheapening the cost of radium, its expensiveness being at present the chief obstacle to more general experiments with it and its use in medical practise. It takes 5,000 tons of uranium residues to produce 1 kilo (2.2 pounds) of radium, and the cost of handling these residues is $2,000 a ton. It would be impossible to obtain pure radium by chemical analysis, and the far more sensitive electrical method is employed. Professor Curie said he could detect the presence of a radio-active substance in such a minute quantity that it would require 5,000 times the quantity to show it on the microscope.

"The professor was frequently forced to delay his tests for three or four hours, by reason of the fact that he had been exposed to radium and that his instruments had become so radio-active as to prevent him from going near his instruments. The Curies' laboratory became so thoroughly impregnated with radium that they had to move into another place for their experiments. Both the professor and his wife recently became ill through the effects of radium.

"Professor Curie in 1904 refused the decoration of the Legion of Honor. 'I am of the opinion," he said, "that the hope of receiving decorations is not necessary as an inducement to acts of devotion or courage.' "

WHEAT FROM HUDSON BAY.

Mr. A. P. Low, director of the geological survey in Canada, stated at a public meeting at Montreal recently that in a comparatively short time the exportation of wheat from Canada to Europe would largely go by way of Hudson Bay. He declared that Hudson Bay and Hudson Strait were navigable for ordinary vessels for four clear months in the year, from July 15 to November 15. The distance from the Canadian wheat belt to Fort Churchill was, he said, less than the distance to the head of navigation on the Great Lakes, while from Fort Churchill to Liverpool the distance was the same as from Quebec to Liverpool. Therefore the shipping of grain from the Northwest to Great Britain by the Hudson Bay route would save the heavy cost of transport from the Great Lakes to Quebec.

Surfman Smith of the Holland Life-Saving crew has been raised to No. 1 of the crew in Holland in recognition of his bravery during the wreck of the Argo on the beach there last fall. The other members of the crew have been dropped down a peg to make room for Smith. Smith's act was known all over the Lakes and he received praise from all quarters. While attempts were being made to get a line fast on the stranded steamer Surfman Smith tied a line about his waist and leaped overboard from the lifeboat. He struggled through the breakers and finally reached the stranded steamer. He was hauled aboard of the Argo and aided in making the lines from the shore fast. His heroism made the work of rescue faster and more rapid. Smith's plunge into the surf was a perilous undertaking and incurred great personal danger.

Neafie & Levy Ship and Engine Building Company have contracted to build a steel tugboat for Captain Owen A. Thompson, of Baltimore, for delivery next September. The boat is to be 120 feet long, 24 feet beam and 13 feet 3 inches depth of hold, and is to be driven by fore and aft compound engines, 17 and 34 inches diameter of cylinders and 26 inches stroke of piston. The hull will be divided into seven watertight compartments. There will be tanks for fifty tons of water and bunker space for 150 tons of coal. The boat will be named Albany, and when ready for sea will cost $55,000. A steam capstan and steering gear, electric lights throughout and wrecking and fire pumps will also be established.

Canadian vessels succeeded during the season of 1905, in capturing 1,364 seals off the coast of British Columbia, and 10,592 seals in Bering Sea.

British textile workers are pushing strike movements because of the activity of the markets and extensions of mills. In the Lancashire cotton factories over half a million persons are now employed. Last year Great Britain exported 41,199,500 pounds more of cotton yarn than in 1904 and 606,377,900 yards more of piece goods.

STEEL STRUCTURES BEST.

The Baltimore fire vindicated the resistant qualities of the steel frame skyscraper when assailed by fire. Of all forms of construction it proved itself the safest and most enduring.

The experience of San Francisco demonstrated that the steel frame building withstands the shock of seismic convulsion better than any other type of architecture. Not one of the tall steel frame buildings suffered serious damage from the earthquake, where the foundation was stable, whereas, structures of ordinary brick were badly shattered or totally wrecked. All well constructed buildings resting on secure foundations escaped with comparatively little injury, but where buildings rested on insecure piling, loose sand or the soft filling of made land the destruction was terrific. It was from the broken ruins of these wrecks that the great conflagration sprang. In other words, San Francisco owes her catastrophe mainly to bad construction on insecure foundations.

But the staunchness of the Ferry building, which rests entirely on piles, proves that a pile foundation is secure if properly driven and firmly concreted.

Architects and engineers are busy studying out the effects of both earthquake and fire, and all are coming to an agreement with respect to the superiority of the steel frame structure. They point out that buildings of this type stood firm under earthquake shock and were the last to succumb to fire.

Moreover, they are practically agreed that Romanesque arch and heavy cornices of stone or terra cotta are things of the past. The arches shattered and collapsed under the vibrant strain while stone and terra cotta cornices were displaced and hurled in fragments to the streets below, dealing death and destruction to the immediate neighborhood.

The so-called fire wall has also come to judgment so far as San Francisco is concerned. It is simply a parapet of brick and mortar devised to protect roofs from fire. These parapets are not gripped or sustained by anything, and when they encountered the sharp vibrations of seismic convulsion, were flung broadcast, mere fragments of brick and mortar. The fire wall is all right in a country not subject to seismic shock, architects and builders say, but is simply a futile menace in a region where seismic disturbance is not uncommon.

EARTHQUAKE INSURANCE.

Mr. H. H. Bell, Acting-Governor of Dominica, in a letter to the London Colonizer, tells of the insurance in the West Indies by certain members of Lloyds against losses from hurricanes, earthquakes, and volcanic eruptions. Policies are issued on buildings and crops, excluding bananas. Owing to the fragile nature of the banana tree the underwriters are not at present prepared to insure that kind of cultivation. The underwriters are prepared, Mr. Bell says, to take risks on buildings of all sorts and on cultivations of canes, cocoa, cotton, coffee, oranges, cocoanuts, vanilla, limes, rubber, tobacco, and spices. With this scheme of insurance the owners of property in the islands may in future be freed from the great anxiety hitherto felt by planters during the "hurricane season."

NEWS FROM ABROAD.

Michael Davitt, the famous Irish patriot, died at Dublin, Ireland, on May 30, aged 60 years

The British battleship Montague went ashore off Lundy Island, in the Bristol Channel, on May 30, and it is feared she will be a total loss.

The first permanent leper colony in the Philippines has been established on Culion Island and 200 lepers have been removed there from Cebu.

The general elections throughout Belgium were held on May 27. There was no excitement, and the success of the Government is practically assured.

The Cuban Senate has ratified the Anglo-Cuban treaty of commerce, navigation and industry with the amendments recommended by the Foreign Relations Committee.

May 27, the anniversary of the battle of Japan Sea, the navy's red letter day, was celebrated at Tokio, with brilliant festivities, which were graced by the presence of the Crown Prince.

The Swedish Budget Committee estimates the expenditure for 1907 at about $48,000,000 and the revenue at about $45,000,000, and it is proposed to meet the deficit by taxation of real estate and incomes.

Th lower house of the Russian Parliament on May 26 demanded the resignation of the Cabinet and the establishment of actual constitutional government. This action is believed to presage a revolution.

A dispatch to the New York Herald from St. Petersburg says the Transalaska Siberian Commission has adopted definitely the contracts and regulations of M. de Lobels' project for uniting America and Europe by rail via Siberia and Alaska.

According to a Parliamentary paper issued on May 28, there was a decrease last year of 474,688 tons of British shipping through the Suez Canal, compared with 1904, while for the same period the tonnage of German vessels passing through the canal increased 143,923 tons.

Several bombs were thrown at Sebastopol, Russia, on May 27 while a review of troops was being held after the Te Deum in celebration of the anniversary of the Emperor's coronation Eleven persons were killed, including five children, and over 100 persons were wounded. Four arrests were made.

The abnormally high prices of rice are causing acute distress, resulting in frequent food riots in the Yangtse Valley, China. Merchants are holding their stocks despite the heavy demands from the badly flooded areas in Hunan Province. The Viceroy of Nanking has accordingly memorialized the throne for special powers to prohibit the export of rice.

Six hundred rebel Zulus surrounded and attacked Colonel Leuchars' force recently near Buffalo River. Under cover of the bush, the natives got within fifty yards of the British, but the latter opened a heavy rifle fire upon the rebels, and after two hours' fighting the Zulus fled, leaving seventy killed. The British loss was one man killed and three wounded.

Revised emigration laws are being planned by the Japanese Foreign Office, among other changes being the removal of the representative of Japanese emigration companies from Hawaii. The Yomiuri Shimbun says that the removal of the representatives will stop emigration, as the Japanese law forbids Japanese emigration to places where no representatives of the emigration companies are located.

It is authoritatively stated that Kirin, Manchuria, will be opened as a free port.

King Alfonso of Spain and Princess Victoria of Battenberg were married at Madrid on May 31.

Twelve persons were wounded at Cienfuegos, Cuba, on May 31, by the premature explosion of fireworks at the celebration of King Alfonso's wedding.

The excursion steamer Vima capsized off her pier at Riga, Russia, on May 29, in consequence of overloading. Fifteen persons are believed to have perished.

Reports are circulating in financial quarters of Berlin, Germany, that negotiations are afoot for the purchase of the Krupp Iron Works by the German Government.

The condition of Governor-General Alikhanoff, of Tiflis, Russia, is serious, his liver having been pierced. Eight bombs were thrown at him in Borjom and five of them exploded, killing two Cossacks.

Twenty persons were killed and seventy-six wounded by a bomb thrown into the wedding procession of the King and Queen of Spain at Madrid on May 31. Neither of the royal couple was injured.

Racial warfare between the Armenians and Tartars has recommenced. Several Armenians have been killed in the district of Djevnahnski. The fate of eighteen Armenians who were taken prisoners by the Tartars is not known.

A band of revolutionists, armed with Mauser rifles, recently robbed the headquarters of an insurance company at Riga, Russia, and killed two clerks and wounded a policeman. In their flight they were cornered in a store and their leader was killed.

Indignation at the execution of the eight revolutionists at Riga on the heels of the interpellation of the Government on the subject adopted by the lower house of the Russian Parliament created a storm at the opening session of that body on May 31.

The trials by court-martial of Admirals Nebogatoff, Grigorieff and Smirnoff and subordinate unwounded naval officers for surrendering to the Japanese in the battle of the Japan Sea will begin soon. The accused officers are liable to the death penalty.

A reign of terror exists in Courland province, Russia, no less terrible than the situation during the suppression of the revolution by the troops. Revolutionists are visiting summary vengeance upon witnesses appearing against them in the military or civil courts. Murders are of daily occurrence.

The French Cabinet has decided to introduce in Parliament a general amnesty bil covering persons convicted of participation in the recent strikes and church inventory disturbances and in the anti-military movement.

Austria has extended indefinitely the provisional commercial arrangement with Servia, which was to have terminated on May 31.

The body of Henrik Ibsen, the Norwegian poet and dramatist, was buried at Christiania on June 1, with every demonstration of popular sorsow in the cemetery attached to the Church of the Holy Trinity. The mourners included King Haakon, the Cabinet Ministers, the members of the Norwegian Parliament and representatives of artistic and scientific societies, home and foreign.

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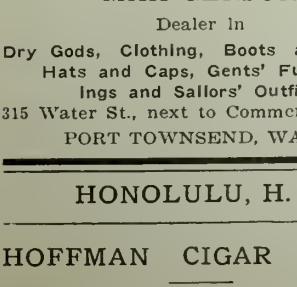
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WORLD'S WORKERS.

The Panama Canal Commission has sent a special commission to Spain to engage laborers to work upon the canal.

Forty-five persons were killed on June 1 at Cananea, Mexico, forty miles south of Naco, A. T., where is located the great copper camp of Colonel W. C. Greene. The trouble arose at Cananea over the demand of the Mexicans for an increase in wages from $3.50 to $5 (Mexican) per day.

The joint convention of coal miners and operators of Illinois formally adopted without a dissenting vote on June 1 the joint scale committee's report. An agreement was drawn up and signed by a committee of three operators and three miners. The agreement holds until March 31, 1908.

The United States Senate on June 1 passed the bill regulating the liability of railroad companies for injuries to employes, but Senator Daniel gave notice of a motion to reconsider, which, if it prevails, will have the effect of again bringing the question before the Senate for consideration.

The House Committee on Public Buildings and Grounds has inserted in the omnibus building bill an item of $375,000 for the rebuilding of the Sub-Treasury at San Francisco, Cal. Additional ground for the site is to be purchaser with $75,000 of the amount and the balance will be used for the building.

An agreement has been reached whereby Sacramento, Cal., becomes a "Closed Shop" town, so far as building trades are concerned. The agreement is signed by the Builders' Association, the Contractors' Association and the Building Trades Council, and includes all trades and contractors engaged in the building industry.

At a French Cabinet council on May 22 an inquiry was ordered with the view of prosecuting proprietors of the Villerupt steel factory, on the charge of interference with the liberty of citizens in handing to other employers in their vicinity lists of the locked-out employes in order to prevent their obtaining employment.

Soft coal miners of Kansas, Arkansis and Indian Territory have agreed to accept the proposition submitted by the Southwestern Coal Operators' Association. The Missouri miners, representing District No. 25, still stand out for the 1903 scale verbatim, which means a higher proportionate rate than that offered by the operators.

The threatened lockout of 60 per cent of the metal workers in Germany, which had been fixed for June 2, has been averted by the striking foundry men of Dresden, Breslau, Frankfort-on-Main and Hanover withdrawing their demand for a minimum wage scale. The general metal-working establishments have posted notices in the shops throughout the country canceling the order for a lockout.

The owners of the ribbon factories of Lodz, Russian Poland, met on May 31, at Schmidt & Wechers' works to consider the strike situation. According to press dispatches, a crowd of strikers surrounded the factory, shut the doors of the building and held the manufacturers until they agreed to an advance in wages and to pay for five weeks of idleness. The concession was made only after the manufacturers had suffered five hours' imprisonment and had been threatened with death if they refused.

The House Committee on Labor on May 29 authorized a favorable report on the National Eight-Hour bill. Mr. Gardner of New Jersey said there was no opposing vote.

The New South Wales Arbitration Court recently ordered defaulting members of the Hairdressers', Shore Drivers and Fremen's, and Sawmill and Timber Yard Employes' Unions to pay up arrears of dues.

Chairman Dolliver of the Senate Committee on Education and Labor has reported favorably a bill authorizing the Secretary of Commerce and Labor to report upon the industrial, social, moral, educational and physical condition of women and child workers.

Under the New Zealand Employers' Liability Act, a young girl employed by a Dunedin book-binding firm, who had her scalp and part of an ear torn off through her hair being caught by machinery shafting, accepted £525 as satisfaction for her claim for £1000 damages for the injuries received.

Strikers are seriously interfering with work on the sugar plantations in the Arecibo District of Porto Rico. The police are handling the situation with much difficulty. The American Federation of Labor asserts that the police are being used to intimidate the strikers. President Gompers of the American Federation of Labor is sending financial aid.

The Chicago railroads have given their first definite answer to the demands of the freight handlers for an increase in wages. It is a flat refusal. While only two of the roads—the Rock Island and the Chicago and Eastern Illinois—have disclosed their positions, their action is believed to be indicative of the stand which the others will take.

During 1905 the mine employes of New South Wales contributed £22,628 to the Miners' Accident Relief Fund, the mine owners £11,272, and the Government subsidy was £11, 2s. 1d. Fatal accidents recorded numbered 47, while non-fatal rose to 4529, an increase of 675 upon the previous year. Total amount paid for all benefits for the year was £20,500. The total funds invested at the close of the year was £137,000, an increase of £29,000 for the twelve months.

The prosecution in the case of Moyer, Haywood and Pettibone, of the Western Federation of Miners, recently filed a formal motion for a continuance on the ground that the habeas corpus proceedings instituted in the Federal Courts in behalf of the defendants are pending, and serve as a bar to further proceedings in the State courts until a decision shall have been rendered by the Federal Supreme Court. The motion was sustained. The trial will therefore be delayed until December.

The New Zealand Trades and Labor Conference passed a resolution to the effect that the Arbitration Act be amended to bring all State employes under its provisions; re-affirmed the principle of land nationalization; decided to urge the Government to nationalize the mineral wealth, and to adopt a self-reliant policy and cease borrowing except for redemption of loans; approved of a universal compulsory half-holiday; and resolved to support a progressive income and absentee tax and the abolition of duties on the necessities of life.

Labor News

Cheap labor advocates in the Transvaal, S. A., are now again agitating for Indian coolies for railway construction work.

Building trade workers are warned against going to South Africa in search of work. Labor is plentiful there, and trade in the principal towns is likely to decrease. So says the National Federation of South African Master Builders.

Another master of a cheap colored labor steamer has been fined £100 for allowing a prohibited person (a Chinese sailor) to enter the Australian Commonwealth. Shipping bosses who employ the cheap and nasty sort of "sailors' don't like this increased fine, and are crying loudly against our Commonwealth "restrictive legislation."

The New English Under-Secretary for the Colonies (Winston Churchill) says the re-enlistment of the Chinese "miners" under the existing labor ordinance in the Transvaal was impossible. The whole matter would be reconsidered by the future Transvaal Assembly, and every circumstance would be subject to the general review of the Home Government.

Railway employes in Ireland complain of inadequate wages, excessive hours of labor, and arbitrary and vexatious treatment on the part of underbosses. One specimen of "private enterprise," the Midland Great Western Railway Company has, among other things, reduced the porters from 16s. to 10s. per week, and now there is "scarcely a man on the intermediate stations receiving over 14s. a week."

In connection with the recent union-smashing case in which the Queensland Typographical Association was cast for heavy damages and costs, the Brisbane Trades and Labor Council is appealing to the trade-unionists and sympathizers throughout Australia "for prompt monetary assistance in the spirit of unionism, toward indemnifying the Queensland Typographical Association and those who have rendered themselves and their private property liable in honorably upholding the principles of trade-unionism."

The Sydney (N. S. W.) Labor Council has unanimously passed the following motion: "That this council, representing 70,000 workers in the metropolitan area of Sydney, expresses its deepest sympathy with the people in Courrieres, where so many lives were lost by the recent mining disaster, wishes the survivors a speedy recovery from their injuries, and tenders its heartfelt sorrow and condolence to the relatives of the victime, who unfortunately lost their bread-winners and expresses admiration of the heroism displayed by the rescuers."

The Melbourne (Victoria) Trades Hall Council has unanimously adopted the executive's report on the Brisbane Shipwright's case. The report points out the seriousness of the High Court's decision, "for it places in the hands of and designing or malicious person the power to provoke an industrial dispute and bring the funds of a union and its members at his mercy," and "the just-delivered verdict will place unlimited power in the hands of the enemies of unionism." The executive recommends that the question be remitted to the proposed Federal Labor Congress for consideration and action.

San Francisco Letter List.

Letters are advertised for six months and kept at the Sailors' Union Office for twelve months, all told. If not called for at the expiration of one year letters will be returned to the Postoffice.

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A Safe Guess.—"Why do you predict an earthquake for Cuba?" was asked of a scientist.

"Just a trick of the trade," he replied, blithely; "there might be one you know, and that would make me famous.'

"And if there should be none?"

"People would forget the prediction, of course."

Just a Dig.—Nell—"Now, one of these hats is quite too expensive and the other is cheap. I don't know which one to take.'

Belle—"Take the cheap one. It suits your face better.'

Her Sweet Friend.—"My 'bon ami' my young French beau
Doth call himself," said she;
"He always brings me candy, so
He's my bonbon ami.'"

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Mirthquakes.

Sir Henry and the Theater Cats.—"In his 'Reminiscences of the late Sir Henry Irving,'" says the London Academy, "Josepha Hatton gives some anecdotes which show the great actor in the role of a humorist. Two of these we repeat:

A certain man, says Mr. Hatton, used to go about purloining, as it were, an occasional glint of Irving's fame by dressing as much like him as he could, wearing his hair long in the Irving manner, and getting as nearly as he could, with economy, to the style of his hat. One day this gentleman stopped Irving in a quiet street and, with a touch of pride, said:

"Mr. Irving, I find myself a good deal embarrassed by being so often mistaken for you.'

"Cut your hair, my friend; cut your hair," was the prompt reply.

The second anecdote is characteristic of Irving's great generosity, as well as showing his quiet sense of humor.

A widow of an old Lyceum servant applied to him for some sort of occupation about the theater, whereby she might earn a living. Irving appealed to Loveday, his manager.

"There is absolutely no vacancy of any kind,' said Loveday.

"Can't you give her a job to look after the theater cats? I think we've too many mice about, not to mention rats."

"No," said Loveday, "there are two cheapest and poorest houses at the beach."

"Well, I want to save my money."

"Your money? Are you going with him?"

"No, but I'm his heir."

Maid Marion. — John Kendrick Bangs tells this story on himself: His friend, Mr. Marion Verdery, who is president of the Southern Society of New York, had asked him to speak at the annual dinner of the society, and Mr. Bangs had accepted. But on the evening of the dinner he was too ill to go out, so he telegraphed his apologies to Mr. Verdery at Delmonico's. Late that night Mr. Bang's telephone rang. Mrs. Bangs went to the receiver and was told that a telegram had just been received for her husband. She asked to have it read off, but the lady at the other end refused, saying that the message was to be delivered to Mr. Bangs personally, and, though told of Mr. Bang's illness, stuck to her decision. So the invalid put on a wrapper and struggled down to the receiver.

"In answer to your telegram to Delmonico's," said the astute hello-girl, "the clerk telegraphs back that there is no lady of that name in the house."—Saturday Evening Post.

Bicycle News.—A traveling salesman in the employ of a large bicycle manufacturer in Philadelphia was obliged to go on a business trip into the West about the time an interesting domestic event was expected. The salesman desired his sister to wire him results, according to a formula something like this: If a boy, "Men's safety arrived'; if a girl, "Lady's safety arrived.'

To the astonishment and chagrin of the father-elect he had been gone but a few days when he received a telegram containing but one word: "Tandem.'—Lippincott's.

WITH THE WITS.

His Speed.—"Of course, your friend Graphter is rather fast?"

"Well, he isn't as slow as he looks."

"No, nor as slow as he pays his debts."

Money Begets Money.—"Tell me," said the ambitious young man, "what do you consider the best foundation for success in business?"

"Rocks," promptly replied the wise old merchant.

A Fatalist.—"So he has failed, eh? I guess he doesn't believe in his luck like he used to."

"Oh, yes, he does; more thoroughly than ever.'

"Indeed?"

"Yes, in his bad luck.'

Already Supplied. — Dowie was angry.

Not a bird had arrived with food.

"Perhaps that's the reason," remarked one of the hopelessly backslidden, "that the old man is a ravin' himself.'

Proposition Rejected. — "Really, Miss Roxley,' said Mr. Hunter, "I think you need a husband to help you take care of your property—"

"No, thank you," replied Miss Roxley, promptly, "I don't care to husband my resources in that way."

True Enough.—Nell—"She said she gets so tired of shopping; it makes her so weary."

Belle—"Such airs! As if she had any time for it. Of course, I don't know, but I'll bet she works all day."

Nell—"That's just it. She's a saleswoman."

The Punitive Instrument.—"Now," said Willie's mother, "I hope you'll profit by that spanking, and not be such a litle savage hereafter."

"Boo! Boo!" sobbed Willie, "I wisht I was a little savage."

"You do?"

"Yes'm. Little savages' mothers don't wear slippers."

Explanatory. — The railroad official was on the stand.

"And you accepted shares from the Eighteen Karat Coal Company?'

"Sure thing."

"And why?"

"That company had more than its share. I am an advocate of the distribution of wealth," replied the witness, with unruffled calm.

Much to Be Desired.—"But there's one good point about your minister, I hear; he writes all his own sermons."

"Yes, but some of think it might be desirable to have him use some one else's.'

"You mean some one else's might be better?"

"Well, they might be shorter."

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INFORMATION WANTED.

John A. McLeod, aged 23, who was one of the crew of the ship Khyber, of Liverpool, which arrived at Cardiff from Portland, Oregon, on the 8th of March, 1903, is anxiously inquired for by his father, at North Sydney, Nova Scotia. Any one knowing his whereabouts will please communicate with the JOURNAL office.

COAST SEAMEN'S JOURNAL



FOR THE SEAFARING PEOPLE OF THE WORLD.

Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XIX. No. 38. SAN FRANCISCO, WEDNESDAY, JUNE 13, 1906. Whole No. 974.

THE WATER-FRONT LOCKOUT.

THE unions of Sailors, Marine Firemen and Marine Cooks and Stewards have requested certain slight improvements in the conditions of labor on board the vessels owned by the Steamship Association of San Francisco. The latter body has refused to grant the request of its employes, upon the ground that it is prohibited from doing so by the terms of its affiliation with the United Shipping and Transportation Association. The last-named body, by way of forcing the issue, has locked out all the men, including longshoremen, employed on the vessels under its control, thus causing a general tie-up of the port.

This, in brief, is the story of the developments of the past week in the shipping industry of San Francisco.

The Steamship Association—the actual employer in the case—is an organization composed of steam-schooner owners. The proposals made by the Sailors' Union affect these vessels only, or rather certain of these vessels, namely, those known as "inside" steam-schooners, trading to natural, land-locked harbors, as distinguished from the "outside" steam-schooners, in the trade to artificial ports opening upon the ocean, a distinction involving a considerable difference in the amount and character of the labor required of the crews.

Wages in the steam-schooners are $45 for "inside," and $50 for "outside" vessels, per month. The Sailors' Union proposes that wages shall be increased to $50 per month in the "inside" steam-schooners, leaving the "outside" rate as at present, thus equalizing wages in both classes of trade.

The Marine Firemen's Union requests that overtime shall be paid the firemen who are kept at work on their "watch below" (that is, during their own time) on sailing day, a right which was formerly enjoyed by them, but later denied as a result of oversight in the negotiations between the shipowners and the Union.

The Marine Cooks and Stewards' Union requests that the person now receiving the lowest wages paid in the stewards' department of the steam-schooners, namely $30 per month, shall be paid $35 per month.

These proposals combined involve a comparatively small increase in the running expenses of the vessels; they have been "shaved down" to the minimum, and, in fact, have been tacitly acknowledged by the shipowners as reasonable. Left to themselves, there is little doubt that the Steamship Association and the unions would long ago have reached an amicable settlement. As a result of the interference of the United Shipping and Transportation Association the matter has ceased to be one between shipowners and seamen and has become one between labor and capital; the question at issue has ceased to be one of wages and other conditions of labor and has become one between trade-unionism and the "Open Shop."

The action of the United Shipping and Transportation Association, in interfering to prevent a settlement between the Steamship Association and the unions of its employes is the same as that of a central labor body—say, the San Francisco Labor Council—which should interfere to prevent an agreement between one or more of its affiliated unions and their employers, and should follow that action by calling a general sympathetic strike! A central labor body which should adopt such tactics would be roundly denounced and rightly held responsible for the results. Fortunately for trade-unionism, no central labor body possesses the power, even if it had the disposition, to go to such extremes.

Regarded simply as a wage question, the attitude of the unions directly involved is reasonable and distinctly conservative. The work required of the steam-schooner crews is of the very hardest kind, performed under conditions of great hardship and frequently with great danger to life and limb. In addition, the work in question requires a large amount of skill, both in handling the vessels and in loading and discharging cargo. The wage-rate of $45, and even $50, per month, paid for this class of labor is probably the lowest, all things considered, paid for any equally important and onerous work in this locality. Cost of living and other conditions taken into consideration, these wages are probably the lowest paid in any locality.

Much is said by the shipowners concerning the high total of wages received by the crews of certain vessels. The total in such cases is arrived at by computing the overtime, at the rate of 50 cents per hour after nine hours' work on any one day or on Sunday and holidays. It is sufficient to say that such totals are not general but exceptional; they represent so much overtime work over and above the nine-hour day. In short, the seaman who earns $60 or $70 per month must work during most of the time that should be devoted to rest, and he must work hard, so hard that few, even of the strongest men, can stand the pace for more than two or three years.

The old rate of wages has been in operation for about ten years. During a good part of that period the shipowners and seamen have been working under yearly agreements. Each year efforts have been made by the unions to secure an increase in the rate of wages. The seamen's request has been regularly refused, and the latter, for the sake of maintaining friendly business relations with their employers, have renewed the agreement upon the old terms, modified upon occasion by some slight improvement in the general working rules. Practically, conditions have remained the same from year to year during a long time past.

Meanwhile, wages have been increased and the length of the workday shortened in almost every calling ashore. Coincidentally, the cost of living has increased, the seaman sharing in this particular feature equally with his fellows on land. The conviction, long felt by the seamen, that an increase of wages was justified by all the circumstances of his calling has latterly grown into a determination to secure such increase by resort to a strike if that step should prove necessary. Every precaution has been taken to avoid resort to the last alternative. The agreement with the Steamship Association expired on January 31. Prior to that date negotiations were opened and these were continued until recently with all possible patience and forbearance, and with a sincere desire to serve the interests of the shipowners as well as those of the seamen. No step has been taken except after due, in fact extreme, deliberation.

Finally, after every effort had been exhausted and there remained no hope of an amicable adjustment, the unions voted to put the new wage-scale into effect on May 1. This vote was taken by each union on or about April 16. Two days later the great earthquake and conflagration occurred. Immediately following that calamity the unions met and resolved to suspend all action toward securing an increase of wages and in the meantime to do everything in their power to relieve human distress and save property. These resolutions were observed in the strictest good faith so long as there existed the slightest danger to either life or property.

Several weeks after the earthquake, and when shipping conditions (which had suffered comparatively little damage) had resumed the normal, the unions again interviewed the shipowners, with the same result, namely, absolute refusal to concede anything. In consideration of all the facts—the resumption of normal shipping conditions, the increase in freights and the further increase in the cost of living—the unions again decided to put the new wage-scale into effect. This step was taken on May 29. During the week following that date a large number of steam-schooner owners agreed to pay the new scale, and their vessels sailed without delay. A larger number, however, resisted the unions' demands, and tied up their vessels.

Then followed the lock-out by the United Shipping and Transportation Association.

The interference of the latter organization changes the whole character of the situation. The significance of the Association's action may be judged with absolute certainty by the character of its members and the declared purpose of its existence. The head and front of the Association is Mr. R. P. Schwerin, President of the Pacific Mail Steamship Company, and a member of the executive board of the Citizens' Alliance. With Mr. Schwerin are associated a number of men representing firms not even remotely connected with the coastwise trade. The purposes of the Association, as set forth in its articles, are to "regulate labor conditions and establish the 'Open Shop' on the water front of San Francisco.' This of course, is a plain declaration of hostility to trade-unionism. Obviously, the success of the United Shipping and Transportation Association would mean the disruption of every labor organization in any way connected with the shipping industry, not only in San Francisco, but in every port on the Coast.

The connection between the Association and the Citizens' Alliance is not merely a matter of affinity or of common sentiment; it is direct, formal and official. In a word, the Association's laws pledge its members against signing any new agreements with their respective employes without first securing the approval of the Board of Directors of the Association and the President of the Citizens' Alliance, to-wit, Messrs. Schwerin and George. Practically and literally, this means that all proposed agreements between unions and their employers must be submitted for approval, or otherwise, to a notorious employer and champion of Chinese labor and also to an equally no-

(Continued on Page 7.)

FEW MILLIONAIRES IN EUROPE.

The "muck-rake" speech of President Roosevelt has been discussed with general approval by the London papers, especially that part advocating a tax on large fortunes, and the idea put forth in some sections of the American press that the speech expressed the views of "advanced Socialism" is scouted. "To English ideas," says The Pall Mall Gazette (London), "his suggestions for the regulation of private wealth scarcely overstepped the limits of the commonplace," and, indeed, "'a progressive tax on the transfer of fortunes swollen beyond healthy limits' would be a milder enactment than we have already existing in the United Kingdom." While the London Express describes the President's speech as "one of his most momentous utterances," it thinks that he derived the idea from "a consideration of the excellent working of our own (England's) system of death duties." The London Standard passes off Mr. Roosevelt's "muck-rake" oration simply as "one of his admirable lay sermons" characterized by "his special form of public humor." In the opinion of the London Mail, "the practical difficulty of legislating in the direction suggested by Mr. Roosevelt would be to know how and where to draw the line." The Spectator approves the President's wisdom in speaking as he has done, and takes occasion to say that—

few Americans who study the political phenomena of their country are prepared to deny that the President's warning as to public danger from 'unhealthily' large fortunes is required, and should be pondered with a view to possible action. He had a right to notice this like any other cloud in the national sky.

This influential journal is then led to refer, as the papers above quoted have done, to the condition of things in Europe, especially England, where "unhealthy" large fortunes are made impossible by the statues of the land, as well as by other influences. Thus:

The aggregation of colossal fortunes is checked on the European Continent by the independence of the different countries, by severe laws of distribution at death, and by the desire of the rich to enter on careers other than that of money-making. In this country free trade still checks the monopolies which are so easily secured when the world at large can not pour in competing produce, and which on the whole furnish the most rapid methods of accumulation. Moreover, idiosyncrasy counts even in commerce, and the British multimillionaire almost invariably desires either to "found a family," which is a process requiring great outlays, or to achieve distinction by something other than continuous devotion to "business," which his son or other successor may probably denounce as somewhat sordid.

The Spectator adds that not only do "the gigantic latent resources" of the Republic favor plutocracy, "the new oligarchy which everywhere begins to threaten ancient commercial order," and in America to an extent utterly unparalleled in Europe, but American ideals of success in life, American commercial law, and American politics all conspire to foster "multimillianarism" as it is not fostered in Europe. Thus we read:

The American has few modes of acquiring distinction open to him, and often prefers to found a sort of commercial dynasty—three instances, at least, must be known to all our readers. The American, too, who controls enormous wealth has a better chance of acquiring direct power than any Englishman, however rich, could readily secure. Shareholders in this country are still allowed a direct voice in the management of their own affairs, but in America eleven men are said to exercise "a controlling influence" over the entire railway system of the Republic. The United Kingdom, moreover, forms a single State; and altho one has heard stories of corruption during the railway mania, and rumors of what is called "pressure" on behalf of certain pecuniary interests are common enough, it would be very difficult indeed by any outlay whatever to deprive Parliament of its independence as regards any question in which the public interest was deeply concerned. If American whispers may be trusted, however, the purchase of a State legislature it not impossible, and the usual legal system, with its badly paid judges and its multiplicity of appeals, allows an advantage to wealth which in unscrupulous hands is found to be very great indeed, so great that no private dealer dare face a "syndicate" of millionaires. Moreover, the gigantic latent resources of the Republic so enlarge the vista of commercial possibilities that within a generation or two fortunes may be accumulated on a scale unknown since the Roman Republic gave way to the Roman Empire, and Crassus was admitted, solely on account of his wealth, into the minute Political Committee which for a moment scattered death among its rivals in the race for power as it were out of a watering-pot.

FOREIGNERS ON BRITISH SHIPS

The British Consul-General at Antwerp reports on the startling increase of foreign seamen on British ships. Speaking of what has come under his observation, he says: It would seem to be almost incredible that, out of a total of 14,699 men engaged at this Consulate-General in 1905, only 3,244 should be British subjects, and that of this latter number only 636 were sailors and firemen, the remaining 2,608 being officers, engineers, and petty officers; yet the returns show that this was actually the case."

Lord De La Warr referred to the subject recently in the British House of Lords, and in a letter to the London Times he says: "The inquiries which have been held recently in connection with three disasters in British ships have elucidated the fact that in each case the deckhands have been chiefly foreign seamen with no knowledge of the English language, and in two of these cases a foreigner without any knowledge of English was at the wheel at the time of the disaster. In the shipping world, where 40,000 foreigners are employed, it can not be denied that the work would be equally well done by Englishmen, or that the work is suitable to Englismen. The preference due to the foreigner is mainly due to the fact that the rate of wages is less. This applies not only to the shipping community, but also to many other trades throughout the counry."

ITALIAN LABOR LEGISLATION.

Legislation has made possible in Lombardy the application of rigid laws governing the employment of women and children in factory labor, in the protection of workmen, in compulsory insurance and pensions, and in better housing for the laboring class. Women's hours for labor and the age at which children may be employed are definitely fixed. In Milan there are nearing completion several series of workmen's houses to take the place of old tenements in the slums that were torn down to make room for the new structures. The latter are built on modern principles, with light, air, sanitary arrangements, bathing facilities, and utter abolishment of the former conditions under which entire families lived in one room. These quarters cost in rent no more than the old ones did. They are under municipal control, a special election having been held to express the will of the people on the subject, which was carried by nearly eight votes to one.

In London many motor 'buses are used. The men who run them receive a bonus if they go a week without any accident. If accidents happen, they are fined.

BIRTHS AND DEATHS.

The diminishing death-rate of any country is an indication of its advance in civilization, remarks a writer in The Continental Correspondence (Berlin), for it results from improvement in general sanitation and knowledge of hygiene, increased comfort in living, and diminution in the frequency of wars. In Europe, says this writer, quoting from the latest statistical tables of the German Government, the death-rate is sinking lower and lower, although this is accompanied, unfortunately, by a decrease in the number of births. He makes the following international comparison:

The mortality returns show a constant decrease in all civilized countries during the past ten years. Russia stood at the head with 55 deaths per 1,000 in 1895, but even in this case the figure was reduced within five years to 31. No Russian statistics are available for the years 1900-1905. The most healthy of all the great States of Europe is England, with a death-rate of 18.7 in 1895 and 16.5 last year. Germany and France have an almost equal rate. In both these countries the death-rate decreased from 22 to 19½ per 1,000 inhabitants. Similarly Austria and Italy, with about 23, have an almost equal rate for last year.

A more serious consideration, continues this writer, is the decrease in the birth-rate. We read:

Only in Japan does the birth-rate show an increase, namely, from 29.5 to 32.5. In Russia it has remained practically stationary. In Germany the decrease in the rate is 2, in Austria 3, in Hungary 5, in England 2½ per 1,000 inhabitants. In France the decrease, 0.8 per cent., is certainly much less, but in spite of that fact the birth-rate in France is still 13 per cent. below that of Germany.

The comparison between the number of births and deaths shows that the population of Germany is rapidly decreasing, both in numbers and density. To quote:

The excess of births over deaths in Germany, during the last year reported on, amounts to 14½ per 1,000 inhabitants, while in France it was only 1½. And altho the other great countries are considerably above France with regard to the natural increase of population, yet in all cases they are considerably beneath Germany. The German rate for the excess of births over deaths is only exceeded by some of the minor States, such as the Netherlands, the Argentine, Uruguay, and some Australian States.

This too readily explains the fact that the destiny of the population in Germany is increasing at a rapid rate. In the year 1816 the number of inhabitants in the territory now comprised in the German Empire was only about 50 per square kilometer. After the Franco-German war the number had increased to 76, and according to the last census it is 112. The United States (where a great part of the increase of population is due to the immense immigration rather than in the natural way to the excess of births over deaths) and which are increasing in population far faster than Germany, as regards the density of the population, have, with 8.2.. inhabitants per square kilometer, only a fourteenth of the proportion in Germany. The other great State (Russia) inhabited by a white race, which exceeds Germany in the absolute total of its population, remains, with regard to the density, at a level of only a fifth as many as Germany per square kilometer. Germany is only exceeded to any large extent by one great power, England.

The Board of Immigration Inspectors recently debarred nine of the 987 aliens who arrived at Philadelphia, Pa., from Liverpool on the American liner Merion. Several were suffering from trachoma, while the others had no visible means of support and might have become public charges.

It costs 13 cents to go by trolley cars from Tokyo to Yokohama, the port of the Japanese capital. Cars start every five minutes from 5 in the morning to 11 at night.

Carolus Duran, the famous portrait painter, is about to paint a portrait of Pope Pius X, taking his inspiration from Titian's portrait of Pope Paul III.

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions)

AN ANTI-SEASICK BED.

The latest device for the alleviation of seasickness is a swinging bed invented by a London dentist. The motion is controlled by ingenious automatic electric brakes so that the couch moves just enough to keep it always level. The results already obtained with the bed on some of the Channel boats are said to be highly satisfactory. Says a writer in Cosmos:

"All kinds of drugs—morphin, chloral, coffee ,valerian, etc.—have been prescribed unsuccessfully for seasickness. . . The sudden displacement of the intestines accompanied by irregular contractions of the abdominal muscles under the action of the ship's rolling and pitching, play a great part in the genesis of the troubles that constitute this disease; and it has been proved that a wide, tight belt diminishes them considerably. Diet and a horizontal position, especially after eating, on a bed with a movable frame, seem to be somewhat effective in attenuating the effects of the pitching. A London dentist, Walter Whitehouse, has perfected the movable bed by adapting to it ingenious electric brakes. His device in operation may be seen on some of the steamers of the Southeastern and Chatham line, between Dover and Calais. The invention is thus described in L'Industrie Electrique:

A kind of bed is suspended on pivots nearly in the same manner as a marine compass. To the ceiling of the cabin are attached four electric brakes which are connected with the corners of the bed by an arrangement of cords and pulleys. When the bed tends to depart from a horizontal position one or more of these brakes act and stop it until the boat has regained a position of stability.

The ingenious part of the apparatus is the way in which the electric contact is made for applying the brakes at the desired moment. The result is obtained by means of mercury contacts in four tubes at the foot of the bed. When the couch departs from a level position the mercury runs into one or more of these tubes, where it closes the corresponding circuit and causes the brakes to act at the proper points.

The device keeps the body of the patient perfectly horizontal; but we do not see how it can lessen displacements of more or less amplitude in a horizontal or vertical direction. However, the inventor congratulates himself on the results attained by the apparatus.

The steamers Defiance and George H. Stout, which plied for a number of years between Philadelphia and Newbern and New York, have been sold by Peter Hagan, of the first-named city, to George R. Dilkes, for the Florida East Coast Railway Company. After being thoroughly repaired the vessels will proceed to Key West and be utilized in the transportation of supplies for the railroad being built by Henry M. Flagler from Key West to connect with his present road from Jacksonville, via St. Augustine and Palm Beach, to Bahia Honda, Fla.

MISCELLANEOUS.

The Navy Department has received news of the safe progress of the drydock Dewey through a cablegram from the commander of the towing fleet. The fleet will reach Singapore on June 21.

The wreck of the schooner Lottie K. Friend, from Delaware Bay, near Ship John Light, has been removed, and an examination shows that no obstruction to navigation now exists at the former locality of the wreck.

The steam yacht Sultana, bound from Colon to Vera Cruz, was picked up at sea on April 22 in latitude 13.55 north, longitude 83.10 west, with boilers disabled, by the British steamer Appomattox, and towed into Port Eads.

Sommers N. Smith, of the Neafie & Levy Ship and Engine Building Company, has requested the Navy Department to designate a day for the official trial trip of the new United States cruiser St. Louis, which is nearing completion.

The owners of the fishing smack Silas Sterns, which was seized recently by the Mexican Government for alleged poaching in Campeche Bay, have received notice that the Court has held that the seizure was legal. They have authorized an attorney to appeal to a higher court.

The schooner Addie Jordan, from Pinners Point for New York, was sighted by the steamer Concho, which has arrived at New York from Galveston, fifty miles east of Cape Henry, drifting dismantled and with distress signals flying. The crew of the schooner refused to abandon the vessel and declined assistance.

The French liner La Provence, from New York to Havre, passed the Ligard at 9:45 a. m. on June 6. The Deutschland, a Hamburg-American liner, and La Province, sailed from New York on May 31, within half an hour of each other, and La Provence has apparently beaten the Deutschland in time across the Atlantic by about four hours. The latter steamer passed Scilly Islands at 11:45 on the 6th.

The new Cunard liner Lusitania, the world's largest vessel, was successfully launched at Clydebank, Glasgow, on June 7. The Lusitania is the first of the giant Cunarders to be launched, and her sister, the Mauritania, will follow her into the water about a month hence. The Lusitania is 790 feet long and her greatest breadth is 88 feet, while her depth is molded is 60½ feet. Her displacement is about 40,000 tons, and powerful turbine engines will drive her through the water at a sustained speed of from tweny-four to twenty-five knots. The cabin accommodations are for 550 first-class, 500 second-class and 1,300 third-class passengers, and the crew will number about 800.

TRANS-ISTHMIAN TRAFFIC.

The Mexican Government, in furtherance of its plans for building up a big traffic between the two oceans across the isthmus of Tehauntepec, has entered into a new contract with S. Pearson & Son whereby enlarged plans for the construction of port works at Coatzacoalos on the Atlantic and Salina Cruz on the Pacific are to be carried out. These ports are the termini of the National Tehauntepec Railroad.

The new contract calls for the expenditure of $15,000,000 during 1906 and $12,000,000 during 1907. The total Federal appropriation for the port improvements at Coatzacoalos and Salina Cruz is $65,000,000. Pearson & Son, the contractors, are also the lesses of the National Tehauntepec Railroad. They will have soon completed the rebuilding of that line and proposed to build the railroad track parallel to the existing road.

The steamship Governor Cobb, the first turbine vessel built in America, sailed from Roach's shipyard, at Chester, Pa., recently, for New York, where her engines and boilers will be installed. The Governor Cobb is a double-bottom steel vessel, having a main saloon, gallery and dome deck. There are 175 staterooms and about 200 berths. The engines and boilers will be inclosed in steel up through and including the dome deck, so as to reduce the chance of fire from same as much as possible.

The United States Senate June 5th passed the Naval Appropriation bill, including the provision for a new monster warship. Senator Hale said that the provision was different from legislation for most new ships in that it made no limitations in any respect. He said the provision is loosely drawn and that it would take six months to make plans for the vessel. He also said that the final cost of the vessel, armor and armament included would be about $11,000,000, or twice that of the Oregon.

The United States cruiser Tacoma and the tug Potomac, part of the escort of the United States drydock Dewey on its journey to the Philippine Islands, arrived at the League Island (Pa.) Navy Yard on June 10, having left the Dewey and its escort at the Suez Canal. The Dewey, it is said, broke adrift five times; and in each instance a line was fastened to the big floating object in the face of the greatest danger..

The big steel freighter to be launched at the Ecorse shipyard Saturday for the Cleveland Cliffs Iron Company will be christened Michigan. The Michigan will be the first of three 10,000-ton steamers building at the Ecorse yard for the Cleveland firm to be launched. One of the boats will be named for J. H. Sheadle, secretary of the company.

The various official proceedings in connection with the separation of Norway from Sweeden cost the latter country just $277,775, according to the Swedish budget.

HOME NEWS.

Many deaths occurred in Chicago, Ill., last week as a result of extreme heat.

Arthur Pue Gorman, United States Senator from Maryland, died suddenly at his residence in Washington, D. C., on June 4, aged 67 years.

The House Committee on Judiciary has authorized a favorable report on the Crumpacker bill allowing a court review of Postoffice fraud orders.

A Washington (D. C.) dispatch says it can be stated on the highest authority that Secretary of War Taft will not be a candidate for the Presidency in 1908.

The bill for the control and regulation of the Niagara River and the preservation of Niagara Falls was passed by the House of Representatives on June 4.

The elections in Oregon on June 4 resulted in a victory for the entire Republican ticket, except as to its head, Governor Chamberlain, a Democrat, being re-elected.

Many changes are proposed in a new Copyright bill presented in both House and Senate of the United States Congress to revise completely the existing laws.

Eleven men were blown to pieces and five others were seriously injured by the explosion of a dynamite plant on June 9 near Pequea, along the Susquehanna River, Pa.

At a meeting of the Democratic Senators on June 9, Senator Blackburn, of Kentucky was elected chairman of the Democratic conference to succeed the late Senator Gorman.

One of the most remarkable religious demonstrations ever witnessed in New England occurred on June 10, when the new $1,000,000 Christian Science temple in the Back Bay district was dedicated.

Foster Dwight Coburn has been appointed United States Senator from Kansas by Governor E. W. Hoch to succeed J. R. Burton, who had resigned as a result of his conviction and imprisonment for fraud.

The United States Senate on June 5 voted to indefinitely postpone a joint resolution providing for an amendment to the Constitution which would permit Congress to enact uniform laws for marriage and divorce.

James Davis, the negro, who, it was charged, murdered Mr. Russel and his negro servant at Felicia, Fla., on June 5 was lynched in Inverness on the 7th by masked men. The militia sent to protect him arrived too late.

Elections, conventions and expressions from prominent men within the last few days have done much to insure the nomination of William J. Bryan as Democratic candidate for President of the United States in 1908.

Agitation is gaining in the Western States for a reduction of the 3-cent-a-mile passenger rate, which has been considered the normal figure by railroads during many years. The last State to take up the cause of a lower normal basis is Wisconsin.

The Western Union Telegraph Company has generously decided to donate new Monarch visible typewriters to all its employes at San Francisco who lost their typewriters in the fire immediately following the earthquake, some sixty-five in number.

The Supreme Court of Iowa has reversed the decision of the lower court which sentenced Day Dunning, of the Citizens' Bank, of Mount Ayr, to eight years' imprisonment for receiving deposits after the bank was insolvent. He will be given a new trial.

Canada's new Sunday-Observance law, now being enacted before Parliament at Ottawa, will not only prohibit the publication of newspapers on Sunday throughout the Dominion, but will also prevent the importation of Sunday papers from the United States.

Circuit Judge Owen P. Thompson in a letter to President Harker, of the Illinois Woman's College, has resigned as a member of the Board of Trustees, giving as his reason the acceptance of the Carnegie offer of $25,000 conditional upon the college raising $7,500.

The total amount of cash received by the local finance committee for the relief of San Francisco up to June 2 is $4,243,000. This amount is exclusive of the sums promised and reported as having been contributed, but which have not actually been received in San Francisco.

By a recent Act of Congress, providing for the opening to homestead settlement of 505,000 acres of grazing lands belonging to the Kiowa, Comanche and Apache Indian tribes of Oklahoma, these Indians lose the last vestige of their right on American soil, save the quarter-section which the United States Government has presented to each.

President Roosevelt on June 4 submitted a message to Congress in which the sanitary conditions in the Chicago stockyards and packing houses are described as extremely filthy and dangerous to health. Legislation to remedy the situation is urged. The publication of the report is said to have greatly injured the sale of canned meats throughout the world.

William A. Frater, former Postmaster at Roseburg, Ore., was found guilty in the Federal Court at Portland, Ore., on May 25. on one count in the indictment for embezzlement and acquitted on the other count. Frater is alleged to have embezzled $433.58 on one occasion and $178.44 on another. As soon as his shortages were discovered he paid over both amounts.

A world's record in sugar making was made by the mill of the Hawaiian Commercial and Sugar Company on the Island of Maui, T. H., recently. In six days the mill ground over 14,000 tons of cane and produced 2100 tons of sugar of 96 degrees test or higher. This is an average of 350 tons of sugar a day, which it is said has never been equalled and seldom approached by any sugar mill in the world.

News was received at San Francisco on June 4 that the British bark Caradog, bound from Liverpool for San Francisco, had put into Stanley, Falkland Islands, on March 31, with the loss of a number of sails and the rigging damaged in terrific weather off Cape Horn. The ship's decks were strained, several stanchions were bent and the forecastle ports were broken. It was estimated that repairs would consume a month.

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SAN PEDRO, CAL.

Pacific Coast Marine

The steamer California, the largest ocean freighter that so far has called at San Pedro, Cal., arrived at that port on June 10 from New York.

The British ship Walden Abby, Captain Campbell, from London for San Francisco, was spoken on May 12 in latitude 29 north, longtitude 19 west, with her cargo on fire.

The keeper of the lighthouse at Point Pinos, Cal., reports that many logs from the raft recently lost off the Northern California coast have been swept inshore at the former place.

The schooner Volunteer, from San Francisco to Coos Bay, Or., was totally wrecked off Bodega Head, Cal., on June 4. Two children, sons of Captain Brissen, and a seaman named P. C. Nilson, were drowned.

A report from London, Eng., says that local orders for cement for San Francisco are severely straining the resources of manufacturers. Four large steamers and two sailing ships are now lying off Greenhithe, on the Thames, awaiting cargoes of cement.

The Great Northern liner Dakota arrived at Seattle, Wash., on May 28, 12 days and 10 hours from Yokohama, cutting a day off the best previous time the Hill ships have made. The arrival of the Dakota two days previously was erroneously reported by the Government observer at Tatoosh.

The remains of Dennis McKeever, a member of the Pacific Coast Marine Firemen's Union, were found in the ruins of the Union's headquarters, on Stewart street, San Francisco, on June 7. Deceased was acting as janitor of the headquarters, and was killed by the collapse of the building on April 18.

Advices from Nome, Alaska, on June 7, announced the opening of navigation there on May 27 and the arrival of the steamer Corwin, the first vessel to leave Seattle for the North this season. The season is unusually early. The first shipment of gold for the winter's clean-up was due at Seattle, Wash., on June 8.

The steamer Indiana, Captain Harry Struve, recently arrived from the Atlantic Coast, sailed from San Francisco on June 11 for Nome and St. Michael, by way of Puget Sound, where 300 passengers are to be taken on board. A number of passengers, in addition to a heavy cargo of freight, were taken from San Francisco.

As a result of the preliminary hearing of Benjamin F. Franzen, a seaman from the British bark Morven, for the murder of Harry Stubley, Franzen has been held to answer without bonds at Port Townsend, Wash. Stubley was a runner for a sailors' boarding-house, and was killed in a fight which took place on the bay recently.

The German steamer Maria Cheng, wrecked at False Bay last January and salved by the steamer Salvor of the British Columbia Salvage Company, which took the contract from the underwriters for $37,500, was towed to Esquimalt, B. C., on May 29, by the wrecking steamer. The Marie Cheng will be placed in the Esquimalt dock for repairs.

The British tramp steamer Indradeo has returned to San Francisco from Puget Sound for the purpose of taking aboard 1060 mules here for the sugar plantations of the Fiji Islands. Several similar cargoes have gone hence to Fiji in times past, but few vessels are so well equipped for the work as the big Indradeo. The mules will be taken on board at Port Costa.

The steamer Montara, which was captured by the Japanese some months ago while carrying freight to the Siberian Coast, is on the way to San Francisco from Yokohama under command of Captain Andrew F. Hall, who has been acting as chief stevedore for the Pacific Mail Company at Yokohama. The Montara is owned by the Robert Dollar Steamship Company.

After a thorough overhauling in preparation for a long cruise, the revenue-cutter Thetis, Captain Hamlett, is now sailing for Alaskan waters, with Point Barrow as her probable destination. The old cutter is to make a summer's cruise of it in the Far North. Part of her crew consists of six members of the Naval Reserves of San Francisco, who are eager to obtain practical lessons in seamanship.

For the last month the big British tramp steamer Indrodeo has been at Mukilteo, on the northern coast, having stalls built on her decks for the 1060 mules that are to be taken on board here for the Fiji Islands. It was originally intended to have the animals taken on board at San Francisco, but the absence of convenient facilities has resulted in the sending of the Indradeo to Post Costa, where the animals will be shipped for the South Sea Islands.

Bringing about $200,000 in treasure, the first shipment since navigation opened up on the Yukon River, the Alaskan Steamship Company's steamer Dolphin arrived at Seattle, Wash., on June 8. On the steamer were fifty-three passengers, twenty-seven of whom were from Dawson, Atlin and other interior camps. It was the first crowd of the season to reach Skagway and consisted of the passengers of the river steamers Thistle and Prospector. The two boats were the first to leave Dawson for White Horse and bucked the ice all the way to the Rapids City.

The new steam-schooner J. B. Stetson, built on the northern coast and fitted at San Francisco with engines and oil-burning apparatus, was given a trial trip on the Bay on May 30, many invited guests being on board. The trip was reported to have been satisfactory. The Stetson, which has engines of 750 horse-power, and will be able to carry nearly 1,000,000 feet of lumber. W. T. Neiman, formerly of the Oceanic liner Sierra, is chief engineer of the new vessel.

The old sidewheeler Sehome, owned by the Pacific Coast Steamship Company, and now on Puget Sound, is to be brought to San Francisco for use as a mess and store ship by the company, taking the place of the Spokane, now in commission. General Manager Pearce was at a loss what disposition to make of the Sehome until the present emergency arose, and believes the vessel will prove to be the best possible thing for a floating hotel at the Broadway wharves.

The American-Hawaiian Company's steamer Mexican, under construction at the Union Iron Works, San Francisco, and which was thrown from the blocks by the temblor on April 18, has been put back in place, and work is now under way in raising the Columbian, also building for the same company. Actual work of constructing these large steamers was never stopped, for much could be done by the mechanics, notwithstanding the fact that the vessels were not on an even keel.

The French bark Beaumanoir, Captain Trigoet, arrived at San Francisco on May 31, after a passage of nine months from Newcastle, Australia, with a cargo of coal. On September 7 she ran into a hurricane that threw her on her beam ends, carried away much of her rigging and left the vessel helpless at sea. She was fortunately sighted by the steamer Mona, from Sydney, and towed by that steamer into Guva. After a tedious delay in making repairs the Beaumanoir resumed her voyage.

With 1550 tons of dynamite and powder in her hold the steamer Indiana arrived at San Francisco on May 30, eighty-three days from Philadelphia. Besides the explosives the Indiana has 1800 tons of merchandise for Coast ports. Captain Harry Struve, formerly of the transport Hancock, is in command of the Indiana, which has been purchased by the Barneson-Hibberd Company, and is to be used on the Nome and St. Michael route, sailing from San Francisco early this month.

First news of the arrival of salmon packers from San Francisco has been received from the North. The steamer Jennie and the ship Llewelyn J. Morse arrived at Cook's Inlet prior to May 15, and the steamer Unimak and ship Star of Russia at Karlug have ben likewise reported, as well as the steamer Chilkat at Pyramid harbor. The steamer Alitak and the ship Balclutha have reached Chignik Bay. Reports at hand state that the season is open, and that the canneries are in good condition.

Examinations of the steamer Columbia, of the O. R. & N. line shows that the damage sustained by that vessel falling through the Union Iron Works' drydock at San Francisco on the day of the earthquake, will amount to about $90,000. Besides the many big holes punched through the hull, her cabins were ruined and will have to be torn away. It will be many months before the Columbia can be again in commission. The drydock was also ruined and another will have to be built by the Union Iron Works.

Men in need of medicine go to City Front Drug Store, No. 10 Mission St., near East, S. F.

Get your Spring Blood Cleanser at the City Front Drug Store, 10 Mission Street, opposite Sailors' Union Hall, San Francisco.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. Particular attention paid to insurance claims. Room 207, Merchants' Exchange Bldg. Phone, Bush 508.

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Wholesale Druggists, Toledo, O.

Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system. Testimonials sent free. Price 75 cents per bottle. Sold by all Druggists.

Take Hall's Family Pills for constipation.

NEW BRITISH SHIPPING BILL.

The Shipping bill now pending in the British Parliament will probably become a law at this session. It was introduced by Mr. Lloyd George and was based on the report of three committees which had been investigating the question. It is contemplated under this act to compel foreign vessels visiting English ports to comply with the British laws in the same way that British vessels are compelled to do.

The bill deals with overloading, unseaworthiness, and defective condition of hulls and machinery, undermanning, etc., and with stowage of grain, and life-saving appliances. The result of the British laws in regard to shipping seems to have been effective. In 1872 the loss of life in the mercantile marine was 3,533, in 1874 it was 4,171 ,and in 1904 it was only 1.113, a very considerable reduction. In 1872 it was 1 in 64 of those employed on British merchant ships. It now varies between 1 in 150 and 1 in 220. This is partially due to the gradual substitution of steam vessels for sailing ships, but the legislation with regard to life-saving appliances, unloading, and unseaworthiness have had their effect. A foreign ship may arrive at an English port overloaded without interference, though a British ship would be heavily punished. A foreign ship can visit a British port and sail from it in a most unseaworthy condition and the British Board of Trade have no right to interfere, but in the case of a British ship it is different. Under the proposed legislation foreign ships would be subject to the same regulations as British vessels. Complaint in Great Britain is made particularly of foreign vessels carrying ore from the countries of Spain, Norway, Sweden and one or two others.

Another feature of the bill relates to passengers. Mr. George said that the Government is of the opinion that no foreign seamen shall be engaged on board a British ship unless he is capable of understanding the word of command in the British language. At the present moment there is no standard of provisions enforced upon the British ship-owners. There is a Board of Trade scale, or rather skeleton, which the Board of Trade expects each owner to fill up for himself. Too often, however, the skeleton has been made, according to Mr. George, the living scale. It is proposed to provide a scale with which the shipowners have to comply.

In 1904 the British sailors numbered 176,000 and the foreign sailors employed on British vessels numbered 39,000, while there were in addition 42,000 lascars employed. Mr. Lloyd George excuses this employment of cheap foreign sailors on the ground that British seamen could not be obtained, but others disagee with him on that point. A good many British ships trade between foreign ports, never touching a British port for years. Mr. Lloyd George stated in Parliament that in the United States vessels, wages were higher and food better than in British vessels.

The Ural gold production for 1905 was 193,644 ounces, a reduction of 7,852 ounces from the 1904 production, caused by labor strikes. The platina product amounted to 126,792 ounces in 1905, or 4,000 ounces more than in 1904.

COAST SEAMEN'S JOURNAL

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W. MACARTHUR, Editor. | P. SCHARRENBERG, Mgr.

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Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, - - - - - JUNE 13, 1906.

TACTICS OF THE ALLIANCE.

The action of the United Shipping and Transportation Association, in locking out the men employed on the docks and vessels, under its control, is taken with the dual object of dividing the maritime unions against themselves and of prejudicing the public against the unions immediately affected upon the ground of their alleged disposition to take advantage of the calamity that has recently befallen the people of San Francisco. The ulterior object of the lockout is, of course, the disruption of trade-unionism in the maritime industry.

The wholesale lockout of men in no way involved, nor even remotely likely to become involved, demonstrates the desperate character of the men who control the Association and its parent, the Citizens' Alliance. The dominating thought of the lockout evidently is that by exposing the wives and families of the locked-out men to added hardship, following the suffering incidental to the earthquake and fire, anger and hatred will be turned against the seamen. Of course, no organization, however strong, could long maintain a position in contempt of the physical suffering of women and children. The Citizens' Alliance undoubtedly foresaw this state of public feeling and schemed to bring it about. But the leaders of the Alliance did not reckon upon the intelligence of the men and women whom they would sacrifice in the attempt to destroy the labor organizations . The victims of the Alliance may be poor in worldly goods, but they are rich in experience. They have been there before. They know that in any controversy between a labor organization and the Citizens' Alliance or the United Shipping and Transportation Association their interests are with the former. They can not be used against their own kind by any schemes of their mutual antagonists. It is perfectly safe to predict that the resentment aroused among the innocent victims of the lockout will be directed against those who are really responsible for that drastic measure of intimidation.

The plan to make it appear that the unions are attempting to take advantage of the existing conditions in San Francisco is likewise doomed to failure, and for the same reason, namely, common intelligence on the part of the public. The unions' proposals were submitted nearly five months ago. These proposals were just and reasonable when first submitted, and they have become more so from day to day up to the present time. Further, the ability of the shipowners to concede the unions' requests has increased with the passage of time. Again, the unions' proposals apply to the whole Pacific Coast, from San Diego to Seattle. San Francisco is affected merely as one of a large number of ports, and it can not in the nature of things be exempted from the operation of the new wage-scale by reason of the conditions of coastwise shipping. In any event, the new wage-scale would not, if conceded, affect in the slightest degree the price of any article consumed by the people of San Francisco. All talk of the seamen's proposals being "inopportune" is just so much dust-raising, designed for the purpose of disguising the real object of the attack upon the unions. When it comes to apportioning responsibility for whatever inconvenience may be suffered by the public as a result of the present dispute, the latter will find no difficulty in discriminating between those organizations which are seeking to secure a modest increase in their humble wages, and those which in order to defeat that object, and to destroy the organizations themselves, have tied up the port and thereby submitted the entire community to unnecessary inconvenience.

The disagreeable, but none the less demonstrable, fact is that the Citizens' Alliance and the United Shipping and Transportation Association have determined coldbloodedly to make a clean-up of the labor organizations, just as their kith and kin in other fields of endeavor have determined to make a clean-up of the city's property. The earthquake and fire have afforded the opportunity, long sought by the carrions of capital. to pounce upon and destroy everything that stands in the community for manhood and public welfare. However, San Francisco is not yet entirely helpless. The Schwerins and Georges will learn before they are through with their present enterprise that the labor movement of the city is still able to give battle in defense of its rights.

If the sympathetic lockout is to be condoned by the public, it will become necessary for the latter to reconsider its judgment upon the sympathetic strike. For our own part, we are still of opinion that the sympathetic strike is a bad thing, and that it can't be made a good thing by the bad example of the Citizens' Alliance.

Our friends of the Steamship Association deny that they have raised freights, but they do not deny that freights have been raised. That is to say, freights have "just growed." Those who pay the freight will doubtless be much comforted by this information.

Show your confidence in the future of the City by the Golden Gate by making your purchases from JOURNAL advertisers!

SHIPOWNERS WON'T ARBITRATE.

The question of arbitration having been raised in connection with the water-front lockout, the unions directly affected immediately declared their willingness to submit the case to any disinterested party and to abide by the latter's decision. This attitude of the unions was formally conveyed to the reprcsentatives of the United Shipping and Transportation Association, with a request for its co-operation. The Association, however, bluntly rejected the proposal to arbitrate.

This attempt to bring about an adjustment of the difficulty was carried on through a committee appointed for the purpose by the City Front Federation. The latter body, at its meeting on June 6, adopted the following resolutions:

Whereas, The sailors, firemen and cooks had, prior to the carthquake and fire, asked for a slight increase in wages affecting a small number of men sailing in steam schooners, and the same had been refused;

Whereas, No demands had been made by the other affiliatcd unions for a change in wages or conditions;

Whereas, The shipowners have locked out a large number of longshoremen, and have tied up a large number of steamers which are not affected by this raise of wages;

Whercas, This action on the part of the owners seems to be intended to destroy the good name of unionism throughout the country.

Resolved, By the City Front Federation in regular meeting assembled June 6, 1906, That we request all other affiliatcd unions to continue at their usual employment as long as their services are required and they receive the same wages and conditions that were in force or were adopted prior to the calamity which befell our beloved and stricken city; and be it further

Resolved, That we deplore the position taken by our employers in enforcing a sympathetic lockout at this time, thus cutting off marine transportation to the city in the hour of need; and be it further

Resolved, That we are at a loss to understand the real object of the action so far taken and therefore appoint a committee of five to confer with the owners to obtain such explanation from them regarding their purposes and desires as they are willing to give.

A committee composed of Delegates Casey, Holmes, McConnell, Williams and Kean was appointed to confer with the representatives of the United Shipping and Transportation Association. The representatives of both sides met on June 11, at which meeting the Association submitted a proposal that the unions should renew the old agreements, to remain in force until January 31, 1907. This, of course, was simply a repetition of the proposal upon which the parties had previously split. The terms of the Association were rejected by the unions. The committee of the City Front Federation was then requested, in submitting the unions' reply to the Association, to propose arbitration. This the committee did at a meeting held on June 12. The result is set forth in the report of the committee, as follows:

The committee of five of the City Front Federation met the committee of five of the employers on Monday, June 11, at 10:30 a. m., on board the steamer H. J. Corcoran, and after a conference lasting about three hours the employers submitted the following to be presentcd to the seamen as a settlement of the existing situation:

"That the agreement and conditions existing April 17, 1906, between the Sailors', Firemen's and Cooks' unions and the various steamship companies of San Francisco be extended and continued in force and effect until January 31, 1907."

The committee of the City Front Federation submitted the proposal of the employers to the seamen and to-day at 9 a. m. received the following from the sailors.

City Front Federation Committee—Gentlemen: Your report and proposition coming from the employers' committee was taken up by the Sailors' Union of the Pacific last night and it was decided:

First—That the proposal of the employers made to the City Front Federation be not accepted.

Second—Motion made and carricd unanimously that the Sailors' Union of the Pacific declares its willipgness to submit the question of wages and conditions to any fair, disinterested and unbiased

arbitration board, sitting in public, and agrees to abide by its decision. Further, that the City Front Federation committee be requested to present these, our views, to the employers.

Sincerely yours,
A. FURUSETH, Secretary.

The City Front Federation committee at 10:30 a. m. to-day presented the answer and proposal of the Sailors to the committee of the employers. The employers, after a consultation among themselves, informed the committee of the City Front Federation that they had decided not to accept the proposals offered by the Sailors.

The committee of the City Front Federation decided that they were not in a position to proceed any further in the matter without first reporting to the City Front Federation, which meets to-morrow night.

A. C. HOLMES, Chairman.
JOHN KEAN, Secretary.

Jan. 12, 1906.

Thus the situation stands at the present moment. The Association practically declares that it has "nothing to arbitrate." In other words, the Association practically declares that its contentions will not bear investigation. In the view of the Association "might makes right," and it proposes to invoke that doctrine in the effort to make seamen and longshoremen bow to its imperial mandates. The arbitrament of public opinion will undoubtedly condemn such tactics as unworthy of toleration and repugnant to the common conception of fair play.

One thing is certain. If the seamen can be defeated by the tactics now pursued by the Association and the Alliance, every labor organization in the world can be defeated by the same means. All that a combination of employers need do is to declare a sympathetic lockout; and for that step an excuse equally as good as that existing in the present instance need never be lacking. It is doubtful, of course, if another combination can be found equally as unscrupulous as the combination we are now dealing with. Thank God there is no doubt upon one score. The women and children won't stand to be [illegible] as the means of consummating such a

The plan of the United Shipping and Transportation Association to force the seamen's unions into submission by exposing the wives and children of the longshoremen and other classes to hardship as a result of the lockout is a plan of Indian warfare (with all due apologies to the Indian). The man or body of men who would wantonly attack a woman or child is beneath contempt. How, then, shall we characterize the men or body of men who now willingly and maliciously submit the women and children to danger of attack? We leave it to the women and children themselves to supply language fit for the occasion.

There is no evil without its compensation. The United Shipping and Transportation Association is to be thanked for the demonstration it has afforded of the common interest existing between all branches of the maritime industry. The water-front lockout goes to exemplify the old truth that labor can always depend upon its enemies to do by force that which its own reasoning faculties do not suffice to dictate, namely, to make it "get together."

A victory for President Schwerin, of the Chinese-manned Pacific Mail fleet, and President George, of the scab-manned Citizens' Alliance, will go far to hasten the doom of liberty-loving American manhood on the Pacific Coast and throughout the West. Such a victory would be dearly-bought in more than one way.

Those who had hoped for the extinction of the Citizens' Alliance as a result of the recent disaster are doubtless very much disappointed by the more recent events. It would appear that the Alliance is one of the things that actually flourish amid condi[illegible] of public distress.

4

THE WATER-FRONT LOCKOUT.

(Continued From Page 1.)

torious "union buster." The union that must submit its case to these men is in much the same fix as the sheep that should attempt to negotiate with a wolf.

The action of the Association explains the attitude of the shipowners throughout the negotiations with the seamen's unions. So far as the former are concerned, the negotiations were merely so much sparring for position. They knew all along that they were powerless to grant the seamen's requests, and so they pretended inability—that is, financial inability—to grant these requests. It was only after nearly three months of this performance that the shipowners mustered up courage to reveal their connection with the United Shipping and Transportation Association, and even then they denied the connection between the latter body and the Citizens' Alliance.

Now that the fat is in the fire, there can be no mistaking the issue. That issue is: Citizens' Alliance versus Trade-Unionism. The unions of Sailors, Marine Firemen and Marine Cooks and Stewards are merely the scapegoats in the case. The existence of the other unions whose members have been locked out is equally involved in the outcome. All the unions on the water front must stand or fall together. We predict that the result will be another, and let us hope a final, defeat for the unscrupulous and cruel alliance of cheap men and Chinamen.

[illegible] of declaring a general lockout for the purpose of keeping down wages! Of course, laws are meant to be preached, not practiced—that is, when practice runs counter to the policy of the preachers!

DIED.

[illegible]ed Andersson, No. 1,336, a native of Fin[illegible]ged 35, died at Port Townsend (Wash.), [illegible]e 9, 1906.

[illegible]st Gustaf Otto Braun, No. 1,465, a native [illegible]many, aged 22, drowned from the schooner [illegible]ow, at sea, May, 1906.

[illegible]tin Alphonse Van Acker, No. 132, a native [illegible]gium, aged 27, died at San Francisco, on [illegible]18 or 19, 1906.

[illegible]RINE COOKS' AND STEWARD'S [illegible]SOCIATION OF THE PACIFIC.

[illegible]dquarters, San Francisco, Cal., June 7, 1906. [illegible]ılar weekly meeting was called to order at [illegible]., Eugene Burke in the chair. Secretary [illegible]ed that the steam-schooner owners were [illegible]: to submit the proposition of an increase [illegible]to the men paid at the rate of $30 per [illegible]on steam-schooners to the United Ship[illegible]nd Transportation Association with a view [illegible]ing their permission to grant such increase, [illegible]uld not consider any other increase as pro[illegible]in our modified scale. This union, in spe[illegible]eeting held June 4, refused to accept this [illegible]al, and as a consequence all the men en[illegible]in the Association's vessels quit work. Subtly, a general lockout followed on all the [illegible]rs belonging to the Pacific Coast Steam[illegible]'ompany, and the San Francisco-Portland [illegible]ship Company, including longshoremen. [illegible]twenty-four steam or gasoline schooners [illegible]longing to the Association have complied [illegible]ıe new scale. The agents in San Pedro and [illegible]een reported that all steam-schooners in [illegible]espective ports paid the new scale. Ballot[illegible]officers was proceded with.

EUGENE STEIDLE, Secretary,

Seattle (Wash.), Agency, May 31, 1906.
[illegible]ping brisk.
LEONARD WORKGAUER, Agent.

San Pedro (Cal.) Agency, May 31, 1906.
No meeting. Comrade H. Henningsen died in Sisters' Hospital in Los Angeles and will be buried by the union.
CHAS. M. DAWSON, Agent.

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, June 11, 1906.

Regular weekly meeting was called to order in the Sailors' Home at 7:30 p. m., P. Scharrenberg presiding. The Shipwreck Benefit was ordered paid to three members wrecked in the schooner Volunteer. The Committee on Permanent Quarters submitted a report which was on motion received and the recommendations contained therein adopted. The Committee on Ways and Means reported that beginning Wednesday, June 6, the United Shipping and Transportation Association locked out the longshoremen from the Pacific Mail, Oregon and Broadway docks; later the sailors, firemen and cooks were locked out from the Pacific Coast, Oregon and Coos Bay steamship lines. The City Front Federation has requested all unions not in immediate interest to continue at work. The Federation also appointed a committee to interview the employers and if possible learn their purposes and desires. The committee saw Mr. Pearce, manager of the Pacific Coast Steamship Company, who said that the matter was out of his hands. On June 11 the Federation's committee met the employers' committee and the latter submitted the following: "That the agreements and conditions existing April 17, 1906, between the Sailors,' Firemen's and Cooks' unions and the various steamship companies of San Francisco be extended and continued in force and effect until January 31, 1907."

The joint committee of sailors, firemen and cooks met later and recommended: "(1) that this proposition be not accepted; (2) that the City Front Federation be requested to call meetings of unions now involved or likely to be involved for the purpose of explaining the situation to them; (3) that the respective unions (Sailors, Firemen and Cooks) authorize their committees to call their members out of the steamers belonging to the Pacific Coast Steamship Company or any other, except the Oceanic Steamship Company, if in the judgment of the committee such action is for the best interest of the organization." On motion the recommendations were unanimously adopted. It was moved that the Sailors' Union declare its willingness to submit the questions of wages and conditions to any fair, disinterested and unbiased arbitration board, sitting in public, and to agree to abide by its decision, and that the City Front Federation committee be requested to present these, our views, to the employers." The motion was adopted.

A. FURUSETH, Secretary.
Folsom Street Dock.

Tacoma Agency, June 4, 1906.
No meeting; no quorum. Shipping good. Men very scarce.
H. L. PETTERSON, Agent.
3004 McCarver st. Tel. Main 808.

Seattle Agency, June 4, 1906.
Shiping fair; prospects good.
P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. James 3031.

Port Townsend Agency, June 4, 1906.
No meeting; no quorum. Shipping fair. No members ashore.
WM. THORBECK, Agent.
114 Quincy st. P. O. Box 48. Tel. 443.

Aberdeen Agency, June 4, 1906.
Shipping and prospects fair.
WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

Portland (Or.) Agency, June 4, 1906.
Shipping and prospects good. Men scarce.
CHAS. BOCK, Agent.
40 Union ave. Tel. East 4912.

Eureka Agency, June 4, 1906.
No meeting; no quorum. Shipping and prospects good. Men scarce.
222 C street. P. O. Box 327. Tel. Main 566.

San Pedro Agency, June 4, 1906.
Shipping medium; prospects fair.
HARRY OHLSEN, Agent.
P. O. Box 2380. Tel. Main 774.

Honolulu (H. T.) Agency, May 28, 1906.
Shipping medium; prospects uncertain.
H. COLDIN, Agent.
821 Alakea st. Tel. Main 96.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., June 6, 1906.
Shipping medium.
JOHN THORMER, Sec'y pro tem.
1½ Lewis st.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters, New York, N. Y., June 6, 1906.
Shiping good all around.
H. P. GRIFFIN, Secretary.

ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)

LEADING LAKE PORTS.

Major W. V. Judson, Government engineer at Milwaukee, has prepared some interesting statistical tables on the registered tonnage of the five leading ports of the Great Lakes. Other tables are given showing the appropriations, up to the present year, which have been made for these five harbors and the estimates of the sums necessary to complete the improvements. The tables are appended:

Total registered tonnage, 1905.

	Tons.
Buffalo	11,574,171
Chicago and South Chicago	14,783,619
Cleveland	10,538,320
Duluth	14,506,408
Superior and West Superior	9,108,330
Milwaukee	12,901,196

Harbor appropriation to 1906.

Buffalo	$6,112,492
Chicago and South Chicago	5,665,350
Cleveland	5,023,575
Duluth	5,149,403
Milwaukee	1,868,124

Estimate to complete harbors.

Buffalo	$ 317,643
Chicago and South Chicago	792,440
Duluth	300,000
Cleveland	3,207,356
Milwaukee	218,581

VESSEL-OWNERS SCARED.

The Lake Carriers' Association appears to be having an attack of genuine alarm over the amount of water Chicago wants to take from Lake Michigan for the alleged purpose of flushing the Chicago River. The Chicagoans are seeking to attach a rider to the Niagara Falls regulation bill, allowing them to use 14,000 cubic feet per second, whereas the best the Chicago River now takes is 4,325 feet per second.

The danger that the Chicago people will succeed is considered so imminent that Chairman Burton of the Rivers and Harbors Committee has summoned President Livingston, of the Lake Carriers' Association to hustle on to Washington and marshal his strength in order to hold the committee from giving so much of Lake Michigan to Chicago.

"I do not understand what Chicago wants with so much water," said Mr. Livingstone, "but it certainly seems as if there must be something more than sanitation behind it, as the city is certainly already getting enough water to carry off all its sewage. When you remember that the lowering of the Lake one inch will take from every vessel of the size now being built an average of 100 tons in her carrying capacity, the importance of maintaining Lake levels is appreciated. The effect of taking 14,000 feet per second out of Lake Michigan is feared by all vesselmen."

The Canadian Government has started a dredge to work cleaning away the shoal that runs out abreast of the Grand Trunk freight shed at Point Edward and extends down below the new Grand Trunk elevator.

TO CARRY BONDED FREIGHT.

For years the railroads have had a monopoly on carrying bonded export goods which pass through the Cleveland (O.) Customs house. Now the D. & B. steamboat line has determined to enter the field and will make a strong bid for the business, which is large and of a high class, assuring good freights.

Superintendent A. A. Schantz, of the steamboat company, will make formal application to Collector of Customs Whelan to be allowed to do so. The D. & B. will have to furnish a bond for $300,000.

Superintendent Schantz says that the steamers Eastern and Western States will carry the bonded goods. On each steamer the big room forward on the main deck, now used as a sort of steerage for men passengers, will be converted into a strong room, with iron bars on the windows. These are large enough to hold about two carloads of freight.

All of the exports and imports are bonded and the extent of this business out of Detroit can be appreciated when it is stated that every month the exports from Detroit are over $1,000,000.

MORE RANGE LIGHTS.

In the House of Representatives recently a bill was passed furnishing additional aids to navigation at various points throughout the country, and among these were the following for Michigan waters: Lightkeeper's dwelling at Menominee Harbor, $5,000; lighthouse off Martin's Reef, Lake Huron, $45,000; light and fog signal, Rock of Ages, Lake Superior, $100,000, in addition to $25,000 already appropriated; two range lights, Isle Aux Peches, Lake St. Clair, $18,000. The last two lights are for the purpose of marking the twenty-foot channel and will be finished and handsome structures of steel. The front light will stand upon a riprap foundation which will be plated with iron at the point where the ice will strike it. The foundation will rise about seven feet above the water, and upon it will be built a keeper's house, above that being a tower to carry the light. The rear light of the range will be upon a steel tower sixty feet above the water, and the lights will be 2,000 feet apart. The temporary lights now in use there are always carried away by the ice in the winter. It is expected the lights will also be of some use in aiding yachtsmen to get home from Wolf's late at night.

Actual work on the proposed Lake front improvement to be made by the Lake Shore Company at Ashtabula, which is to constitute an outer harbor, was commenced recently and a 550 by 700-foot fill is now being made from the beach for additional dock track room. The new work will include the construction of 3,900 feet of dockage and 2,000 feet of breakwater and it will take three years to complete it.

One of the new steamers for Captain D. Sullivan will be built at Wyandotte. The keel will be laid in the berth vacated by the steamer Sir Thomas Shaughnessy.

AIDS TO NAVIGATION.

The work of establishing aids to navigation by means of ranges placed at various points along the Lakes, which have a true magnetic bearing, and by which compasses may be adjusted while boats are running, has been completed. The work was proposed some time ago by the Navy Department. The original idea was to establish ranges which would be true north and south, but it was found impossible to do this, because of obstacles in the way.

The object of placing these ranges is to enable navigators to determine the deviation in various localities caused by the magnetic attraction of large deposits of iron ore. Four of these ranges have been placed to date, and it is likely that others may be established.

Following is a brief description of the marks and their location, as furnished by Ensign Varnum:

Range No. 1—Front mark, Sweet's Point light; back mark, a tripod supporting a pole mast on which is a double Greek cross, upper arm painted black, lower arm and pole mast painted white. Apex of tripod black, cage alternate black and white. Range magnetic, N. E. and S. W.

Range No. 2—Front mark, Sweet's Point light; back mark, a tripod same as former. Range magnetic, S. 6 degrees 30 minutes E.

Range No. 3—Two tripods as above on E. and W. Pipe Island Twins. Range magnetic, E. and W.

Range No. 4—In Straits of Mackinaw, about five miles east of Mackinaw City, on mainland, twin tripods as above. Range magnetic, N. E. and S. W.

INFORMATION WANTED.

Thos. J. Cullin, No. 7833, Hugh Galloway, No. 1207, A. Hagerty, No. 11979, and Andrew Hanson, who were part of the crew of the No. 105 in 1904, are wanted as witnesses, and will please communicate with the nearest agent of the Lake Seamen's Union.

William H. Fay is inquired for by his sister, Mrs. J. Lawson, 41 Princeton Place, Buffalo, N. Y.

Lake Letter List.

(Marine Postoffice, Detroit, Mich.

May 26, 1906.

Alm, Carl (Cambria)
Alger, J. B. (I. H. Owen)
Baker, Miss J. S.
Bardley, Lewis (Griffin.)
Bonin, Alfred (Cartagena)
Banner, John (H. W. Smith.)
Carlsen, Rudolf (Sinaloa.)
Caldwell, John D. (J. B. Owen.)
Cook, John
Ellison, John (Bunsen)
Fudge, Fred (Armenia.)
Maleski, Geo. (Bunsen.)
Moore, Will F. (Wolverine.)
Weber, Chas. (Warrington.)
Palm, Sigfrid (Empire City.)
Patzold, Fritz (Squire.)
Roberts, Henry J.
Scott, Thomas (B. F. Jones.)

June 2, 1906.

Angwall, Ernest
Aston, Wm. (M. A. Hanna)
Aitken, J. H.
Blair, Fred (W. E. Reis)
Bassman, Louis
Bennett, B. J. (R. Mills)
Britz, Peter (Neosho)
Black, James
Bell, Thos. J.
Bureta, S. (Mayland)
Carroll, Martin J. (Allright)
Coyle, Wm. (London)
Carlson, Geo. (F. C. Ball)
Conan, Victor
Cottrell, Geo. (Pickands)
Cottrell, Loumer (Pickands)
Cannine, Geo.
Dunn, Wm. (R. L. Fryer)
Donoran, John (Nyanza)
Dochstader, Philip (Treror)
Dubey, E. C.
Ehrheart, Edgar
Fuhfie, John (Sill)
Fox, Malcolm (Wilson)
Graffin, Geo. (Balsom)
Harmon, Maurice (Penobscot)
Henry, A. G. (Penobscot)—2
Haberth, Joseph
Jackson, George (Peter White)
Jock, J. A.
Krohn, Nelson (Ireland)
Kenealy, D. F. (Victory)
Manson, Walter J (Penobscot)—3
Moore, J. F. (Pontiac) —2
Madison, Martin (Harvard)
Manion, Hubert
McLaughlin, Wm.
McKenzie, Wm. (M. Mullen)
Nowacki, Leo (Wldlar)
O'Connor, D. J.
Pollet, Sheldon (Mitchell)
Pederson, Theo. E.
Pelletier, E. F.
Pelletier, Feles
Patterson, Gilbert
Reilly, Jas. L.
Rippin, Richard (Thos. Wilson)
Svendsen, Emil (Mariposa)
Shubiltowski (Howard)
Smith, Wallace (Wood)
Saph, W. Lee (Cambria)
Shephard, A. M. Capt. (Gilchrist)
Sugden, Geo.
Taylor, Jno. T.
Wedge, Ray

MARINE NOTES.

The steamer Ferdinand Schlesinger, which ran ashore near Middle Island, Lake Huron, last fall, has left Milwaukee for Buffalo, after completing repairs that cost $10,000.

W. H. Sanborn, of Port Huron, has sold the wooden steamer Alaska to Canadian parties, and the boat will become a Canadian bottom. She has been used as a lumber carrier.

The master of the steamer Shawnee reports having sighted a body in Lake Erie, thought to be from the wrecked schooner Algeria, but the heavy sea prevented picking it up.

The Racine Boat Manufacturing Company has announced the plans for a $10,000 marine railway, 300 feet long and capable of housing a craft drawing twenty-two feet of water, which will be built at Muskegon.

The coal cargo carried by the steamer Zimmerman, which was sunk sortly after the opening of navigation, has been purchased by the Algoma Steel Company, and when the boat is raised she will be taken to the Canadian Soo to discharge the cargo before going to drydock.

The fisheries of Maine last year gave employment to 15,093 persons, produced 10,435,524 pounds of fish and lobsters and paid $4,154,115 to those interested in the industry. The lobsters and groundfish together were valued at almost $2,500,000. The mackerel catch yielded only $31,000.

The hydraulic sand dredge John M. McKercher was launched recently at the Ecorse yard of the Great Lakes Engineering Works. The boat is of a new type, designed to carry coal and lumber as well as being operated as a sand sucker. The craft is a steel construction, 170 feet long and 37 feet beam.

The steamer Badger State has been remeasured at Buffalo. This steamer, which was converted into a floating poolroom at Detroit when the lid was put upon poolrooms, thence taken around the Lake to Chicago, where she was utilized for the same purpose, eluded the utmost vigilance of the officiola, has now been purchased by H. M. Loud's Sons' Company, at Au Sable, been rebuilt and converted into a lumber carrier.

Marine men at Milwaukee, Wis., are pleased at the conclusion amicably arrived at between the city officials and Major W. V. Judson, United States engineer, with regard to the widening of Kinnickinnic River. When the improvement is finished and the new bascule bridges of the Northwestern and Milwaukee railroads are in position, the harbor will be second to none on the Lakes. The turning basin near Kinnickinnic-avenue bridge will be immense advantage to vessels going up that river. The numerous coal boats that have arrived within the past few days have completely filled the dock space at the various coal companies, thereby necessitating the holding of three coal vessels in the outer harbor until there is room to unload.

Sorren M. Sorenson, No. 2,022, Lake Seamen's Union, was struck by an ore bucket at Dock No. 1, Conneaut, on May 25 and knocked into the hold of the steamer Thomas Maythem. He died at 12 o'clock on the same day and was buried at Center Cemetery, Conneaut, on Sunday, May 27. His mother and brother live at Eldorado, Iowa, and were duly notified.

The steamer Charles Weston was launched recently at the Bay City (Mich.) yards of the American Shipbuilding Company. The Weston will be ready for her first trip about June 25. She has been chartered to carry ore from Duluth to Buffalo and Susquehanna Iron and Steel Company on the first trip. Being one of the largest vessels on the Lakes the Weston will have a capacity of nearly 11,000 tons.

The steamers Lambert, with 83,000 bushels of corn and flaxseed, and the Wallace, with 80,000 bushels of flaxseed, from Duluth for export, via Montreal, arrived at Ogdensburg, N. Y., recently, and are discharging at the Montreal Transportation Company's elevator at Prescott, Ont. This elevator, with a capacity of one million bushels, has been idle six years, but the present grain rush down the St. Lawrence route will work all the river elevators to their full capacity.

Private advices received at Detroit from Duluth were to the effect that the wrecks of the Steel Trust steamers Crescent City and Mataafa were scuttled on account of the storm that recently raged on Lake Superior. Wreckers had been at work on the boats, which were driven ashore in the big storm of last November, for weeks, and it was hoped that they would be soon released. How much damage the recent gale inflicted upon the helpless vessels is unknown. They were scuttled to prevent as far as possible their pounding on the rocks.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

143 West Madison Street, Chicago, Ill.

Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, WIS.....133 Clinton Street
Telephone 240 South.

BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.

ASHTABULA HARBOR, O.....87 Bridge Street
Telephone 552.

CLEVELAND, O.....171 East River Street
Telephone Bell Main 1295.

TOLEDO, O.....719 Summit Street
Telephone Black 6981.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES.

DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3742.

ASHLAND, WIS.....515 East Second Street
Ashland Phone 1563.

SUPERIOR, WIS.....1721 North Third Street
Telephone, Old Phone, 4428 L.

BAY CITY, MICH.....108 Third Street

OGDENSBURG, N. Y.....40 Ford Street

SUB-AGENCIES.

MANITOWOC, Wis. .....725 Quay Street

ERIE, PA.....107 East Third Street
Telephone Bell 599 F.

CONNEAUT HARBOR, O.....922 Day Street

SOUTH CHICAGO, ILL.....9142 Macklnaw Avenue
Telephone 1944 South Chicago.

SANDUSKY, O. .....510 Meigs Street

HOSPITALS AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.

CHICAGO, ILL.; DETROIT, MICH.; CLEVELAND, O.

RELIEF STATIONS.

Ashtabula Harbor, O.	Manitowoc, Wis.
Buffalo, N. Y.	Marquette, Mich.
Duluth, Minn.	Milwaukee, Wis.
Erie, Pa.	Saginaw, Mich.
Escanaba, Mich.	Sandusky, O.
Grand Haven, Mich.	Sault Ste. Marie, Mich.
Green Bay, Wis.	Sheboygan, Mich.
Houghton, Mich.	Sturgeon Bay, Wis.
Ludington, Mich.	Superior, Wis.
Manistel, Mich.	Toledo, O.

We Don't Patronize.

FOOD AND KINDRED PRODUCTS.

Bread—McKinney Bread Company, St. Louis, Mo.; National Biscuit Company, Chicago, Ill.
Cigars—Carl Upman, of New York City; Kerbs, Wertheim & Schiffer, of New York City; The Henry George and Tom Moore.
Flour—Washburn-Crosby Milling Co., Minneapolis, Minn; Kelley Milling Co., Kansas City, Mo.
Groceries—James Butler, New York City.
Meats—Kingan Packing Company, of Indianapolis, Ind.
Pipes—Wm. Demuth & Co., New York.
Tobacco—American and Continental Tobacco Companies.

CLOTHING.

Buttons—Davenport Pearl Button Company, Davenport, Iowa; Krementz & Co., Newark, N. J.
Clothing—N. Snellenberg & Co., Philadelphia, Pa.; Clothiers' Exchange, Rochester, N. Y.; Strawbridge & Clothier, Philadelphia, Pa.; Blauner Bros., New York.
Corsets—Chicago Corset Company, manufacturers Kabo and La Marguerite Corsets.
Gloves—J. H. Cownie Glove Co., Des Moines, Iowa; California Glove Co., Napa, Cal.
Hats—J. B. Stetson Company, Philadelphia, Pa.; E. M. Knox Company, Brooklyn, N. Y.
Shirts and Collars—United Shirt and Collar Company, Troy, N. Y.; Van Zandt, Jacobs & Co., Troy, N. Y.; Cluett, Peabody & Co., Troy, N. Y.; James R. Kaiser, New York City.
Shoes—Harney Bros., Lynn, Mass.; J. E. Tilt Shoe Co., Chicago, Ill.
Suspenders—Russell Mfg. Co., Middletown, Conn.
Textile—Merrimac Manufacturing Co. (printed goods), Lowell, Mas.
Underwear—Oneita Knitting Mills, Utica, N. Y.
Woolens—Hartford Carpet Co., Thompsonville, Conn.; J. Capps & Son, Jacksonville, Ill.

PRINTING AND PUBLICATIONS.

Bookbinders—Geo. M. Hill Co., Chicago, Ill.; Boorum & Pease Co., Brooklyn, N. Y.
Printing—Hudson, Kimberly & Co., printers, of Kansas City, Mo.; W. B. Conkey Co., publishers, Hammond, Ind.; Times, Los Angeles, Cal.; Philadelphia Inquirer.

POTTERY, GLASS, STONE AND CEMENT.

Pottery and Brick—J. B. Owens Pottery Co., of Zanesville, Ohio; Northwestern Terra Cotta Co., of Chicago, Ill.; C. W. Stine Pottery Co., White Cottage, Ohio; Harbison-Walker Refractory Co., Pittsburg, Pa.; Utica Hydraulic Cement and Utica Cement Mfg. Co., Utica, Ill.; Corning Brick, Tile and Terra Cotta Company, Corning, N. Y.

MACHINERY AND BUILDING.

Carriage and Wagon Builders—S. R. Baily & Co., Amesbury, Mass.; Hassett & Hodge, Amesbury, Mass.; Carr, Prescott & Co., Amesbury, Mass.
General Hardware—Landers, Frary & Clark, Aetna Company, New Britain, Conn.; Kelsey Furnace Company, Syracuse, N. Y.; Brown & Sharpe Tool Company, Providence, R. I.; John Russell Cutlery Company, Turners Falls, Mass.; Atlas Tack Company, Fairhaven, Mass.; Henry Disston & Co., Philadelphia, Pa.; American Hardware Co. (Russell & Erwin Co. and P. & F. Corbin Co.), New Britain, Conn.; Merritt & Company, Philadelphia, Pa.
Iron and Steel—Illinois Iron and Bolt Company, of Carpentersville, Ill.; Carborundum Company, Niagara Falls, N. Y.; Casey & Hedges, Chattanooga, Tenn.; Gurney Foundry Company, Toronto, Ont.; Sattley Manufacturing Company, Springfield, O.; Page Needle Company, Franklin, N. H.; American Circular Loom Company, New Orange, N. J.; Payne Engine Company, Elmira, N. Y.; Lincoln Iron Works (F. R. Patch Manufacturing Company), Rutland, Vt.; Erie City Iron Works, Erie, Pa.; David Maydole Hammer Co., Norwich, N. Y.; Singer Sewing Machine Co., Elizabeth, N. J.; National Elevator and Machine Company, Honesdale, Pa.; Pittsburg Expanded Metal Co., Pittsburg, Pa.; Peckham Manufacturing Company, Kingston, N. Y.; American Hoist and Derrick Co., St. Paul, Minn.; American Iron & Steel Company, Lebanon and Reading, Pa.
Iron, Architectural—Geo. L. Meskir, Evansville, Ind.
Stoves—Germer Stove Company, Erie, Pa.; "Radiant Home" Stoves, Ranges, and Hot Air Blast, Erie, Pa.; Wrought Iron Range Co., St. Louis, Mo.

WOOD AND FURNITURE.

Bags—Gulf Bag Company, New Orleans, La., branch Bemis Brothers, St. Louis, Mo.; H. B. Wiggins' Sons Co., Bloomfield, N. J.
Baskets—Williams Manufacturing Company, Northampton, Mass.
Brooms and Dusters—The Lee Broom and Duster Company, of Davenport, Iowa; M. Goeller's Sons, Circleville, Ohio; Merkle-Wiley Broom Co., Paris Ill.
Carriages—Crane, Breed & Co., Cincinnati, Ohio.
Cooperage—Northwestern Cooperage and Lumber Company (otherwise known as the Buckeye Stave Company), of Ohio, Michigan, and Wisconsin; Elgin Butter Tub Company, Elgin, Ill.; Williams Coperage Company and Palmer Manufacturing Company, of Poplar Bluff, Mo.
China—Wick China Company, Kittanning, Pa.
Furniture—American Billiard Table Company, Cincinnati, Ohio; Brumby Chair Company, Marietta, Ga.; O. Wisner Piano Company, Brooklyn, N. Y.; Krell Piano Company, Cincinnati, Ohio; N. Drucker & Co., Cincinnati, Ohio; St. Johns Table Company, St. Johns, Mich.; Grand Rapids Furniture Manufacturing Association, Grand Rapids, Mich.; Derby Desk Co., Boston, Mass.
Gold Leaf—W. H. Kemp Company, New York, N. Y.; Andrew Reeves, Chicago, Ill.; George Reeves, Cape May, N. J.; Hastings Company, Philadelphia, Pa.; Henry Ayers, Philadelphia, Pa.
Lumber—Trinity County Lumber Company, Groveton, Texas; Reinle Bros. & Solomon, Baltimore, Md.; Himmelberger Harrison Lumber Company, Morehouse, Mo.; Union Lumber Company, Fort Bragg, Cal.; St. Paul and Tacoma Lumber Company, Tacoma, Wash.; Gray's Harbor Commercial Co., Cosmopolis, Wash.; Far West Lumber Company, Tacoma, Wash.
Leather—Kullman, Salz & Co., Benicia, Cal.; A. B. Patrick & Co., San Francisco, Cal.; Lerch Bros., Baltimore, Md.
Paper Boxes—E. N. Rowell & Co., Batavia, N. Y.; J. N. Roberts & Co., Metropolis, Ill.
Paper—Remington-Martin Paper Co., Norfolk, N. Y. (Raymond Paper Co., Raymondsville, N. Y.; J. L. Frost Paper Co., Norwood, N. Y.); Potter Wall Paper Co., Hoboken, N. J.
Watches—Keystone Watch Case Company, of Philadelphia, Pa.; Crescent Courvoisseer Wilcox Company; Jos. Fahy, Brooklyn Watch Case Company, Sag Harbor.
Wire Cloth—Thos. E. Gleeson, East Newark, N. J.

MISCELLANEOUS.

Bill Pasters—Bryan & Co., Cleveland, Ohio.
Railways—Atchison, Topeka & Santa Fe Railroad; Missouri, Kansas & Texas Railway Company.
Telegraphy—Western Union Telegraph Company, and its Messenger Service.
D. M. Parry, Indianapolis, Ind.
Thomas Taylor & Son, Hudson, Mass.
C. W. Post, Manufacturer of Grape Nuts and Postum Cereal, Battle Creek, Mich.
Lehmaler-Swartz & Co., New York City.

BRITISH CREW SPACES.

In the course of his annual report, Dr. Williams, medical officer of health for the port of London, makes practical suggestions on the berthing of crews, which deserve particular notice, especially as regards the danger of contamination from improper ventilating. It cannot be denied that, notwithstanding the great progress made in naval architecture in recent years, the quarters assigned to the crew on board vessels have undergone but scant improvement. Dr. Williams says:

"I have continued to devote particular attention to the inspection of crews' quarters on board vessels, more particularly with a view to obtaining some improvement in the lighting, heating and ventilation of the same. I regret to say that there is little or no improvement, and it is a common experience to find that little attention appears to be paid to these important details, not only in old vessels, but in those of recent construction. The ventilation is nearly always insufficient, and frequently non-existent. The commonly accepted necessary amount for an adult person is 3,000 cubic feet of fresh air per hour. In order to obtain this, in the case of most ordinary forecastles, it would be necessary to change entirely the whole of the air inside the forecastle about forty tmes per hour. This, of course, is impracticeable, owing to the small space to be dealt with, and to the deficiency of means for the extraction of foul and introduction of fresh air is due in a great measure the foetid atmosphere characteristic of the ordinary forecastle. The common practice is to place a six-inch cowl ventilator through the deck, and this frequently opens immediately over a bunk. This type of ventilator generally acts as an 'intake.' with the result that the occupant of the bunk receives the bulk of the supply of fresh air and promptly stops up the ventilator . Any suggestions for its removal are usually met by a protest from the owners that it has been put there by direction of the Board of Trade. The practice of stopping up the ventilators is very common, and arises from the fact that the ventilators used are of a wrong type, being inlets instead of outlets, and also from their being placed in an unsuitable position. What should be aimed at is the removal of the heated foul air from the upper portion of the crew's quarters, and a supply of fresh air from outside through ventilators placed in the doors, or ,in the case of lower forecastles, by 'down-take' ventilators carried through the deck and opening near the floor. The practice of placing ventilators over bunks, or rather bunks under ventilators, is so obviously wrong that it is not easy to understand why such an arrangement should ever have been sanctioned, even by any person with the most elementary knowledge of the principles of ventilation. It is generally found that when the first rough weather is experienced the ventilators are in danger of being washed away; they are thereupon removed and the opening covered over with canvas, which is securely fixed and painted. On many vessels it is found that, during the winter months, the stove funnel is led up through the ventilator, and the space between this pipe and the ventilator is blocked in; the polluted air which collects generally in the upper part of the quarters thus has no possible way of being removed and is respired over and over again. Many sailors suffer from tuberculosis of the lungs, and in consequence expire numbers of bicilli at each expiration; it is obvious that the risk of the other occupants being infected under these conditions is very great.

On the question of the lighting of crew spaces, the following instance occurred during November last: A steamer of 1,108 tons, which was built in 1900, was lying in the Upper Pool, and on the inspector going into the crew's quarters he found that all the available lamps, namely, four in number, had been lighted in order to provide sufficient light for the crew to see. The visit was made in broad daylight. The crew's quarters were of the usual pattern, namely, divided in the center by a fore and aft bulkhead, the starboard side being alloted to sailors and the port side to firemen. Each side was provided with two seven-inch glazed ports in the side of the vessel, but not otherwise provided with any means of admitting daylight. As is also usual, the bunks occupied the same side of the quarters as the glazed ports, and consequently greatly obstructed what little daylight could be admitted by this means. The floor space was also found to be very limited. In reply to my letter to the owners, they stated that the same has been built to the requirements of the Board of Trade and duly passed by them.' A letter on the subject to the Surveyors' Department, Board of Trade, obtained the reply that the Board's officer at Cardiff, where the vessel subsequently went, had inspected the crew's quarters and had certified that 'both floor area and the light were equal to the Board's requirements.' (These are twelve square feet per head, and also that there shall be 'so much provision for light, when the ship is new and paint clean, that if one-third of it be closed it will be possible to read the print of an ordinary newspaper in any part of the space.')

I understand the Merchant Shipping Act will be amended during the next session of Parliament, and the Board of Trade should be urged to introduce clauses which will improve the present conditions of life for seamen, especially in the following direction: (a) Crew's quarters should not be placed in the fore part of the ship. (b) Improved and efficient ventilation, lighting and heating. (c) Increase of cubic space. (d) Separate mess-room and wash-house. If crews were berthed aft all these requirements could be carried out with the greatest facility."

Textile manufacturers the world over, says the New York Journal of Commerce, will be interested in three plans for the scientific regulation of wages now under discussion in England. The problems are very difficult, but give promise of an early solution. The principle is that of basing wages on the returns on the capital empolyed. There is to be established a conciliation board, and the rate of wages that is to be the standard rate was that paid before the last 5 per cent advance. When there is an increased return on the capital of 2 per cent above the fixed rate of profit, then there is to be an increase in wages, but no advance or reduction of wages is to be made unless the rise or fall in profit, as the case may be, reaches at least 2 per cent. The workingmen find some difficulty in understanding the proposition, but the opinion is generally expressed that some basis will be reached for a satisfactory understanding.

INTERNATIONAL SEAMEN'S UNION OF AMERICA

Affiliated with the
AMERICAN FEDERATION OF LABOR.

WM. H. FRAZIER, Secretary-Treasurer.
1½A Lewis St., Boston, Mass.
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PROVIDENCE, R. I., 464 South Main St.
NEW YORK, N. Y., 51 South St.
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OGDENSBURG, N. Y., 40 Ford St.
TOLEDO, O., 719 Summit St.
NORTH TONAWANDA, N. Y., 152 Main St.
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STRIKES IN GERMANY.

Strikes increase in number every year in Germany. As shown by the published sta- to employes living at a distance, pay pensions in certain cases, and work people's reading rooms, baths, hospitals, savings banks, and cooking schools for girls are maintained.

The annual report of the Imperial insurance department for 1905, recently submitted to the Reichstag, shows the sums paid to beneficiaries under the compulsory insurance laws in force for the protection to workmen. For accident injuries $32,415,000 was paid to 1,034,773 persons injured, or their dependents, an average of practically 1 out of every 60 of the total population of the Empire. Sick and indigent persons received last year $38,080,000. Annuities were granted to 145,412 persons. To these sums is to be added $40,460,000 paid yearly from the local sick funds (krakenkasse) throughout the Empire as sick benefits, burial charges, etc., making a total of about $111,860,000 annually paid as benefits under the workmen's insurance laws now in force. During the same year 200 concerns employing labor paid in gifts to workmen and in permanent funds and other provisions for their welfare, apart from wages, $27,608,000.

Reference is also made to the measures adopted by the department of mining of Prussia for miners' houses, of which 8,636, with room for 18,962 families, have been provided wholly or partly at State expense. Thirty-two buildings, with 5,051 beds, have been provided for unmarried male employes in the same manner and are furnished at low prices.

It is perhaps too soon to determine how these forms of State and private benevolence may finally come to be viewed by workmen. Large manufacturing concerns, from whom much attention has been given to the class of work referred to, have not wholly escaped labor troubles during the past year. The employee class have in some cases shown an apathy toward present advantages and future rewards for faithful service, and have resorted to strikes and other means to secure higher wages or shorter hours of labor. It can at all events be said that the State has with much ingenuity and skill sought to lessen the distress due to accident, disease, and old age among its wage-earners, and that in all parts of the Empire private enterprise has done much toward the same end. The results, worked out under conditions differing much from those in the United States, are thus far for the most part satisfactory.

The Australian Old-Age Pension Commission recommends paying $2.50 per week to every British white subject of the Commonwealth who is 65 or 60, if permanently disabled. Exceptions are made of those worth $1,550 or more or who have $130 a year independent income. New Zealand and the States of New South Wales and Victoria have already such Acts in force, with a total of 45,322 pensioners. It is estimated that it will require $7,500,000 er annum for all Australia.

The Pope's residence at Rome, with its treasures, in money, is said to exceed $150,000,000 in value.

WORLD'S LETTER WRITING.

The publication of the world's postal statistics by the Universal Postal Union, at Berne, develops some interesting facts from which he deduces that from the amount or nature of a country's correspondence one can not estimate its commercial activity or development along other lines.

Following is the arrangement in the order of their importance of the number of letters and postal cards passing through the postoffice for 1905 of countries having over 20 per head: Great Britain, 78.3 per head of population; United States, 67.6; New Zealand, 66.3; Switzerland, 59.7; Germany, 55.9; Denmark, 41.6; Austria, 38.2; Argentine, 37.2; Luxembourg, 34.6; Holland, 31.1; Belgium, 29.4; Sweden, 26.4; France, 26.2; Norway, 20.5.

It is evident that the development of instruction can not be seen from the greatest correspondence, for countries having compulsory education, such as France, Denmark, and Norway, hold a mediocre place, while other countries noted for the percentage of illiteracy are well in the front. It is singular to note that the citizens of Austria and Denmark write more letters than do those of France. Belgium ranks eleventh among the above. A commercial status or other development does not figure, or both France and Belgium would hold a better position. It is seen that those of Anglo-Saxon blood correspond more frequently than do those of the Latin races.

Temperament might also figure, for it is said on the Continent that an Englishman will write to a friend fifteen minutes away from his home, but that a Frenchman will walk that far and communicate what he has to say verbally. Nor do the facilities for correspondence serve to increase it, for if we compare the number of postoffices with the population we find that Switzerland stands first with a postoffice for every 896 of the population; Germany with one for every 1460; Portugal one for every 1,649; Roumania one for every 1,815; Great Britain for every 1,859; Servia for every 2,127; Denmark for every 2,586; Luxembourg for every 2,571; Austria for every 3,140; Italy for every 3,791; Holland for every 3,981; Belgium for every 3,981, and France for every 4,751.

Great Britain derives the greatest profits from her postal system, netting annually about $23,438,627, the second country being Russia with $20,595,595 profits. Russia is not considered a letter-writing country, and its printed matter is restrained, and yet upon its peculiar system it derives good profits. The Russian postoffice department employs 65,187 persons, while Germany employs 263,517 Japan employs 61,430, or almost as many as Russia, but its profits are only $747,103.

The Dominion Government has accepted a legislative measure, already introduced in Parliament, providing in substance that masters and mates of vessels on the inland waters of Canada must be British subjects. It is expected that the bill will soon become law.

Clarence Parker, of Detroit, has purchased the steamer Ottawa from E. C. Dunbar, of Rochester, N. Y. Mr. Parker has sent Captain James McLarty and Engineer William Watts to Charlotte, N. Y., to fit the steamer out and bring her to Detroit.

SUICIDE IN GERMANY.

The number of suicides for the past ten years, as published in a Magdeburg (Germany) newspaper, is remarkable in that it shows such slight variations in the number for each individual year. For example, in the year 1895 there were 8,285 male and 2,225 female suicides, and in 1903, 10,017 male and 2,764 female. On a basis of 1,000,000 inhabitants, there were, in 1894, 353 male suicides; in 1899, 313, and in 1904, 92, and in 1899 and 1901, 82 female suicides. Remarkable is the steady increase in female suicides, due no doubt to the increased activity of women in industrial pursuits.

The number for the Province of Saxony is greater in proportion than elsewhere in Prussia; while the average for Prussia for the years 1901 to 1904 is 198 to 208 in each million inhabitants, the figures for this province show an average of 307 to 342. The figures, however, for some other German States show a still larger proportion of suicides. Reckoned on a basis of 1,000,000 inhabitants for the year 1903 there were in the Duchy of Saxe-Coburg-Gotha 473, in the free city of Lubeck 428, and in the year 1904 in the Duchy of Saxe-Altenburg 415.

ENGLAND DISPOSES OF OLD SHIPS.

The extent to which British shipowners dispose of old vessels to foreigners is shown in statistical tables published in Lloyd's Register of Shipping. The tonnage cleared off in this way last year was 512,701 tons, comprising steamships of 422,395 tons and sailing vessels amounting to 90,306 tons. By these sales, which are the largest since 1900, Germany acquired 101,903 tons, Italy 78,671 tons, Japan 66,328 tons, and Norway 59,702 tons. It must be a very considerable advantage, from a British point of view, to have a market like this for our "second-hand" vessels. Tables which are included in the registrar-general's returns indicate that about 18 per cent of the tonnage removed from the Register because of foreign transfer was built before 1880, nearly 43 per cent before 1885, 62 per cent before 1890, 78 per cent before 1895, and over 90.6 per cent before 1900. In addition to the second-hand tonnage transferred to foreigners, 52,464 tons were transferred to British colonies during 1905, as compared with 37,464 tons in 1904, 62,907 tons in 1903, and 32,603 tons in 1902.

The present waterway between Stettin and Berlin—over the old Finow Canal, built in 1746, with 18 antiquated locks—has only water enough for vessels of 170 tons burden. Under the new project the course is to be slightly changed, and the canal will have eight new locks and will be so deepened as to enable 600-ton crafts to ply between the two cities. The estimated cost is $71,400,000. When the canal is finished Stettin hopes to regain a great portion of the lost trade that has gone to Hamburg and Lubeck, due to their excellent water connections with Berlin.

Many German concerns own dwelling houses, and rent the mto workmen at actual cost. They provide restaurants and meals at actual cost, furnish fuel at wholesale cost, give transportation in whole or part

tralia.

NEWS FROM ABROAD.

The coronation of King Haakon VII and Queen Maud of Norway will take place at Christiana on June 22.

American mine owners near Port Arthur complain that the Japanese decline to restore private property occupied during the war.

William J. Bryan was present during the presentation of President Wickerle's speech before the Hungarian Parliament on May 29.

The Spanish official gazette on June 7 published a decree granting amnesty to all army and navy deserters residing in the United States.

At a meeting of the French Cabinet, held at the Elysee Palace on June 5, it was decided to introduce an Income Tax bill in Parliament in order to meet the deficit of the budget.

A number of anarchists, including the director of the Modern School, have been arrested at Barcelonia, Spain, on suspicion of complicity in the bomb outrage on May 31, at Madrid.

Joseph Chamberlain, addressing a meeting of Unionists at Birmingham, Eng., on June 5, asked them to be prepared for another general election, saying he would not be surprised if it occurred next spring.

The agrarian disorders are steadily spreading in widely separated localities of Russia, and the Government, although it boasted of its ability to prevent disturbances this year, is unable to cope with them.

The gunboats Alba, Mindanao and Manileno, which were captured by Admiral Dewey when he destroyed the Spanish fleet, have been sold as junk for $6606 at Olongapo, P. I. The boats participated in the battle of Manila Bay.

The Eastern World, a German paper of Yokohama, has published a sensational leading article stating that Japan is getting its army and navy into readiness with a view to forcing war with China two or three years hence.

On June 7 the first anniversary of the dissolution of the union between Norway and Sweden, was celebrated as a general holiday throughout Norway. In the cities flags were flying and the streets were crowded with merrymakers.

Six persons were killed in a riot at Warsaw, Poland, on June 10. The disturbances are reported to have been organized to avenge the workman, Marcozwsky, who was killed in the citadel Saturday morning for attempting to kill a police officer.

The final meeting of the San Francisco relief committee of Manila, P. I., was held in that city on June 1, at the Government building, formerly the palace. The subscriptions, amounting to 17,170 pesos, will be sent to the Secretary of War.

The British ship Lismore, Captain Cowell, from Melbourne, April 21 for Coronel, Chile, has been wrecked at Santa Maria. Twenty-two of the crew were drowned, including all the officers except the first-mate, who, with three members of the crew, landed at Ilico.

The airship in which Walter Wellman will attempt to reach the North Pole has been completed, and a number of English, French and German scientists will inspect it. Wellman and the members of his expedition will start for Norway during the present week and will arrive at Spitzbergen about July 1.

Morales, who threw the bomb at the King and Queen of Spain, was detected and to escape capture, shot himself dead. King Alfonso, in speaking of the attempt, foretold its inevitable recurrence.

The London Daily Telegraph states that the Government has decided to abandon building two of the warships of the Dreadnaught class planned for the current year, and thus effect a saving of nerly $10,000,000 in shipbuilding. The appropriations for the navy next year also will be considerably reduced.

Chief of Police Derkotchoff, of Beilstock, Russia, on whose life several attempts have been made, was shot and killed on June 10 by several unknown persons while he was out driving. His coachman was severely wounded. At the same time the secret police were attacked in another portion of the town, one of them being wounded.

The Russian naval court of inquiry has presented an indictment against Vice-Admiral Rojestvensky, who commanded the Russian fleet at the battle of the Japan Set and the officers of the torpedo-boat destroyer Bedovi, engaged and sunk by a Japanese torpedo-boat. The trial of the indicted officers has been fixed for July 4. The penalty is death.

Sixty Chinese who arrived at Kingston, Jamaica, on June 6, on board the steamer Beta from Halifax were not allowed to land, having been declared pauper aliens under the law recently adopted by the local Government. The vessel is being guarded. It is likely that wealthy Chinese will give a bond for the immigrants, that they will not become public charges.

Richard John Seddon, Prime Minister of New Zealand, died from heart failure on June 10 on board the coast steamer Owestry Grange, on which he had embarked to return to New Zealand. The steamer put back to Sydney, N. S. W. Mr. Seddon was 61 years of age. Seddon's death was totally unexpected. He had been in Australia since the middle of May.

The four German battleships, Kaiser, Deutschland, Preussen and Friederich der Grosse, built immediately after the foundation of the German Empire, have been ordered stricken from the list of effective vessels of the German Navy. In the course of seventeen months seven battleships and cruisers and three gunboats have been dropped from the list of effectives.

The harbor of Valparaiso, Chile, was visited on May 29 by a heavy gale. The Chilean bark Antofogasta was blown ashore, the huge waves reducing her to small fragments in less than five minutes. The crew had just been saved by the regulation lifeboat. A shore boat with six men capsized late in the night. Five men were drowned. The cutter Juan Ferdnandez was also wrecked, but the crew was saved.

Lord Northcote, the Governor-General of Australia, in his speech at the opening of the Federal Parliament on June 7, announced the immediate submission of a bill for the "preservation of the Australian industries and the repression of destructive monopolies." The Governor-General also stated that the negotiations of the Australian Government for a new preferential trade treaties with South Africa, New Zealand and other parts of the empire were far advanced.

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Peter W. Anderson, a native of Copenhagen, Denmark, formerly a cabinet-maker, is inquired for. Address, Coast Seamen's Journal.

Ronald Miller, aged 18, a native of England, left the British ship "County of Merioneth" at Adelaide, Australia, in April, 1905, now supposed to be on the Pacific Coast, is inquired for by relatives. Kindly communicate with the Journal office.

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World's Workers

King Alfonso and Queen Victoria, of Spain, attended the opening of the new workmen's dwellings at Madrid on June 7.

Coal miners in the Kurri Kurri and other districts in New South Wales are agitating for the abolition of the night shift.

W. C. Greene, few American miners will remain in the camp in the future, it is believed. They are crossing the line in droves, and several hundred have already arrived in Bisbee, Ariz.

Under the New South Wales Employers' iLability Act a miner named William Savage secured a verdict for £250 as compensation for injuries received while employed by a contractor in a silver mine at Jerranderie.

For paying less than the rate of wages fixed by the New Zealand Arbitration Court, a Wellington furniture manufacturer was fined £30. A boss printer had to fork out £25, and a builder £10, for similar offenses.

English Labor member O'Grady's motion affirming that a measure was urgently needed to provide old age pensions out of funds received from taxation, was recently carried without division in the House of Commons.

The Professional Musicians' Association and other New South Wales unions recently hauled a number of defaulting members before the Arbitration Court to recover arrears of dues. In most cases the unions secured verdicts.

Members of the Boot Trade Union, of Brisbane, Queensland, are on solid ground in stating that the fact that men are at present working in some factories for 25s. per week is sufficient justification for demanding a State Arbitration Act.

General managers of the twenty-three railroads entering Chicago have decided that they will not grant any increase in wages to their freight handlers, and a strike of 4000 men appears imminent. The men receive $1.75 a day and demand $2.

The New Zealand Arbitration Court has fixed the wages of stationary engine-drivers in the Otago district as follows: First-class certificate men, 10s. per day, and second-class, 9s. Hours of labor not to exceed 48 per week, exclusive of time occupied in getting up steam.

The strikers at Odessa, Russia, are assuming such a menacing attitude that the authorities are actually apprehensive of a repetition of the appalling conflagration of last June. The strike, which is declared to be purely political, has paralyzed Russian navigation of the Black Sea.

At a conference of delegates from the building trades, held at Sydney recently to discuss the workings of the New South Wales Arbitration Act, the feeling was that the Act, in its present form, was not aceptable to organized labor, and rather than work under the emasculated law delegates were of opinion that a return to the old methods of industrial warfare was preferable.

The seventeenth Miners' International Congress at its session in London, Eng., on June 6, adopted motions demanding the passage of laws totally prohibiting the employment of women in the mining industry, the employment of children under 14 years of age, adn the employment of boys under 16 years of age in underground work. These motions were supported by the American delegates.

In a fight at Tsaritsin, Russia, on June 7, between Persians, whom local contractors had imported to take the places of striking longshoremen, and a mob of strikers, a score of the latter were killed.

The Melbourne (Victoria) Trades Hall Council recently had a verbal set-to with Premier Bent regarding overtime payment to the carpenters, painters, and other tradesmen working on the new Spencer street railway station. Members of the deputation contended that the men should be paid for overtime and double time for Sundays, but the Premier refused to see things in that light.

The Sydney (New South Wales) Labor Council has decided to request the assistance of the Federal and State Labor parties in putting a stop to the practice of civil servants accepting employment as musicians at places of amusement at less than union rates, and serving as waiters at low rates of pay. Members of the unions affected complained of this unfair competition, hence the Council's action.

John Burns, as President of the Local Government Board in England, says that the Government will take up the old age pensions question when the report of the Poor Law Commission has been received. Personally he considers that it would be best, simplest, and fairest, in inaugurating an old age pensions scheme, to give everyone a pension of 5s. per week on reaching the age of 65, military, naval, civil, and municipal pensioners to be excluded.

The New South Wales Shop Assistants' Union has asked the Sydney Labor Council to take action to prevent the Immigration Office in London from circulating exaggerated reports regarding wages paid to shop Assistants in Australia. It is alleged in London that drapers in Australia were receiving 57s. 6d. and grocers 50s. per week, when in reality wages in Sydney and throughout New South Wales do not average 40s. per week, while 30s. to 35s. was in many cases the highest wages received.

Over 100 employes at Metters & Co.'s stove works, Sydney (New South Wales), struck work recently because the bosses wanted to substitute piece-work for the weekly wage system. The men state that under the weekly wage system some of them were receiving 25s. per week, but under the proposed piecework plan they would earn as low as 3s. a day, and the best of them could not make 6s. a day. They are now considering the advisability of forming a union and coming under the Arbitration Act.

The Sydney (New South Wales) Labor Council recently passed a resolution repudiating, on behalf of the unions generally, the allegations made by an employer named Forsyth, who asserted before the Tariff Commission that he had been informed by some unnamed person that the "ca' canny," or "go slowly," system prevails to an enormous extent in Australia. It was also agreed that the Commission should be asked for permission to rebut the allegation. Labor Senator Higgs. one of the Commissioners, asked Forsyth whether he thought it right to make such a statement if he had not definite knowledge of his own on the subject, but got no intelligent reply.

Labor News

The French Cabinet has announced that the Government refuses to recognize the right of state employes to strike.

About 30,000 coal miners who have been on strike for the past two months resumed work throughout the State on June 4. The remainder of the mines opened during the past week.

The new mining town of Ernest, on the Buffalo, Rochester and Pittsburg Railroad, five miles from Indiana, Pa., was the scene on June 8, of a conflict between a detail of State constabulary and striking coal miners in which eight strikers were wounded, three of them fatally.

Three hundred egg-candlers went on strike at Chicago, Ill., on June 5. The work is done mostly in dark basements, and the candlers assert that ten hours' work at a stretch is harmful to their eyesight and general health. Accordingly they are striking for an eight-hour day at their present wage of $3 a day.

The men of the Arizona Copper Company in Morenci, Tex., recently struck for an eight-hour day, and the plant was tied up but having been promised an eight-hour day beginning July 1, the men returned to work on June 4. The Direct Copper Company, at the same place, is trying to break a strike for the eight-hour day by putting to work many refugees from San Francisco.

The joint conference of the Ohio miners and operators adjourned on June 7 in a disagreement. Both sides declare that the fight is now on to a finish. The miners' convention voted unanimously to stand out for the 1903 scale, and it was decided to assess all miners now at work in the State 5 per cent of their wages for the support of the strikers. The national organization will contribute $20,000 a week to the strikers.

By a two-thirds vote, the striking miners of the Hitchman Coal Company, at McMechen, W. Va., have decided to apply for work at the mines, thus severing their connection with the miners' organization, on the ground that the latter had not lived up to its contract respecting payment of strike benefits. It is said that an independent miners' organization will be formed, national in its scope. Two hundred diggers are employed at the Hitchman works.

The International Typographical Union has announced the election of officers to serve for two years as follows: President, James F. Lynch; first vice-president, John W. Hay; secretary-treasurer, J. M. Bramwood. Delegates to the American Federation of Labor, Frank K. Foster, Frank Morrison, Hugh Stevenson, Michael Colbert. Trustees of the Union Printers' Home are: Thomas F. Crowley, W. J. White, L. C. Shepard, T. G. Fennessey. Agent of the Union Printers' Home, George P. Nichols.

The settlement of the Southwestern coal strike, agreed upon on June 7 by a committee of miners and operators, assisted by John Mitchell, President of the Mine Workers of America, was ratified by the full committee on the 8th. Orders to clean up the mines have been issued and work will be resumed on the 18th. The settlement covers Indian Territory, Arkansas, and Missouri, and involves more than 32,000 men. The 1903 scale is to prevail for two years and small difficulties at two mines are to be arbitrated.

San Francisco Letter List.

Letters are advertised for six months and kept at the Sailors' Union Office for twelve months, all told. If not called for at the expiration of one year letters will be returned to the Postoffice.

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"Of course; they're his stepchildren."

The Only Way.—"Well," said Doctor Kidder, "there's only one way to get rid of insomnia."

"And that is?" queried the patient.

"Go to sleep and forget all about it."

LIST OF UNION OFFICES.

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Allied Printing Trades Council.

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Altvater Printing Co., 2593 Mission st., S. F.
Barry, Jas. H. Co., 214 Leavenworth St., bet. Turk and Eddy.
Boutes, Louis E., 1833 Green st., S. F.
Brunt, W. N. Co., 336 Main st., S. F.
Bulletin, The.
Calkins Newspaper Syndicate, Clay st., near East, S. F.
Call, The.
Cooper, F. J., Adv. Agency, Eighth and Brannan sts., S. F.
Chronicle, The.
Coast Seamen's Journal.
Daily News, Ninth st., nr. Folsom, S. F.
Dettner-Wilson Press, 530 Telegraph ave., Oakland.
Examiner, The.
Fisk & Slyter, 2468 Mission st., S. F.
Golden State Printing Co., 1842 Sutter st., S. F.
Golden West Press.
Greater San Francisco Printing Co., 14 Leavenworth st., S. F.
Hancock Bros., 567 Williams st., Oakland.
Hicks-Judd Company, 1000A Golden Gate ave., S. F.
Labor Clarion, 2089 Fifteenth st., S. F.
Lynch & Hurley, 3476 Twentieth st., S. F.
Majestic Press, 1919 Ellis st., S. F.
Mitchell, John J., 2317 Webster st., Berkeley.
Morris & Blair, 3232 Mission st., S. F.
Nevin, C. W. & Co., 867 Broadway, Oakland.
Pacific Heights Printery, 2438 Sacramento st., S. F.
Post, The Evening.
Roesch Co., Louis, 2513 Howard st., S. F.
Stanley-Taylor Co., 2308 California st., S. F.
Standard Printing Co., 1511 Geary st., S. F.
Wale Printing Co., Fillmore and Bush sts., S. F.

Note.—The office of the Allied Printing Trades Council of San Francisco is located temporarily at 425 Fifteenth st., Oakland. Business Agent Geo. A. Tracy and Secretary D. T. Powers may be addressed as above. Additions will be made to the above list as fast as the offices are re-established and label contracts entered into with the Council.

Domestic and Naval

Fire started on the American Line cotton docks at St. George, Staten Island, on May 21, and destroyed two warehouses containing cotton. The loss is $250,000.

The bark Francis S. Hampshire, from Port Arthur, forty-five days overdue because of calms, arrived at New York on May 15 with her provisions exhausted.

T. H. Lindell, ensign on the United States ship Iroquois, has been sentenced to five years' hard labor by Circuit Judge de Bolt, at Honolulu, T. H., for a felonious assault.

The Mexican Government's reply to the American inquiry as to the seizure of American fishing schooners was received on May 25. It shows that the ships were in Mexican waters in violation of the Mexican law.

The British steamer Oakburn, which sailed from New York on April 19 for Sydney, New South Wales, has been wrecked off Duyker Point, near Cape Town, S. A. It is reported that her crew, with the exception of two Chinese, were saved.

The Allan liner Ionian, which arrived at Montreal on May 27, from Liverpool, reports that at midnight, May 21, in midocean, she rescued the master and crew, fifteen in all, of the Norwegian bark Trio of Tonsborg. The Trio had lost her masts and was leaking.

The steamer Nieu Amsterdam, which arrived at New York on May 21 from Rotterdam and Boulogne, made a new record for speed on the route of the Holland-American line. The time of passage from Boulogue, the last port of departure, to Sandy Hook lightship was eight days eight hours and thirty minutes.

Count Julian D. Owies, Commercial Commissioner from Chile, has arrived in the United States to obtain a ship subsidy from this country for a steamship line between the west coast of Panama and Valparaiso, better railroad facilities for carying freight across the Isthmus while the canal is building, and to interest American capital in the establishment in Chile of an American bank.

The new Hamburg-American liner Kaiserin Auguste Victoria, the largest passenger steamer afloat, with a gross tonnage of nearly 26.000, completed her initial trip across the Atlantic on May 19, arriving at New York from Hamburg, Dover and Boulogne. She brought 490 saloon and 1706 steerage passengers. The Kaiserin Auguste Victoria made an average speed of seventeen knots.

Trouble with a condenser which developed after a preliminary trial spin to Moneghan Island on May 22 will delay at least two weeks the builders' acceptance trial of the United States battleship Georgia. The run on May 22 was for a final test before the official standardization trial. The battleship made a good showing, duplicating an estimated speed of 18.9 knots an hour with ordinary coal. The eGorgia will repair at Portland, Me.

The United States first-class battleship Louisiana left Newport News, Va., on May 21 for the Norfolk Navy Yard, where she will be turned over to the Government. The Louisiana is the first to be delivered in the competition between Government and private yards in the building race which has been on for nearly two years. The Connecticut, a sistership which is being built by the Government at the Brooklyn Navy Yard, is not yet completed.

With the Wits.

At the Ball.—He—"May I have the next dance, Miss Bute?'

She—"I'm engaged, Mr. Gay."

He—"Oh, what's the odds? Why, I'm married."

Underpaid.—"Never mind the heat, my boy. 'In the sweat of thy brow shalt thou eat bread,' you know."

"Oh, yes, I know, but I kick all the same. The bread's all right, but I sweat enough for champagne frappe."

Sentenced.

"Is it hot enough for you?"
They asked the ice man.
And when he answered "No"
They told him where to go
And named a place repellant to a nice man.

Poor Tommy.—Tommy—"Pa, I smoked your pipe to-day.'

Pa—"What!"

Tommy—"You said it would make me sick, but it didn't."

Pa—"You misunderstood me, my me that strap."

The Place for It.—Cokeley—"My! what a lot of gold mines are being exploited now."

Jokeley—"Yes, and there's one mine that's bound to go to the wall."

Cokeley—"What's that?"

Jokeley—"Calcimine."

The Feminine View.—"Did you see that story about a rich young fellow in Pittsburg who ran off with his mother's maid?"

"Yes. What a shame!"

"I think so, too. Why, it's next to impossible to get a good maid."

His Escape.—The steeplejack had been painting the lofty vane.

"Don't the crowds annoy you?" he was asked when he came down.

"Oh, no," he replied; "I'm so high up I don't hear what they say, and so many rubbers would break a fall anyhow."

The Main Point.—"See here," said Popley, "I don't propose to have that burglar alarm in our room. We'll rig it up down in the hall."

"But," protested his wife, "we wouldn't hear it and wake up when it goes off."

"Neither will the baby."

---

son. I said I'd make you sick. Hand

Accentuated Punishment.—The shabby prisoner charged with riot glared at the Court.

"I am an anarchist," he growled.

"Ah, an anarchist bum,' remarked the Court, a personage not devoid of humor; "it would not be safe to discharge you. Sixty days."

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INFORMATION WANTED.

Chas. Berntson, late on the Collier Justin, will find it to his advantage to communicate with Attorney Wall, Merchants Exchange Bldg., San Francisco.

COAST SEAMEN'S JOURNAL

FOR THE SEAFARING PEOPLE OF THE WORLD.

Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XIX. No. 39. SAN FRANCISCO, WEDNESDAY, JUNE 20, 1906. Whole No. 975.

PROGRESS OF THE STRIKE.

CONDITIONS in the strike and lockout of Sailors, Firemen and Cooks and Stewards at San Francisco and other Coast ports indicate an early victory for the unions.

Notwithstanding every effort on the part of the shipowners represented in the United Shipping and Transportation Association to secure crews of any kind, the greater number of their vessels remain tied up. Those vessels which have gone to sea have been manned on deck, in the fire-room and in the galley and cabin with green hands—in most instances with men and boys who have had absolutely no experience at the work.

A large number of men of this kind have left the Association vessels after learning the true state of affairs, while others, induced to go on board under misrepresentation, have been deliberately shanghaied.

The employment agents responsible for the shipping of green crews will be prosecuted for violation of the Navigation laws. Legal steps will also be taken against those shipowners who send their vessels to sea in an under-manned condition.

Despite every resort of trick and device, including the payment of a bonus, the Association vessels have so far been unable to send more than a very few vessels to sea, the large majority of the Association fleet being left to "rot in its neglected brine" in Oakland Creek and elsewhere.

Meanwhile the steam-schooners and steamers owned by independent firms are pursuing the even tenor of their way. The owners of these vessels are employing union crews at the union rate of wages, and are presumably well satisfied with their bargain.

Along the water front of San Francisco the situation has been considerably improved during the week. The lockout of longshoremen has been relieved to a great extent by the re-employment of that class of labor. Many of the longshoremen thus employed are engaged in loading and discharging vessels manned by non-union crews, and, where crews are not available, are doing seamen's work in moving the struck vessels from dock to dock.

This condition, although an injury to the seamen in one way, helps of itself to clear the situation. The longshoremen were locked out at the outset, two weeks ago, for the apparent purpose of throwing the weight of these men into the scale against the Sailors, Firemen and Cooks and Stewards. The re-employment of the longshoremen relieves the unions immediately involved of whatever responsibility may have attached to the latter for the enforced idleness of the former. The seamen's unions are prepared to make the fight alone, if need me; in fact, they prefer to do so.

The lockout of the longshoremen was a scheme conceived and executed by the Association entirely as a war measure and without the slightest justification in the circumstances. It was in reality a repetition of the barbarian and cowardly practice of putting the women and children and other non-combatants on the firing line as a shield from the opposition. That the longshoremen have been put back to work, even although it be to work with non-union crews or on board struck vesse'ls, is a good thing, inasmuch as it indicates a weakening on the part of the Association and tends to confine the struggle to the parties immediately involved.

So confined, there can be but one result, namely, victory for the seamen.

The reasoning tactics of the United Shipping and Transportation Association remain the same as before. That is to say, the Association continues the policy of making it appear that the unions are actuated by a desire to take advantage of "existing conditions" in San Francisco, and that it (the Association) is actuated by a desire to alleviate these conditions. At first blush this appears to be a very shrewd game, but upon reflection it will be seen that there is absolutely nothing in it.

The simple fact is that "existing conditions" have nothing to do with the case on either side, least of all on the side of the Association. The conditions leading up to the present trouble are of long standing. Upon the seamen's side these conditions consist in a question of wages that has been pending for several years. Upon the Association's side the question is one of the "Open Shop" versus Trade-Unionism on the water front of San Francisco. "Existing conditions" are merely roped in by the Association with the object of disguising its real purpose; that is, to disguise a nefarious and reactionary policy with the pretense of solicitude for the welfare of the public.

The Association was aware of the unions' demands months before the "existing conditions" arose. The Association rejected these demands, upon the pretended ground of inability to concede them, but in reality upon the ground of principle—the principle that to concede anything to the unions would be contrary to its "Open-Shop" policy. It was only after the earthquake and conflagration that the Association summoned up courage to declare itself. Even then it continued its pretense, but in a different form. Instead of pleading inability to grant the increase of wages asked for, the Association now bases its refusal upon the ground of "existing conditions." And, in order to make this ground more tenable, the Association has declared a sympathetic lockout affecting large numbers of men who, in the natural order of things, need never have quit their employment.

The Association's case stands thus: An excuse of some kind is badly, even imperatively, needed. The excuse of "existing conditions" was hit upon as that most available in the circumstances. And, lest the actual "existing conditions" should upon reflection fail to justify the action of the Association, the latter determined to add to these conditions—to make them worse—by action of its own. Hence the sympathetic lockout!

So far as "existing conditions' enter into the controversy at all, it remains to be said, first, that the demands of the seamen's unions need not of necessity add a single cent to the cost of any commodity entering the port, and, secondly, that these demands, if conceded, would tend to relieve the situation rather than aggravate it.

The steam-schooner owners are perfectly able to pay the wages asked. They have acknowledged that much, and would doubtless now be paying the increased scale, but for the interference of the United Shipping and Transportation Association and the Citizens' Alliance. The fact that many steam-schooner owners are actually paying the new scale is the best possible proof on this point.

As to the real effect of the seamen's demands upon the conditions brought about by the recent disaster, the patent fact is that the granting of these demands would, by affording greater inducements to seamen, greatly facilitate the commerce of the port. A marked scarcity of seamen had existed in San Francisco for many months prior to the fire; this condition was increased by the latter event. Employers of labor on shore, when confronted by a similar condition, have voluntarily increased wages. Not so the shipowners. These gentlemen are loud in support of the law of "supply and demand"—that is, in ordinary circumstances. When supply exceeds demand, as it most frequently does, the shipowners proclaim their obedience to the laws of political economy and declaim against any attempt or proposal to run counter to these laws as so much sacrilege. But when the boot is on the other leg—when demand exceeds supply—that is another story. Of course! In such event the shipowner discards Adam Smith and takes up Herbert George as the economist of the occasion. In brief, the shipowner regards the laws of political economy much as he does the laws of Congress, namely, as things to be respected as long as they work to his own advantage, and to be ignored and even violated the moment advantage is transferred to, or shared by, others.

In the present instance the seamen's unions have both law and justice on their side, and they are bound to win.

COMMENTS OF THE PRESS.

LOS ANGELES HEARD FROM.

The very gratifying intelligence has come to hand that after three years of "strenuous" effort the Citizens' Alliance has broken up the Buiding Trades Council of Sacramento. That is, they have broken it up the "way the old woman kept tavern." It will probably be remembered that she "kept tavern like hell." And that is just about the way the Citizens' Alliance breaks up the unions everywhere.

The Building Trades Council of Sacramento and the contractors have wisely come to the conclusion that "peace hath her victories no less renowned than war." They have signed a compact to work in harmony for the future welfare of the city, as well as their own. They would have done that long ago, if the "Buttinsky Club" had not stood in the way. Thus another notch has been filed FROM "Meddlesome Herb George's 'gun.'" But not satisfied with the drubbing he has elsewhere received, he now proposes to put the Sailors' Union out of business.

The sailors have, for several years, had a fairly satisfactory working agreement with the Shipowners' Association, the Steam-Schooner Manager's Association, the Oceanic Steamship Company, (the Spreckels line) and some others. The sailor, however, is like other people; he is not satisfied to work up to certain standard, that is perhaps less than half way up the hill of civilization, and stop there as a permanent resting place. He feels that he too is entitled to take part in, and become a factor in, the onward march of human progress. He feels that life should have something more in store for him that a paltry $40 per month and "found," such finding as it is.

Perhaps if they should try it a while, Mr. George and his satellites would not think that the "sailor's life is so bold and free," as the musically inclined have been led to believe. His life is bold enough, to be sure. If some of these wise guys had to load those cargoes in the open ports on the rock-bound Mendocino coast, and then get out in the foaming breakers in an open boat for the sake of saving a few old rotten lincs, they would probably be willing to admit that the sailor is entitled to all he can get.

It is a hard, rough life at best, and furthermore it requires considerable skill and oftentimes the most undaunted courage to perform the necessary work. The accommodations in the way of forecastle, or sleeping quarters, while far superior to those of former times, when there was no union, are still lacking in many respects what would be recognized as commodious, or even comfortable on shore. The union calls for mess-rooms, or suitable dining-rooms, for the crew, but some owners have, so far, ignored this rule, and it is part of the seaman's demand at the present time, that this rule should be complied with.

The Sailors' Union has had the mitts on before, and while they have received a few scars of conflict, they are still in the ring, prepared to go the limit. They have a strong alliance in most of the Pacific Coast ports with the Pacific Coast Federation of Longshoremen, or with independent locals of that craft. The shipowners know all of this, and they also know that the seamen have a large defense fund, and opportunities for employment in San Francisco at present that will enable them to hold out for an indefinite period.

They (the owners) are receiving from 50 to 75 per cent more than an average price for hauling lumber from the northern ports. The plea that they cannot pay the increase of wages asked without advancing the price of lumber is without force or foundation in fact. They are charging all that the traffic will bear anyway, and were doing so before the fire. They complain that the price of logs and stumpage has advanced. Granted that this is true, it is also true that the owners of the stumpage, the mills, vessels and the yards at the point of final comsumption, are the same identical persons, firms or corporations, only masquerading under different names. The stockholders in one, are usually stockholders in all. The contention that they are not making any money, is hardly borne out by the facts, when in the little town of Hoquiam alone, anyone can see three large steam-schooners on the stocks at the present time. If they are making no money on the vessels they have now, how is it that they are building dozens more just like them? The simple truth is, that the shipowners are ready and willing to pay the scale, and would pay it, and grant all of the seamen's demands, but for the interference of the United Shipping and Transportation Association, which is only another name for the Citizens' Alliance, backed by the notorious Pacific Mail Company, that carries nothing but Chinese crews, that can be seen at meal time sitting in the middle of the main deck, eating rice out of a common pan with chop-sticks.

This interloper is trying to do for the Pacific Coast ports what he has failed to do for Sacramento, and nearly every other portion of the United States, where he has pitched his tent of industrial prostitution. He will fail, as he ought to fail, and as all men usually do fail who start out to tear somebody else down in order to build themselves up. He has never tackled as hard a game as the one is is going up against now. That he will get the worst drubbing of his unsavory career, is a foregone conclusion.—Z. W. Craig, in Union Labor News, Los Angeles, Cal.

LABOR CLARION'S VIEWS.

When the lockout was declared the officials of the water-front unions were, for the time being, at a loss to account for the extraordinary action taken, but when the statements of representatives of the shipowners appeared in the daily press it became evident that the employers had decided that this was an opportune time to inaugurate the "Open-Shop" campaign planned when the United Shipping and Transportation Association was formed. The membership of this organization comprises the following companies: Pacific Mail Steamship Company, Occidental and Oriental Steamship Company, Oceanic Steamship Company, San Francisco and Portland Steamship Company, Western Fuel Company, Pacific Coast Steamship Company, Steamship Association of San Francisco, Master Stevedores' Association, American-Hawaiian Steamship Company, Kosmos Steamship Company.

The only one of these companies affected by the unions' demands for improved conditions is the Steamship Association of San Francisco Some of these companies do not employ union men on their vessels and consequently could not have been affected had the Sailors, Firemen, Cooks and Stewards determined to call out their members on other vessels than the steam-schooners. As a matter of fact, however, such action was not contemplated by the unions. In declaring a sympathetic lockout and in endeavoring to create the impression that the unions' demands originated since the fire, the Directors of the United Shipping and Transportation Association are plainly trying to manufacture anti-union sentiment. They evidently believe that if they succeed in convincing the public that the unions are fairly responsible for tying up shipping, and thereby seriously retarding the rebuilding operations now in progress, the indignation of the people will become so intense that they will actually applaud the most extreme union-crushing measures that can be devised.

Will this program be successful?

It cannot be successful unless every vestige of the spirit of fair play and square dealing has departed from our people. No man who chooses to acquaint himself with the facts of this situation will fairly charge the unions with having attempted to take advantage of the unusual conditions now existing in San Francisco. The demands for increased wages, be it remembered, were determined on when absolutely normal conditions prevailed, and the only change in the situation that has occurred has been the heavy increase in the profits of the employers, brought about by the raise in freight rates and the increase in the price of lumber. The conditions which prompted the demand for increased wages are well understood in shipping circles. For some time past it has been a difficult matter to secure all the seamen required in the coastwise trade, large numbers of men who were qualified for the work having engaged in other pursuits offering more acceptable conditions with respect to wages, hours, etc. Vessels have constantly left this port short-handed, and had not the maritime branch of the Citizens' Alliance been formed to establish the "Open-Shop" policy on the water-front, the Steamship Association would willingly have agreed to increase the wage rate in order that a supply of competent men might be assured. Since the steam-schooner owners were asked to grant an increase in the wages of a portion of their employes the owners of sailing vessels running to southern ports, Hawaii and the Philippines have granted an increase of $5 a month, their action being prompted by a scarcity of men, and members of the Steamship Association (steam-schooner men) have privately admitted that they would grant an increase in wages did not their obligation to the United Shipping and Transportation Association prevent independent action.—Labor Clarion, San Francisco.

EXAMINER DEMANDS ARBITRATION.

It is an unfortunate thing that the steamship companies should have met the strike of the sailors of the lumber steamers with a threat of a general lock-out.

It is unfortunate that any industrial difficulties should have culminated at this crisis in the city's history. The rebuilding of the city and its commerce, both of which are hampered by the labor situation on the water front, are of greater importance than the pride of any employers' organization or the demand of any labor union.

The questions at issue, important in themselves, should not be fought out now. If ever there was a time that called for abnegation and a sinking of personal interest, it is now. It is a difficult thing, of course, for men wholly in earnest to forego a struggle. But this is a time when the interests of the whole city must be held superior either to humbling an aggregation of employers or crushing an aggregation of workingmen.

The speedy rebuilding of the city spells prosperity to both the lumbermen and the workingmen. Until this is accomplished all other matters should be laid aside.

Arbitration could undoubtedly settle the controversy that now threatens to tie up the whole waterfront. Arbitration should be insisted on to provide at least a temporary workingmen's agreement, and when the city is again as it was, when the parties who will suffer most by the conflict are the actual parties to the controversy, let them fight it out if they have to.

But now peace means everything and the Examiner begs both sides to heed the city's cry of distress and to forego their evident intention to engage in a long conflict, regardless of what that means to the rest of San Francisco. Arbitrate!—The Examiner, San Francisco.

EUREKA IS WITH SAILORS.

The Sailors' Union of the Pacific is making a demand for an average increase for all hands of $5 per month. This decision was arrived at last February and the owners of vessels have had the time elapsing since then to prepare for making the change. Although the increased shipping has enabled the shipowners to increase their freight rates they now come out with the statement that they cannot afford to grant an increase. The extra shipping that will be caused in the rebuilding of San Francisco will make a great deal of extra hand work for the sailors, and yet the shipowners want them to work for the same wages they have been working for. If it were a question of aiding the San Francisco sufferers the sailors would doubtless refrain from making any demand at this time, but it is merely a question of allowing the shipowners to have all of the vast increase in profits, besides having to work harder than before on account of rush orders that necessarily will be going with all boats. The sailors took their stand long before the San Francisco disaster, and will stay by their original position.—Labor News, Eureka, Cal.

VOICE OF BUILDING TRADES.

There is trouble threatening on the water front Several months ago the Sailors' Union of the Pacific requested an increase of wages of $5 a month for the men who go in vessels down the high seas. The Union also at the same time asked for a mess-room for the sailors. Several conferences were held between the representatives of steam-schooner owners, and the Sailors' Union, without satisfactory adjustment. As a result a number of steam-schooners have been tied up and about 1,500 stevedores were laid off last Thursday. This state of affairs on the water front has at this time come very much as a surprise to the city. A community can ill afford industrial troubles at any time, and San Francisco in her present deplorable condition ought certainly to be able to get along without any disturbance of this kind.—Organized Labor, San Francisco.

PORTLAND IN LINE.

There is a tie-up in San Francisco on the water front between the sailors and ship masters. It is due to the refusal of the masters to give the sailors an increase in wages of $5.00 per month. The purpose of the shipowners in forcing a strike is unquestionably to prejudice public opinion against the sailors for making the demand at this time. The truth of the matter is the sailors made their request for the advance three months ago, and it would have been granted them ere this had the San Francisco calamity not occurred when it did. The shipowners are the ones guilty of using the great misfortune to further their own interests. The infirmities of the afflicted offtimes make big bullies brave.—Portland (Or.) Labor Press.

SUEZ CANAL RECEIPTS.

United States Consul J. C. McNally sends from Leige a newspaper statement that the gross tonnage of the ships which passed through the Suez Canal in the first quarter of the present year was 4,934,345 tons, against 5,139,424 tons in 1905, and 4,648,529 tons in 1904. The net tonnage in the three years, respectively, was 3,527,243, 3,701,145, and 3,306,539 tons. The tonnage dues received were $5,242,000 in 1906, $5,968,181 in 1905. The pasenger receipts in the two years amounted to $189,003 and $128,940, respectively.

Machinery was imported last year into the Transvaal to a value of $8,807,130, as compared with $239,910 in 1904. It is noteworthy that during the second half of last year the value imported was $4,585,115, against $3,222,015 in the first half, the whole set of figures showing steady improvement in the purchases.

The Swiss authorities, now that the Simplon tunnel is nearly ready for use, have signified willingness to reopen to automobiles some of the roads that have been closed to them in the Canton Valais.

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions)

BALK AT "CANNED WILLIE."

"Canned Willie" continues to be passed out from the galleys of the warships of the United States Navy, anchored in the North River and the Brooklyn Navy Yard—Mr. Upton Sinclair, please write the President.

These are superior days for the "bumboat man," for bluejacket and marine alike are an strike to a last man against eating tht strange compound mixed in the great packing houses, which the President characterized as "filthy." The fame attained by "embalmed beef" in the Army during the Spanish-American war is nothing to the distinction the very same product, under the name of "canned Willie," has attained in the Navy.

There is but one relief for the $19-a-month bluejacket—the "bumboat man." The latter is the unofficial commissary, who, when a warship is in port, comes aboard at "mess gear," fifteen minutes before meals are served ,with fruit, pies, ice-cream and fresh milk. The heroes afloat can patronize the "bumboat man" to the extent of their slender purses, and this is precisely what they are doing, now that the Navy Department insists upon providing the product of packing-houses for their messes.

The situation in the Navy is a great deal worse than in the Army. Rear-Admiral H. T. B. Harris, Chief of the Bureau of Supplies and Accounts of the Navy, says:

"I don't propose to condemn the canned meats we have on hand unless I am authorized to do so by the White House. The Navy at New York has over $500,000 of these supplies, and I should judge that on the fleets there are about $250,000 more. I could not take that value of goods to sea and dump it without special authority from the President."

So the poor bluejacket must either eat his "canned Willie" or continue to patronize the "bumboat man." But even the sailor worm will turn, and judging from conversations an Evening World reporter had recently with various enlisted men now in port the flip-flop is now in its first process of its consummation.

"We read the newspapers," lamented a bluejacket of class No. 1 special—the man who has been sober for six months and can go ashore whenever his work is done—as he climbed to land from a launch of the armored cruiser Maryland today.

"They gave us "canned Willie" last night and it turned our stomachs," he went on, as he headed for the Seventy-ninth street station of the subway. "Not a man in my mess of twenty would touch the stuff. It was the same all through the galleys, and out of 700 men only a few half-starved men, out of credit with the 'bumboatman' and under restriction to the ship, ate any of the canned beef."—New York Evening World.

The Norwegian steamer Romsdal arrived at Philadelphia, Pa., recently, from Porto Plata and reported passing a mast standing upright in sixty fathoms of water on May 30, in latitude 36.05 north, longitude 75.13 west. From the appearance of the water at the surface it was evident that spar was attached to submerged wreckage.

NO FOOD FOR ELEVEN DAYS.

A suit for $2,500 was filed in the United States District Court at New York recently, by John Munrad, a barge captain, against the Florida East Coast Railroad, which is to be allied with the Standard Oil Company. Captain Munrad was discharged from the Norwegian Hospital April 20, whence he was forced to go, as is alleged in his complaint, because the defendant company caused him to remain without food for eleven days on a barge anchored fifteen miles off Key West. Munrad left Mobile January 6, as is set forth in his affidavit, in charge of three barges in tow of the tugboat Dauntless, bound for Miami, Fla. When fifteen miles off Key West the Dauntless left the tow, as the water was too shallow for her to proceed. The tug Sybie was expected to come for the tow within two days, but through a misunderstanding of orders, it is alleged, Munrad was left on the barge without food for eleven days. He was nearly dead when, on the eleventh day, the schooner White Sand, in command of Captain Bethel, came by and took Munrad aboard . Munrad drew his pay at Miami and went to New York. He was there only a short time when he was compelled to go to the Norwegian Hospital because of illness brought on by his exposure on the barge.

Munrad maintains that his illness makes him unfit for work. He is represented by Richard Currier, of the Seamen's Branch of the Legal Aid Society.

FATHER SHANGHAIES SONS.

Rather than a voyage to China as seamen on the Standard Oil sailing ship Arrow, two brothers, John and Louis Lonsberg of Brooklyn, jumped into the lower bay nearly two miles off shore from the vessel on June 16 and attempted to swim to Staten Island. John was drowned. Louis was picked up unconscious and revived after hard work. He accuses his father of forcibly putting him and his brother aboard the Arrow for the China trip.

Young Lonsberg says that his father and the master of the Arrow completed a deal whereby the two youths were to work their way to China and back. They were taken on board the Arrow by a subterfuge, according to the boy's story, and were informed that their father had signed them for the voyage.

The young men protested, but the master refused to release them, and they decided to desert the ship and swim to Staten Island.

Members of the Ocean Yacht Club and the crew of a tugboat heard the cries for assistance and hurried to their aid. They rescued Louis just as he was about to give up the struggle. The other fugitive was not found and his body was probably swept out to sea. Louis refused to give his father's address.

The oyster schooner Hampton was recently blown up by the explosion of a gasoline tank in the hold while in New Jersey waters and sank immediately. The master and crew of five men were rescued.

HUDSON'S TRICENTENARY.

Plans for the celebration of the 300th anniversary of Henry Hudson's exploration of the river which bears his name and the 100th anniversary of the first successful navigation of that river by steam by Robert Fulton took tangible shape in New York recently at a meeting of the Hudson-Fulton celebration executive committee, presided over by General Stewart L. Woodford, the chairman. It was decided the celebration should take place the week beginning September 20, 1909, and that instead of a temporary "world's fair," there shall be dedicated monumental works of lasting benefit to the people.

The first day of the celebration, it is arranged, shall be given over to a naval parade or aquatic pageant up the Hudson River, in which the navies of the world, especially those of the Netherlands and Great Britain, shall be invited to participate, as well as all manner of merchant and pleasure craft. It is recommended that a feature of the parade be models of the vessels Halfmoon and Clermont, the Netherlands being asked to furnish the model of the former. The deep-draft vessels will proceed up the river as far as Haverstraw Bay, the Halfmoon and Clermont, escorted by smaller craft, continuing as far north as Albany.

The second day will be marked by a land parade and literary, historical and musical exercises. The third day, it is proposed, shall be devoted to the dedication of memorials. One of these will be the Hudson Memorial bridge, extending from Inwood Hill to Spuyten Duyvil Hill, across Spuyton Duyvil Creek at its confluence with the Hudson River. It is recommended that a public park be acquired in Inwood Hill, at the southern terminus of the bridge, and that suitable buildings or monuments be erected there.

RACE TO THE CAPE.

Four large sailing vessels have left New York on a race around the Cape of Good Hope. The vessels are the Alcides, a British four-masted ship, 2492 tons, for Durban, South Africa; the E. B. Sutton, an American ship, 1639 tons, for Haiphong, China; the Glendon, a British ship, 1824 tons, for Durban, South Africa, and the Arrow, a British bark, 2971 tons, for Hiogo, Japan. All four vessels are loaded with case oil shipped by the Standard Oil Company.

The Sutton got away on June 14, the three English vessels left port early on the 16th, and the start which the Sutton has is about offset by the fact that the American vessel has but three masts, while each of the British has four. Members of the Maritime Exchange are doing a lot of speculation, financial as well as mental, on the question of which vessel will be the first around.

A four masted schooner, built by Cobb, Butler & Co., of Rockland, has been sold to Donald & McKown, of Boston. The craft has been named John D. Cowell. The schooner registers 1042 tons, and will be in command of Captain H. M. Black, of Boothbay Harbor.

Home News.

Woman suffrage was overwhelmingly defeated at the recent election in Oregon.

O'Donovan Rossa, who went to Ireland nast November to become secretary of the Cork Common Council, returned to New York with his family on June 13.

United States Senator Depew is said to be undergoing a course of physical training at the hands of "Billy" Muldoon, the famous trainer of prize-fighters.

The New York Sun renews the report that Charles Schwab of the Steel Trust, will be a candidate to succeed Newlands as United States Senator from Nevada.

President Roosevelt on June 16 sent to the Senate the nominations of sixty-one consular officers, probably the largest number of such nominations ever submitted in one day.

An air-ship, under complete control, flying over Washington, D. C., was the spectacle witnessed in that city on June 14. Thousands turned out to see the novel sight, and cheered the navagator.

Emma Goldman, the anarchist, and Alexander Berkman, the man who shot Henry C. Frick for which crime he served a long term of imprisonment, were married at Rochester, N. Y., on June 13.

Jesse James, son of the late Jesse James, the noted outlaw, has been enrolled in the Circuit Court at Kansas City, Mo., as an attorney at law. James passed recently and bore the honors of his class.

Over 1,000,000 immigrants will have entered the United States through New York during the year ending June 30th, according to an estimate made by Immigration Commissioner Wachorn at Ellis Island.

The rush for passports by Americans bound for the grand tour of Europe continues unabated. On June 12 the passport bureau at Washington, D. C., issued ninety-seven passports and the day before 138.

Holding that upon constitutional grounds women cannot hold notarial commissions in that State, Governor Toole of Montana has revoked all outstanding commissions held by women, seven in all, and denied as many applications.

Dr. Jacob F. Force, former president of the Northwestern National Life Insurance Company of Minneapolis, Minn., who was convicted of grand larceny, was recently sentenced to serve three and one-half years in the penitentiary.

A report has been received from Santa Eulalia, a mining camp in Chihuahua, Mexico, 300 miles from El Paso, Tex., that the Buena Tierra mine is afire, and that seven men are known to have been asphyxiated. A candle set fire to timbering in the mine.

Will J. Davis, former resident manager of the Iroquois Theatre at Chicago, Ill., who is on trial in that city charged with manslaughter in connection with the Iroquois fire in 1903, has been granted a change of venue to another county by Judge Smith.

On complaint of the Department of Health, it being alleged that they were unsanitary, two sausage factories were closed at New York on June 14. Health Commissioner Darlington said that the inspection will be continued and that all unsanitary places will be closed immediately.

E. Wallace, who for years has been traveling with a circus as a "human ostrich," was operated upon at the City Hospital at Minneapolis, Minn., recently. The surgeons removed fifty-seven nails, three or four pieces of glass and five pieces of wire from his stomach. The surgeons say he will recover.

A. L. Harpster,, who is serving a life term in the Kansas State penitentiary for the murder of Martin Julian a year ago, but who has been proved to be an innocent man by the dying confession of Byron Cole, near Enid, recently, will not accept a pardon, but will ask that his name be cleared of the crime by a retrial.

The Secretary of the Interior has executed a contract with the Pacific Portland Cement Company, of San Francisco, for supplying from 8,000 to 10,000 barrels of Portland cement for the Klamath project in California and Oregon. The cement is to be furnished at $1.55 a barrel free on board cars at Tolenas, Cal.

James Sage, cousin of Russell Sage, the New York financier, died at Toledo, O., on June 14, in abject poverty. He had been an inmate of the County Infirmary for some time, but a few years ago he made himself known to his New York cousin, who thereafter sent him a check for $50 a year. The dead man will be buried by the county.

On the spot where Roger Williams and five companions are supposed to have first landed, after banishment from Massachussetts, 270 years ago and founded Providence, a monument of granite with bronze panels and appropriate inscriptions was unveiled on June 13 by the Providence Association of Mechanics and Manufacturers.

Abraham L. English, former Director of Public Safety of Philadelphia; P. H. Johnson, former City Architect; J. D. Finley, a building inspector, and H. A. Batton, one of the firm of Henderson & Co., contractors, were placed on trial June 13, charged with conspiracy to defraud the city in connection with the construction of a municipal hospital.

Another star was added to the Union on June 16 when President Roosevelt signed the bill admitting Oklahoma and Indian Territory as one State. The measure also provides that Arizona and New Mexico may be admitted to Statehood as the State of Arizona provided the people of the Territories vote in favor of admission on the terms submitted by Congress.

Major-General A. R. Chaffee, retired, who purchased a tract of 150,000 acres of forest land in the State of Guerrero on his recent visit to Mexico, is arranging to establish a large number of mills on the property and supply lumber for use in the construction of the Panama Canal. He is also opening up a rich mine on the property and has 200 men employed in taking out ore.

The Diplomatic and Consular Appropriation bill as approved by both Houses of Congress and signed by the President, raises Brazil and Turkey to embassies and provides salaries of $17,500 for the Embassadors and advances the salaries of the Ministers to Belgium, Cuba and the Netherlands and Luxemburg from $10,000 to $12,000 each. It increases the salaries of the agent and Consul-General at Cairo from $5,000 to $6,500.

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Pacific Coast Marine

The schooner Rio Rey arrived at San Francisco on June 15 under a jury rudder, having lost her rudder at Jenner Landing, some distance up the Coast.

After a long trip of forty days from Navidad, Mexico, the schooner General Banning arrived at San Francisco, June 12 with a cargo of 1086 cedar logs.

With supplies for the mission stations of Alaska and a lot of arms and ammunition for trading purposes, the schooner Vine sailed from San Francisco June 14.

The four-masted gasoline schooner Argus, from Port Gamble (Wash.), to San Pedro (Cal.), was burned off Cape Flattery on June 13. All hands were landed in safety.

The gasoline schooner Corinthian was wrecked on the Humboldt bar on June 11. Two men, Olo Carlson and Andrew McCorrey, the latter a University student, were drowned.

The schooner Vine, under charter to H. Liebes & Co., sailed from San Francisco on June 13 for the mission stations of Alaska as far as Point Barrow with a cargo of supplies.

The big steamer Massachusetts, recently at San Francisco from New York with a cargo for the American-Hawaiian Company, has arrived at Honolulu, en route to New York.

According to a teelgram received at San Francisco on June 12, the British bark Don, bound from London for Vancouver, has put into Montevideo with her master, Captain Chamberlain, ill.

The schooner Oregon, recently arriving at San Francisco in a waterlogged condition and with the cabin full of water, has been repaired. She sailed on June 17 for Coquille River for a cargo of lumber.

The Oceanic liner Ventura, for several weeks in port at San Francisco, is to sail on June 20 for Honolulu, Pago Pago, Auckland and Sydney. She wil have many saloon and second cabin passengers.

The ship Glory of the Seas, now owned by the Barneson-Hibbard Company, is on the ways at the United Engineering Works, San Francisco, preparatory to engaging in the Coast lumber trade.

The Army transport Buford is loading supplies at Folsom-street wharf, San Francisco, for Nome and St. Michael, Alaska. She is scheduled to sail for the north about July 1 and will carry a number of casuals and passengers.

Instructions have been sent to the Mare Island (Cal.) Navy Yard from the Navy Department to equip the United States warship Wyoming with tanks and burners for the purpose of conducting practical experiments with oil as fuel.

The Navy Department is advised of an arrangement at the Mare Island (Cal.) Navy Yard for a trial trip of the United States warship Milwaukee about July 20, on which ocasion it is expected the Naval Board of Inspection and Survey will be present.

The steam-schooner Thomas L. Wand, which ran aground near Bolinas on June 15, while bound from San Francisco for Gray's Harbor, was brought back to the latter port on the 16th by the tug-boats and taken to the foot of Sixteenth street, where she is to be placed in drydock.

Advices from Nome, Alaska, reported the arrival there on June 14 of the steamer Pennsylvania, from Puget Sound. This is the fourth or fifth steamer to reach Nome this season, the very first being the revenue cutter Corwin, and the others including the Senator, Victoria and Oregon.

Seven cargoes of lumber from northern points, aggregating 2,545,000 feet, arrived at San Francisco on June 14. The lumber comprised the cargoes of the steamers Brunswick, Lakme and Daisy Mitchell and the schooners Coquelle, Ruby, Albion and Anteolpe. Many more cargoes are on the way.

A. Anderson, J. H. Bruce, P. Thompson and twelve others, owners and operators of the tug Pilot, have brought a suit in the United States District Court at San Francisco libeling the British ship Blatfield for $500, claimed to be due for having towed the ship out of a place of danger on April 20.

A London telegram received at San Francisco on June 14, announced that the British steamer Quito, previously reported as having been ashore thirty-five miles from Montevideo, and later towed into that port, had been surveyed and found to have sustained no apparent damage. The steamer proceeded for Guayaquil.

Captain Foley of the whaling schooner Monterey writes from Nome that his vessel reached that place in safety, and that a catch of 2,000 pounds of bone was made on the way up the Coast. No word has yet come from the other whaling vessels sailing from San Francisco early this season for the Arctic.

The old sidewheel steamer Sehome, long laid up on Puget Sound, arrived at San Francisco on June 17, and will be used at one of the Broadway wharves as a mess ship and hotel by the Pacific Mail Steamship Company. The Sehome is a wooden vessel, built in 1889 at Portland, Ore., and is 192.4 feet long, 32.2 feet in breadth and 10.5 feet deep, with a net tonnage of 615.

United States Senator Perkins, on June 11, proposed amendments to the Sundry Civil Bill, as follows: Providing for a live-saving station at Halfmoon Bay, south of Point Montara and near Montara Reef; providing for a revenue-cutter in San Francisco Bay, costing $75,000; providing for a revenue-cutter at Honolulu, costing $275,000.

The Kosmos liner Nauplia, Captain Heins, arrived at San Francisco on June 11 from Hamburg and other European ports, by way of the Straits of Magellan and numerous ports of South and Central America and Mexico. The Nauplia brought no passengers, but had on board 800 tons of freight and $20,000 worth of bullion and concentrates from Mexico.

It is reported that a steamer is soon to leave San Francisco for Alaska with supplies for the whaling fleet that has been held in the Artctic ice for the past year. The fleet is believed to be preparing to emerge from the Arctic with all hands eager not only for news from home, but for fresh supplies of provisions that will be met soon after the imprisoned whalers pass through Behring Straits.

The schooner Alpha, twenty-three days from Pirate Cove, arrived at San Francisco on June 5 with sixty barrels and 250,000 codfish. A passenger on board was Captain Kaus of the codfishing schooner Marion, which went ashore on April 11 on Sanak Island and became a total loss. Captain Kaus and the seven men of the Marion were on Sanak Island fourteen days before they succeeded in getting a vessel to take them to Pirate Cove.

For ten days on the way down the Coast from Siuslaw River the crew of the schooner Antelope were almost constantly at the pumps, and when they arrived at San Francisco on June 14 they were almost exhausted. The Antelope was laden with lumber, and soon after pasing out to sea from Coquille sprang a leak that threatened to waterlog the vessel. It was only by heroic work at the pumps that the Antelope escaped this condition and succeeded in making port.

The steamer Meteor sailed from Seattle, Wash., on June 11 for San Francisco, towing the old sidewheel steamer Sehome, which is to be used by the Pacific Coast Steamship Company as a hotel and mess ship at Broadway wharf. She will take the place of the Spokane, and, according to Manager Pearce, is well suited to the purpose. Not only employes of the company, but outsiders will find accommodations on the Sehome. From present indications the Sehome will be a fixture on the water front for many months to come.

As an incident in the war between the Hawaiian sugar growers and the Spreckles interests, the first importation of Philippine sugar to reach San Francisco in fourteen years arrived on the Standard Oil freighter Dakotah on June 12. The Dakotah brought 78,000 mats of 76 pounds each, making a total of nearly 3000 tons. The steamer Southerland, a sister ship of the Dakotah, left Manila on June 7, and it is reported that she will bring in something like 156,000 bags of raw sugar for the Western Refinery. This will be the largest importation in the history of the trade.

Captain Rasmussen of the schooner Golden Shore, which recently made a fast run of five days to Willapa Harbor, writes that off the Columbia River bar he picked up a fisherman clinging to an upturned boat. His name was not given. The man said that he and his brother had been carried to sea in the boat, the brother being drowned when rough seas capsized the craft. For two or three days thereafter the lone fisherman managed to cling to the bottom of the skiff, and he was nearly dead when the Golden Shore sighted him. He was scarcely able to tell his story when taken aboard. The man was landed at Willapa.

Men in need of medicine go to City Front Drug Store, No. 10 Mission St., near East, S. F.

Get your Spring Blood Cleanser at the City Front Drug Store, 10 Mission Street, opposite Sailors' Union Hall, San Francisco.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. Particular attention paid to insurance claims. Room 207, Merchants' Exchange Building. Phone, Temporary 394

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We offer One Hundred Dollars Reward for any case of Catarrh that cannot be cured by Hall's Catarrh Cure.

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Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system. Testimonials sent free. Price 75 cents per bottle. Sold by all Druggists.

Take Hall's Family Pills for constipation.

IDLE ENGLISHMEN.

Frank W. Mahin, United States Consul at Nottingham, Eng., tells of the winter's work of the "distress committee" of that city in securing jobs for idle men. This work was undertaken throughout England under an act of Parliament, and Mr. Mahin's report shows what has been accomplished in that city of a quarter million people for the relief of the unemployed, as follows:

The total number of applicants for work in Nottingham was 741, with 1,739 dependents; 377 were passed as suitable for such work as the committee could find, but 74 of these obtained other work for themselves, or were given other work as a result of the committee's help and inquiries, while 113 applicants found work before the committee could pass upon them. Of the 303 accepted applicants left on the register, 270 were given work by the committee, leaving 33 less needy, for whom no work was found. Two men and their wives were sent to Canada at their request. One-third of the applicants did not come within the act for want of proper character, for insufficient length of local residence, or for being chronically unemployed or unemployable.

Many men obtained employment who, perhaps, had become fearful of ever doing so again, and were sinking into a state of despondency from which it would have been almost impossible to raise themselves. As a result of the committee's inquiries of former employers a connection has been established between it and many factories and business concerns, which is expected to be of great service to both seekers for and hirers of labor.

The work provided by the committee was on recreative and other grounds owned by the city, some of which had to be done in any event at the public cost. The average length of employment for each man was six weeks, at about 9 cents an hour—three-fourths of the usual rate for unskilled labor. The total outlay was $5,300. Of this the city paid about $1,800. In other cities the same general course was pursued. Some, however, were burdened with a much heavier proportion of unemployed than was Nottingham.

South Africa is the largest market for British bicycles in the world, over one-sixth of the entire output being shipped thither. In addition, one-third of the motor cycles and one-fourth the motor cars exported from that country go to South Africa. American machines are not now in vogue, it being argued that they are too lightly built for the rough roads of this country.

The immigration into Cuba during 1905 was 54,219 persons. Of these 47,902 came from Spain and only 1,861 from North America, which leads a New Orleans paper to remark that this does not indicate any very rapid Americanization of the island.

Imports of South African goatskins into the United Kingdom last year amounted to 1,887,000, as compared with 1,156,500 in 1904, while only 2,712,000 Cape sheepskins were imported, against 2,729,000 in the previous year.

The American Locomotive Company has received an order for fifty-four locomotives for various Japanese railroad lines, deliery to commence in October.

COAST SEAMEN'S JOURNAL

Published Weekly by
THE SAILORS' UNION OF THE PACIFIC
Established in 1887

W. MACARTHUR, Editor. | P. SCHARRENBERG, Mgr.

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, - - - - - - JUNE 20, 1906.

SEAMEN SEVER AFFILIATION.

Whereas, The United Shipping and Transportation Association has locked out, or threatened to lock out, from the Mail dock, Oregon dock, Hawaiian dock, Cosmos line dock, Broadway dock and Coos Bay dock all union longshoremen who are working in general freight and passenger steamers; and,

Whereas, They are threatening to lock out the longshore lumbermen and other union workingmen with whom we are associated in the City Front Federation; and,

Whereas, We can see no reason for action causing such suffering as this would at this time, except that we are affiliated with them in the City Front Federation; therefore be it,

Resolved, That we, the Sailors' Union, Marine Firemen's Union, and Marine Cooks and Stewards' Association, hereby withdraw from said City Front Federation and cease all affiliation therewith, to the end that the United Shipping and Transportation Association may have no reason to lock out these men and cause their families to suffer.

These resolutions were adopted by the Sailors' Union of the Pacific in its meeting at Headquarters, San Francisco, on June 18, and by the Marine Firemen and Marine Cooks and Stewards at their respective meetings on June 19. Thus these maritime organizations will cease membership in the City Front Federation.

As may be readily surmised, the conditions necessitating this step are peculiar in the history of the labor movement. The Sailors' Union has always believed in the principle of federation, and has always practiced that belief. The Sailors' Union still believes in the principle of federation, but it finds itself up against conditions which run counter to theory, conditions which must be recognized and dealt with, even if theory must temporarily be set aside.

Briefly stated, these conditions are that the United Shipping and Transportation Association, finding itself unable to defeat the maritime organizations in a fair fight, has sought to harrass the latter by involving other organizations in no way concerned in the issue. The lockout of longshoremen was part of these tactics. The justification, if any, of the lockout consisted in the fact that the longshoremen, being affiliated with the Sailors, Firemen and Cooks and Stewards, in the City Front Federation, were responsible for the latter's action, or at any rate were liable to be called upon by the latter to take similar action upon their own account. The withdrawal of the maritime organizations from the City Front Federation, which step necessarily absolves the Federation and its affiliated bodies from all obligation to support the strike, removes the last vestige of pretext for the lockout.

Henceforth the United Shipping and Transportation Association can have no more excuse for locking out or otherwise victimizing the longshoremen than it would have for making a move of that kind against the members of the up-town trades. Henceforth the Association must confine its attention to the Sailors, Firemen and Cooks and Stewards, or stand convicted of an unconscionable attempt to win an otherwise hopeless cause by methods of indiscriminate attack. If such methods be permitted to prevail, they will be repeated; which will inevitably mean one of two things, either the defeat of every strike, or the extension of every strike to the utmost limit conceivable upon "sympathetic" lines.

The action of the maritime unions in withdrawing from the City Front Federation will tend to confine the struggle within its original lines, and by so doing will greatly increase the prospects of speedy success. Thus that step will be of ultimate advantage to the longshoremen and other land workers as well as to the seamen. The policy of the Transportation Association and Citizens' Alliance obviously is to spread the trouble over the largest possible area, in the hope of arousing widespread public resentment against the seamen. The Association and the Alliance evidently look upon the public as a child, which when hurt will strike blindly at any object to which its attention is directed as being "bad." Fortunately, the public is not so childish as its self-styled benefactors apparently assume it to be. The public is able to discriminate fairly well between the "bad" union and the "good" Association. And don't you forget it!

The Sailors, Firemen and Cooks and Stewards—the men who perform the actual labor of the maritime industry—are fully capable of taking care of their own fight. That fight is being fought and won. All that the seamen need is a fair field and no favor, no sympathetic strikes and no sympathetic encumbrances of any kind. This much the seamen are determined to get if any action of their own can insure it.

Meanwhile, the principle of federation remains as good as ever. That principle will gain rather than lose to the extent that it may be proved capable of modification in practice for the purpose of winning a fight.

The longshoremen in San Pedro, Eureka and Gray's Harbor have rendered valuable services to the seamen's unions now on strike by refusing to handle lumber and other cargo in unfair vessels. In recognition of this service the Sailors' Union, in its meeting at Headquarters, San Francisco, on June 18, passed a vote of thanks to the longshoremen's unions in the localities named, coupled with a request for a continuance of their assistance. The longshoremen's unions up and down the Coast have acted voluntarily in discharging the obligations of unionism, a fact which, besides increasing the effectiveness of the service rendered, makes it doubly welcome to the seamen. Shake, brothers!

MURDER OF COMRADE KELNER.

Another name has been added to the list of our comrades who have given their lives for the Sailors' Union. Andrew Kelner was shot and instantly killed in San Francisco Bay on June 17—murdered in cold blood by a hired assassin in the pay of the United Shipping and Transportation Association.

Comrade Kelner, accompanied by a number of other members of the Union, had gone off in a launch to the steam-schooner National City, lying off Sixteenth street, Oakland, for the purpose of interviewing the crew and rendering them whatever assistance, if any, were needed. In broad daylight the launch approached the National City. Not the slightest sign of hostility was made by the men in the launch, who were unarmed and absolutely unprepared for trouble of any kind.

Without the slightest warning, not even so much as the customary hail, and while the launch was still some distance from the schooner, the men on the National City opened fire on the launch. Kelner, who stood in the bow of the boat, was mortally wounded at the first moment of attack. He died without utering a word. Three other comrades, John Peterson, Andrew Hanson and Holger Borgensen, were wounded, but fortunately not fatally.

The men chiefly responsible for the murder were arrested shortly after the affair. The names of these men are Port Captain George L. Hammar, who was acting as sailing master of the National City at the time of the shooting; Joseph B. Hubbard, Daniel T. Cahill and Frank Martin, members of the crew of the National City and who are declared to be strike-breakers, employed for the express purpose of guarding the vessel in case of trouble. Hubbard, who, according to press reports, boasts of having fired the shot that killed Comrade Kelner, hails from Green River, Wyo., and was recently imported as a "gun-fighter" by Johnson, one of the owners of the National City and notorious on the Pacific Coast for his connection with the labor troubles in the lumber mills at Fort Bragg, Cal. These men will be vigorously prosecuted, and the prospects are that they will receive at least a good measure of the punishment which they so richly deserve for their treacherous crime. Comrade Kelner and the other members of the Union were wholly within their rights in approaching the National City, since they had made no attempt to board the vessel nor threatened violence of any kind. The murder was exactly on a par with the act of a man who from his own doorstep or window should shoot another on the street upon the sole ground of anticipated trouble. The waters of San Francisco Bay are public property, open to all. Men shipped on vessels lying in the Bay have an undisputed legal right to leave such vessels if they so desire. Members of the Sailors' Union or any other persons, interested or disinterested, have an equal right to afford every assistance to those desirous of leaving a vessel. The only condition in the whole matter is that violence shall not be offered to either person or property. This condition was fully observed in the National City case. The murder of Kelner and the wounding of his comrades was an absolutely unjustifiable and, we believe, premeditated crime, committed in the desperate hope of turning the

tide of defeat upon which the Association shipowners now find themselves engulfed.

The death of Comrade Kelner is profoundly mourned, not alone by reason of its circumstances but also on account of the comrade's splendid character as a seaman, as a union man and as a MAN. Added to a cheerful disposition, great earnestness and untiring energy, Comrade Kelner possessed great personal courage. As a proof of this characteristic, Kelner was the bearer of a silver medal, presented to him by the British Government for distinguished bravery in saving life at sea. The pride which our dead comrade took in this evidence of public appreciation was shared by all who knew him and especially by his associates in the Sailors' Union.

Andrew Kelner was a brave man, born to do great deeds, and he died while doing them. His death, while mourned in itself, will afford consolation by reason of the blessings of liberty which it helps to secure for our great craft. May he rest in peace!

Comrade Kelner will be buried with full honors by the Sailors' Union. All members in port will attend the ceremonies, to pay a fitting tribute to the memory of the dead and to resolve that, so far as in them lies, the brave shall not have died in vain.

ARBITRATION REFUSED.

In response to suggestions from various sources to the effect that the seamen and shipowners should submit their differences to arbitration, the Sailors, Firemen and Cooks and Stewards at once accepted the suggestion, in accordance with the long-established policy of the labor movement. The shipowners, on the other hand, have bluntly refused to arbitrate. The issue is therefore clearly drawn, and the public can have no difficulty in judging the probabilities as to the merit on either side of the controversy.

On this phase of the question the Labor Clarion, official organ of the San Francisco Labor Council, in the course of a very clear exposition of the whole case, says:

Better think calmly, Mr. Shipowner; disabuse your mind of the idea that the public will hold the unions accountable for paralysis of shipping, and show your faith in your declaration that the unions are unreasonable by submitting this dispute to arbitration. If, as you assert, "this is no time to talk about raising wages," surely an impartial arbitration board will agree with you and direct the Sailors, Firemen and Cooks to return to your vessels under the old conditions. And, we venture to say, that this same arbitration board will be considerate enough not to even hint that you should restore your old freight rates on lumber, and—those of you who are mill owners and lumber dealers—sell your lumber at normal prices. No; the arbitration board won't touch on that phase of the question in the way of offering advice—that's another story. To be sure, these little profit-raising schemes might influence the arbitrators in passing upon your ability to grant the workers' demands, but they will not interfere with your tendency to squeeze the lumber consumers to the limit.

However, Mr. Shipowner, if you persist in your 'Public-be-damned" and "There's-nothing-to-arbitrate" policy, come out in the open like men and proclaim yourselves to be what you secretly are—just plain Union-Smashers. 'Twould give zest to the contest, and when the battle ends we'll know beyond question that we've buried the "Open Shop" in San Francisco beyond hope of resurrection.

We don't desire a fight, gentlemen; we would infinitely prefer to remain at work and rebuild and refurnish our homes and re-clothe ourselves and our families; but if fight it has to be, those matters will be laid aside for the time being, and we will face the industrial war you invite with full confidence in the justice of our cause and of its speedy triumph—and then, gentlemen, in truth—

There will be nothing to arbitrate!

Another pointed expression on the same subject appeared in the San Francisco Chronicle of June 18. After commenting upon the great inconvenience caused by the tie-up of shipping, the Chronicle says:

In this case the sailors offer to arbitrate and the shipowners refuse. The position of the shipowners is this, as stated by themselves: That they have not attempted to reduce wages or raise freights; that the Sailors' Union passed a resolution, after April 18, that they would make no demand for increased wages; that the sailors are now better paid than any other sailors in the world; that few of the vessel owners are interested in lumber except as carriers, and that they are not responsible for the rise in the price of lumber, by which they do not profit; that the officials of the Sailors' Union have been guilty of misrepresentation in many respects. Ignoring, for the present, any counter statement which the Sailors' Union might make, we submit that, upon the case submitted by the vessel owners, they ought not to fear the result of arbitration by disinterested men. And they should consent to such an arbitration.

The Chronicle's views amount to a direct and convincing indictment of the United Shipping and Transportation Association. Of course, if the Association's case is as strong as it is represented to be, it is bound to win in any arbitration proceedings. Why, then, is not the Association willing to arbitrate? The answer is easy. The Association won't arbitrate because it knows that in such a proceeding it would lose the point it is really contending for, namely, the disruption of the unions on the water front. Even if the Association's case were as strong as it claims (which it is not), that body would still be afraid to arbitrate. What would it profit the Association to win on wages and lose on the "Open Shop"?

That the statements made by the seamen regarding conditions in the coastwise shipping industry are not mere fancy is proved by the following press interview, by Mr. George Renner, Manager of the Draymen's Association, of San Francisco:

"The average load of a steam-schooner," said Renner, "is 400,000 feet of lumber. Figuring the advance in freight rates at seventy-five cents a thousand, the owner of a steam-schooner receives each trip down the Coast $300 more than he was paid before the fire. The average crew of one of these vessels is ten men. The advance demanded is $5 per month for each sailor, or $50 per month for the crew. As each schooner makes at least two trips a month, its monthly profit is certainly $600 more than before the fire. This being true, the owners can, it seems to me, afford to raise the wages of the crew $50 per month.

"Many of the steam-schooners,' continued Renner, "are owned by lumbermen. I am informed by one of their number that lumber has gone up $5 per thousand feet. That means that the increase in their profit on each cargo of 400,000 feet is $2,000, if the vessel is not owned by the lumberman; or $2,300 if the steamer is their property. Why this increase should not be shared with the sailors I do not understand.

"I take no account of possible overtime charges. If the owners do not care to pay what the men ask for work after hours or on Sundays, they can lay their vessels up during those hours."

Members of the United Shipping and Transportation Association are reported as laughing at Mr. Renner's statements. This, of course, is to be expected. That is the Association's way of answering (?) all the statements which it is afraid to discuss seriously.

Among all the men shipped on Association vessels during the past two weeks, and who have left these vessels as soon as they realized the work required of them, not a single sailor, fireman, cook or steward has been found. The "greenie," even, is pretty scarce and pretty expensive these days.

DIED.

Julius Kraft, No. 176, a native of Germany, aged 59, died at Fort Stanton, N. M., June 1906.

Andrew Kelner, No. 495, a native of Russia, aged 24, died at San Francisco, Cal., on June 17, 1906.

Johan Olsson, No. 925, a native of Finland, aged 26, died at San Pedro, Cal., on June 17, 1906.

Arthur Warta, No. 740, a native of Germany, aged 25, died at San Pedro, Cal., on June 12, 1906.

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., June 18, 1906.

Regular weekly meeting was called to order at 7:30 p. m., E. A. Erickson, presiding. Secretary reported shipping dull. The United Shipping and Transportation Association has been unable to secure any competent men to man its vessels. The employment agencies have endeavored to furnish the vessels with green country boys, brought on board under misrepresentation. The latter have, in every instance, been anxious to come ashore again when the facts were explained to them. On recommendation of the Executive Committee the following resolution was adopted:

Resolved, That a vote of thanks be extended to the Longshoremen's Unions along the Coast for their action in refusing to work scab vessels; further

Resolved, That we feel sure they will continue, and we hereby guarantee to them, that their interests will be protected with all the power at our command.

A committee was elected to make arrangements for the funeral of Andrew Kelner, who was murdered by professional thugs hired by the United Shipping and Transportation Association.

A. FURUSETH,
Folsom Street Dock. Secretary.

Notice: All members in port must report daily at the Fishermen's Hall, 9 Mission Street.

Tacoma Agency, June 11, 1906.
No meeting; no quorum. Shipping very good.
H. L. PETTERSON, Agent.
3004 McCarver st. Tel. Main 808.

Seattle Agency, June 11, 1906.
Shiping fair; prospects good.
P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. James 3031.

Port Townsend Agency, June 11, 1906.
No meeting; no quorum. Shipping continues fair. Few members ashore.
WM. THORBECK, Agent.
114 Quincy st. P. O. Box 48. Tel. 443.

Aberdeen Agency, June 11, 1906.
Shipping medium.
WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

Portland (Or,) Agency, June 11, 1906.
Shipping and prospects good.
CHAS. BOCK, Agent.
40 Union ave. Tel. East 4912.

San Pedro Agency, June 11, 1906.
Shipping medium; situation fair.
HARRY OHLSEN, Agent.
P. O. Box 2380. Tel. Main 774.

Honolulu (H. T.) Agency, May 28, 1906.
Shipping medium; prospects uncertain.
H. COLDIN, Agent.
821 Alakea st. Tel. Main 96.

MARINE COOKS' AND STEWARD'S ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, Cal., June 14, 1906.

Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported that the men working on Pacific Coast Steamship Company's vessels had been called out here and all along the Coast and the Company has met with very poor success to obtain efficient crews. Balloting for officers was proceeded with. Comrade M. Churchwood died at the Mission Hospital in Seattle and was buried by the Union.

EUGENE STEIDLE, Secretary.

Seattle (Wash.), Agency, June 7, 1906.
Agency reported to be in favor of calling out men on Pacific Coast Steamship Company's vessels.
LEONARD WORKGAUER, Agent.

San Pedro (Cal.), Agency, June 7, 1906.
Situation fair; had a joint meeting at the Sailors' Union Hall.
CHAS. M. DAWSON, Agent.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., June 6, 1906.
Shipping medium.
JOHN THORMER, Sec'y pro tem.
1½ Lewis st.

MARINE COOKS' AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters, Buffalo, N. Y., June 13, 1906.
General situation fair.
R. H. WALKER, Sec'y.
15 Union St.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters, New York, N. Y., June 11, 1906.
Shipping fair.
H. P. GRIFFIN, Secretary.

ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)

FOUNDERED OFF CLEVELAND.

The schooner Mabel Wilson foundered off the port of Cleveland recently in the northeast storm which swept the Lake. She was bound down with a cargo of ore and was being towed by the steamer Elphicke. Just off Cleveland it was believed hazardous to attempt to go further and her anchors were dropped. The Elphicke signaled for a tug and the Lutz went out. The seas were running so high, however, that the boat was soon damaged beyond hope of recovery. While the Lutz was going to the rescue the lookout at the Life Saving Station gave the warning that the schooner was going down and another tug was summoned to tow the lifeboat. The Kennedy responded. Before the Lutz arrived at the scene, however, the waves had washed the wheelehouse overboard and with it the wheelsman, who had stuck to his post. His name was not known to his companions, other than that his first name was Fred.

The crew did not notice that the boat was leaking until after the Elphicke had dropped the line and she was riding at anchor. She seemed to be breaking up all at once. When the Lutz arrived the wheelhouse and its occupant had already gone overboard. Captain Gotham and Mates Gunnison and McPhee had gone into the rigging to get out of the seas. Gotham and Gunnison were pretty badly hurt, especially Gunnison. In the careening of the boat the steel stays broke and the recoil struck Gunnison across the back of the hand, severing two of his fingers at the second joint. Captain Gotham was also hurt and had to be taken to Lakeside Hospital, where he and Gunnison were attended to.

The Lutz, finding that it was impossible to save the schooner, began to rescue the crew. She had four of the crew off when the life-savers arrived in tow of the tug Kennedy.

She stood by then until the remainder of the crew had been taken off by the life-savers. Captain Motley, of the Life-Saving Station, had taken out the smlal boat, since it was the most convenient in such a sea. When the work was nearly done a mishap occurred, which nearly cost the service a boat. The sinking schooner was floundering badly and lashing about in the water. One of the jaws of the gaff, which had been carried over with the spar, struck the boat in the forward compartment, stoving a hole six inches in diameter, and the compartment filled with water . It was difficult after that to keep the boat from sinking, the seas being so heavy. The tugs Kennedy and Lutz, however, stood by to help the life-savers if they should have need for it. The work of the latter was accomplished under trying circumstances. The mainmast showed signs of weakness and it was feared every minute that it would go overboard. Had it done so it would have struck the lifeboat amidships. The crew had been saved when the schooner settled and disappeared, except a portion of the mainmast. The wreck is lying west of the harbor entrance and out of line of both inbound and outbound boats. She dragged her anchors considerably and is now a considerable distance farther inshore than when she was first known to be in distress.

The northeaster was one of the most severe in years. Boats all along the Lake were lying outside rather than try to enter the smaller ports during the storm. Boats did not try to enter Huron or Ashtabula and only a few came into Cleveland.

The Frontenac, in making the Cleveland harbor had a narrow call from disaster. Only the able management of the boat by Captain U. S. Cody saved her from a fate similar to that of the steamer which went on the pier at Ashtabula. She was coming in with full steam ahead. The moment she struck the cross current at the mouth of the river she began to experience difficulty. She was well handled, however, and reached her dock without difficulty.

The schooner F. A. Georger was seen off the harbor flying distress signals. The tug Lutz went out and brought her in. She was leaking badly and the tug reached her just in time to keep her from sinking. In the more quiet waters of the harbor her pumps were able to keep her afloat, and she was put into drydock for calking after she was unloaded.

PRIZES FOR LAKE WRECKERS.

Captain Harris W. Baker, the well known wrecking master of Detroit, has just completed the most successful job of his career in the raising and delivery of the ocean steamer George W. Elder in the drydock at Portland, Or.

That the eyes of the Westerners were opened by the achievement of Captain Baker is attested by the expressions of praise in the Portland papers.

For more than a year the Elder, which struck a rock and went to the bottom near Portland, baffled the efforts of Pacific Coast wreckers, and finally the underwriters disposed of the wreck to J. H. Peterson for $10,000.

"Captain Baker examined the wreck and stated that he could raise it," says the Portland Oregonian. "A conditional contract was then closed, by the terms of which the Detroiter was to be paid $30,000 for the successful accomplishment of the task.

Quoting Peterson, the Oregonian further says:

"All praise is due Captain Baker, who engineered the job, for he was master of the situation from the first time he saw the position of the wreck, at which time he stated he would accomplish the task of floating her or stand the expenses of failure."

Peterson has since banqueted Captain Baker and his crew of Detroiters who showed them how.

The Elder was worth $200,000 at the present time, although she cost her owners much more when she was built.

The wrecking work on the steamer City of Concord, which sunk in the Ellsworth slip, has been temporarily suspended, awaiting the arrival of the owner, N. Mills, of Marysville, Mich. Walter V. Metcalf, who has the contract for raising the steamer, says that everything is in readiness and the boat can be floated in a short space of time.

TEN-THOUSAND-TONNERS.

The American Shipbuilding Company has booked another order for a big freighter for 1907 delivery. The contract was recently closed and the order was placed by Captain Charles L. Hutchinson and others of Cleveland, O. The new ship, which will have a carrying capacity of about 10,000 tons, will be a duplicate of the steamer Joseph G. Butler of the Hutchinson fleet.

The new boat will be 545 feet over all, 525 feet keel, 55 feet beam and 31 feet deep. She will have triple expansion engines with cylinders 23 1-2, 38 and 63 inches, with 42-inch stroke. She will have two Scotch boilers 14 1-2 feet in diameter and 11 1-2 feet long. The boilers will be fitted with the Ellis & Eaves draft and will be allowed 180 pounds pressure. The new steamer will be an up-to-date freighter and will be fitted with everything modern for handling ship and cargo.

According to the contract the steamer, which will cost $400,000 will be completed and ready for business April 15, 1907. It has not been decided at which of the company's yards she will be built.

Henry Steinbrenner and others of Cleveland, O., closed a contract with the American Shipbuilding Company for a 10,000-ton steamer for 1907 delivery. The new boat will be a duplicate of the steamer recently ordered by Captain Charles L. Hutchinson. She will cost $400,000 and will be ready to go into commission next April. The new boat will be modern in every respect. The officials of the Shipbuilding Company have not decided where the keel of this ship will be laid.

The dimensions of the steamer are 545 feet over all, 525 feet keel, 55 feet beam and 31 feet deep. She will have triple expansion engines, with cylinders 23 1-2, 38 and 63 inches, with 42-inch stroke. Two Scotch boilers 14 1-2 feet in diameter and 11 1-2 feet long will furnish the steam. The boilers will be fitted with the Ellis & Eaves draft and will be allowed 180 pounds pressure.

The American Shipbuilding Company has booked seven orders for big freighters for next year's delivery. The carrying capacity of these vessels ranges from 7,500 to 13,000 tons.

The board of directors of the United States Steel Corporation has set aside $10,500,000 to be spent at Gary this year. The plan in its entirety will cost $75,000,000 to carry out and it will take at least four years to put into effect the plans already made. This includes the cost of the greatest steel plant in the world and a city for 100,000 people attached to it.

Gary, not yet incorporated as a city, will lie on the south bank of the Calumet River, directly south of the most southerly point of Lake Michigan. At this point the Calumet is a mile from the Lake shore and the area between the River and the Lake is to be devoted to the greatest steel plant in the world. About 6,000 acres of land have been secured, and as soon as it is physically possible to push the work two sections of land are to be covered with plant north of the Calumet and three sections with city south of the River. A big bend in the Calumet at this point is to be straightened so that the river will have a straight east and west course between the works and the city of Gary.

MARINE NOTES.

In May, a year ago, shipments at Duluth were 2,911,878 tons. The season to date shows 3,971,874 tons against 3,787,073 tons a year ago.

The Duluth, Masaba & Northern Iron Ore docks at Duluth have established a new record for one shipping day of twenty-four hours. The amount shipped was 103,253 tons.

The whaleback barge 103 is at the yards of the Toledo Shipbuilding Company for repairs. The boat was in collision with the Shaw on the Upper Lakes a few days since, and was considerably battered in the encounter.

The upper range on Peche Island burned down on June 1. It was reported at Detroit by the master of the steamer Maritana that the burning range fell as his vessel passed down. The range was of wood. An $18,000 appropriation recently made provides for new structures.

Captain Charles Keller, United States lighthouse engineer, has announced that the Murray Construction Company has surrendered its contract for rebuilding a section of the Harbor Beach breakwater, and that a new contract has been awarded to Hugo & Tims, of Duluth. The job is worth $200,000.

The steamer Scottish Hero, which the Canadian Lake & Ocean Navigation Company brought over from Scotland, will come to Lake Erie this month. The steamer is too big to come through the Welland canal and she has been cut in two. She will be put together at Cleveland or Loran and she will be towed up the Lake in sections from Port Colborne.

Manitowoc is soon to have a greatly enlarged and increased harbor, and to that end the council of that city has voted to expend $5,000 for dredging and other works necessary. The Wisconsin Central has leased 1,000 feet of dock frontage to a coal company, which will build a modern coal dock 1,000 feet long and 400 feet wide. A 700-foot turning basin will also be excavated near the mouth of the River and this basin will be used by the Manitowoc Drydock Company for a large floating steel drydock, which is now being built. There will also be built about 6,000 feet of dock front.

A fake statement which appeared in the Cleveland Leader of June 2 setting forth the claim that Daniel J. Keefe would be head of a great Union on the Lakes, comprised of all marine labor, and all the dock-workers on the Great Lakes, and that President Gompers of the American Federation of Labor would render a decision granting Keefe power to control marine workers, seamen, as well as longshoremen. This hop-dream would be funny if it were not so foolish. There is no doubt as to where the article was fathered. Seamen will never consent to being ruled by a landsman. That fact might as well be allowed to penetrate to Mr. Keefe's brain now as at any time.

Notice is given by Major C. McD Townsend, the United States engineer at Cleveland, that two projecting rocks, on which the depth is only fifteen feet, have been discovered in the dock channel at Sandusky about 125 feet north of the end of the Wehrie Coal Company's dock. This part of Sandusky harbor is not safe for vessels drawing more than seventeen feet, and vessels of this draft or less should keep about seventy-five feet out from the dock line, between the Big Four Railway and the Wehrie Coal Company's docks. The new lighthouse at the entrance to the Kenosha Harbor has been placed in commission, and the light heretofore shining from the shore discontinued. The new building is equipped with a modern coast light.

INFORMATION WANTED.

Thos. J. Cullin, No. 7833, Hugh Galloway, No. 1207, A. Hagerty, No. 11979, and Andrew Hanson, who were part of the crew of the No. 105 in 1904, are wanted as witnesses, and will please communicate with the nearest agent of the Lake Seamen's Union.

William H. Fay is inquired for by his sister, Mrs. J. Lawson, 41 Princeton Place, Buffalo, N. Y.

Lake Letter List.

(Marine Postoffice, Detroit, Mich.

May 26, 1906.

Alm, Carl (Cambria)
Alger, J. B. (I H. Owen)
Baker, Miss J. S.
Bardley, Lewis (Griffin.)
Bonin, Alfred (Cartagena)
Banner, John (H. W. Smith.)
Carlsen, Rudolf (Sinaloa.)
Caldwell, John D. (J. B. Owen.)
Cook, John
Ellison, John (Bunsen.)
Fudge, Fred (Armenia.)
Maleski, Geo. (Bunsen.)
Moore, Will F. (Wolverine.)
Weber, Chas. (Warrington.)
Palm, Sigfrid (Empire City.)
Patzold, Fritz (Squire.)
Roberts, Henry J.
Scott, Thomas (B. F. Jones.)

June 2, 1906.

Angwall, Ernest
Aston, Wm. (M. A. Hanna)
Altken, J. H.
Blair, Fred (W. E. Reis)
Bassman, Louis
Bennett, B. J. (R. Mills)
Britz, Peter (Neosho)
Black, James
Bell, Thos. J.
Bureta, S. (Mayland)
Carroll, Martin J. (Allbright)
Coyle, Wm. (London)
Carlson, Geo. (F. C. Ball)
Conan, Victor
Cottrell, Geo. (Pickands)
Cottrell, Loumer (Pickands)
Cannine, Geo.
Dunn, Wm. (R. L. Fryer)
Donoran, John (Nyanza)
Dochstader, Philip (Treror)
Dubey, E. C.
Ehrheart, Edgar
Fuhfie, John (Sill)
Fox, Malcolm (Wilson)
Graffin, Geo. (Balsom)
Harmon, Maurice (Penobscot)
Henry, A. G. (Penobscot)—2
Haberth, Joseph
Jackson, George (Peter White)
Jock, J. A.
Krohn, Nelson (Ireland)
Kenealy, D. F. (Victory)
Manson, Walter J (Penobscot)—3
Moore, J. F. (Pontiac) —2
Madison, Martin (Harvard)
Manion, Hubert
McLaughlin, Wm.
McKenzie, Wm. (M. Mullen)
Nowacki, Leo (Widlar)
O'Connor, D. J.
Pollet, Sheldon (Mitchell)
Pederson, Theo. E.
Pelletier, E. F.
Pelletier, Feles
Patterson, Gilbert
Reilly, Jas. L.
Rippin, Richard (Thos. Wilson)
Svendsen, Emil (Mariposa)
Shubiltowski (Howard)
Smith, Wallace (Wood)
Saph, W. Lee (Umbria)
Shephard, A. M. Capt. (Gilchrist)
Sugden, Geo.
Taylor, Jno. T.
Wedge, Ray

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

143 West Madison Street, Chicago, Ill.

Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, WIS.....133 Clinton Street
Telephone 240 South.

BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.

ASHTABULA HARBOR, O.....87 Bridge Street
Telephone 552.

CLEVELAND, O.....171 East River Street
Telephone Bell Main 1295.

TOLEDO, O.....719 Summit Street
Telephone Black 6981.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES.

DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3742.

ASHLAND, WIS.....515 East Second Street
Ashland Phone 1563.

SUPERIOR, WIS.....1721 North Third Street
Telephone, Old Phone, 4428 L.

BAY CITY, MICH.....108 Third Street

OGDENSBURG, N. Y.....40 Ford Street

SUB-AGENCIES.

MANITOWOC, Wis. .....725 Quay Street

ERIE, PA.....107 East Third Street
Telephone Bell 599 F.

CONNEAUT HARBOR, O.....922 Day Street

SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
Telephone 1944 South Chicago.

SANDUSKY, O. .....510 Meigs Street

HOSPITALS AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.

CHICAGO, ILL.; DETROIT, MICH.; CLEVELAND, O.

RELIEF STATIONS.

Ashtabula Harbor, O.
Buffalo, N. Y.
Duluth, Minn.
Erie, Pa.
Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Wis.
Houghton, Mich.
Ludington, Mich.
Manistel, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault Ste. Marie, Mich.
Sheboygan, Mich.
Sturgeon Bay, Wis.
Superior, Wis.
Toledo, O.

We Don't Patronize.

FOOD AND KINDRED PRODUCTS.

Bread—McKinney Bread Company, St. Louis, Mo.; National Biscuit Company, Chicago, Ill.
Cigars—Carl Upman, of New York City; Kerbs, Wertheim & Schiffer, of New York City; The Henry George and Tom Moore.
Flour—Washburn-Crosby Milling Co., Minneapolis, Minn; Kelley Milling Co., Kansas City, Mo.
Groceries—James Butler, New York City.
Meats—Kingan Packing Company, of Indianapolis, Ind.
Pipes—Wm. Demuth & Co., New York.
Tobacco—American and Continental Tobacco Companies.

CLOTHING.

Buttons—Davenport Pearl Button Company, Davenport, Iowa; Krementz & Co., Newark, N. J.
Clothing—N. Snellenberg & Co., Philadelphia, Pa.; Clothiers' Exchange, Rochester, N. Y.; Strawbridge & Clothier, Philadelphia, Pa.; Blauner Bros., New York.
Corsets—Chicago Corset Company, manufacturers Kabo and La Marguerite Corsets.
Gloves—J. H. Cownie Glove Co., Des Moines, Iowa; California Glove Co., Napa, Cal.
Hats—J. B. Stetson Company, Philadelphia, Pa.; E. M. Knox Company, Brooklyn, N. Y.
Shirts and Collars—United Shirt and Collar Company, Troy, N. Y.; Van Zandt, Jacobs & Co., Troy, N. Y.; Cluett, Peabody & Co., Troy, N. Y.; James R. Kaiser, New York City.
Shoes—Harney Bros., Lynn, Mass.; J. E. Tilt Shoe Co., Chicago, Ill.
Suspenders—Russell Mfg. Co., Middletown, Conn.
Textile—Merrimac Manufacturing Co. (printed goods), Lowell, Mas.
Underwear—Oneita Knitting Mills, Utica, N. Y.
Woolens—Hartford Carpet Co., Thompsonville, Conn.; J. Capps & Son, Jacksonville, Ill.

PRINTING AND PUBLICATIONS.

Bookbinders—Geo. M. Hill Co., Chicago, Ill.; Boorum & Pease Co., Brooklyn, N. Y.
Printing—Hudson, Kimberly & Co., printers, of Kansas City, Mo.; W. B. Conkey Co., publishers, Hammond, Ind.; Times, Los Angeles, Cal.; Philadelphia Inquirer.

POTTERY, GLASS, STONE AND CEMENT.

Pottery and Brick—J. B. Owens Pottery Co., of Zanesville, Ohio; Northwestern Terra Cotta Co., of Chicago, Ill.; C. W. Stine Pottery Co., White Cottage, Ohio; Harbison-Walker Refractory Co., Pittsburg, Pa.; Utica Hydraulic Cement and Utica Cement Mfg. Co., Utica, Ill.; Corning Brick, Tile and Terra Cotta Company, Corning, N. Y.

MACHINERY AND BUILDING.

Carriage and Wagon Builders—S. R. Bally & Co., Amesbury, Mass.; Hassett & Hodge, Amesbury, Mass.; Carr, Prescott & Co., Amesbury, Mass.
General Hardware—Landers, Frary & Clark, Aetna Company, New Britain, Conn.; Kelsey Furnace Company, Syracuse, N. Y.; Brown & Sharpe Tool Company, Providence, R. I.; John Russell Cutlery Company, Turners Falls, Mass.; Atlas Tack Company, Fairhaven, Mass.; Henry Disston & Co., Philadelphia, Pa.; American Hardware Co. (Russell & Erwin Co. and P. & F. Corbin Co.), New Britain, Conn.; Merritt & Company, Philadelphia, Pa.
Iron and Steel—Illinois Iron and Bolt Company, of Carpentersville, Ill.; Carborundum Company, Niagara Falls, N. Y.; Casey & Hedges, Chattanooga, Tenn.; Gurney Foundry Company, Toronto, Ont.; Sattley Manufacturing Company, Springfield, O.; Page Needle Company, Franklin, N. H.; American Circular Loom Company, New Orange, N. J.; Payne Engine Company, Elmira, N. Y.; Lincoln Iron Works (F. R. Patch Manufacturing Company), Rutland, Vt.; Erie City Iron Works, Erie, Pa.; David Maydole Hammer Co., Norwich, N. Y.; Singer Sewing Machine Co., Elizabeth, N. J.; National Elevator and Machine Company, Honesdale, Pa.; Pittsburg Expanded Metal Co., Pittsburg, Pa.; Peckham Manufacturing Company, Kingston, N. Y.; American Hoist and Derrick Co., St. Paul, Minn.; American Iron & Steel Company, Lebanon and Reading, Pa.
Iron, Architectural—Geo. L. Meskir, Evansville, Ind.
Stoves—Germer Stove Company, Erie, Pa.; "Radiant Home" Stoves, Ranges, and Hot Air Blast, Erie, Pa.; Wrought Iron Range Co., St. Louis, Mo.

WOOD AND FURNITURE.

Bags—Gulf Bag Company, New Orleans, La., branch Bemis Brothers, St. Louis, Mo.; H. B. Wiggins' Sons Co., Bloomfield, N. J.
Baskets—Williams Manufacturing Company, Northampton, Mass.
Brooms and Dusters—The Lee Broom and Duster Company, of Davenport, Iowa; M. Goeller's Sons, Circleville, Ohio; Merkle-Wilcy Broom Co., Paris Ill.
Carriages—Crane, Breed & Co., Cincinnati, Ohio.
Cooperage—Northwestern Cooperage and Lumber Company (otherwise known as the Buckeye Stave Company), of Ohio, Michigan, and Wisconsin; Elgin Butter Tub Company, Elgin, Ill.; Williams Coperage Company and Palmer Manufacturing Company, of Poplar Bluff, Mo.
China—Wick China Company, Kittanning, Pa.
Furniture—American Billiard Table Company, Cincinnati, Ohio; Brumby Chair Company, Marietta, Ga.; O. Wisner Piano Company, Brooklyn, N. Y.; Krell Piano Company, Cincinnati, Ohio; N. Drucker & Co., Cincinnati, Ohio; St. Johns Table Company, St. Johns, Mich.; Grand Rapids Furniture Manufacturing Association, Grand Rapids, Mich.; Derby Desk Co., Boston, Mass.
Gold Leaf—W. H. Kemp Company, New York, N. Y.; Andrew Reeves, Chicago, Ill.; George Reeves, Cape May, N. J.; Hastings Company, Philadelphia, Pa.; Henry Ayers, Philadelphia, Pa.
Lumber—Trinity County Lumber Company, Groveton, Texas; Reinle Bros. & Solomon, Baltimore, Md.; Himmelberger Harrison Lumber Company, Morehouse, Mo.; Union Lumber Company, Fort Bragg, Cal.; St. Paul and Tacoma Lumber Company, Tacoma, Wash.; Gray's Harbor Commercial Co., Cosmopolis, Wash.; Far West Lumber Company, Tacoma, Wash.
Leather—Kullman, Salz & Co., Benicia, Cal.; A. B. Patrick & Co., San Francisco, Cal.; Lerch Bros., Baltimore, Md.
Paper Boxes—E. N. Rowell & Co., Batavia, N. Y.; J. N. Roberts & Co., Metropolis, Ill.
Paper—Remington-Martin Paper Co., Norfolk, N. Y. (Raymond Paper Co., Raymondsville, N. Y.; J. L. Frost Paper Co., Norwood, N. Y.); Potter Wall Paper Co., Hoboken, N. J.
Watches—Keystone Watch Case Company, of Philadelphia, Pa.; Crescent Courvoisseer Wilcox Company; Jos. Fahy, Brooklyn Watch Case Company, Sag Harbor.
Wire Cloth—Thos. E. Gleeson, East Newark, N. J.

MISCELLANEOUS.

Bill Posters—Bryan & Co., Cleveland, Ohio.
Railways—Atchison, Topeka & Santa Fe Railroad; Missouri, Kansas & Texas Railway Company.
Telegraphy—Western Union Telegraph Company, and its Messenger Service.
D. M. Parry, Indianapolis, Ind.
Thomas Taylor & Son, Hudson, Mass.
C. W. Post, Manufacturer of Grape Nuts and Postum Cereal, Battle Creek, Mich.
Lehmaler-Swartz & Co., New York City.

AUSTRALIAN NOTES.

(For the COAST SEAMEN'S JOURNAL.)

There is at present a great deal of dissatisfaction here in connection with the administration of the Arbitration Act. Mind you, only as to the way in which the Act is administered. You can readily see that the award in New Zealand makes provision for "second rate" workmen. Is it possible to imagine that any employer would ever desire second class persons in his employ? Nevertheless, that is the award.

It will now be desirable that certain shipowners will advertise their vessels as "second-raters" to carry passengers or cargo, from one port of New Zealand to another in that State. No doubt the idea of the Court is original, if not according to the evidence. The writer believes that even the New South Wales Arbitration Court judge could not or would not conceive the idea that it is possible to have second-rate seamen on board any vessel.

The environments of a person must at all times lead him to view certain conditions under which other people labor, in a very peculiar light. For instance, what does the average merchant, or I may say shopkeeper, know of the condition of seamen or firemen? Ask any of them, where do the crew live? How do they live? and probably they may know of some one who is at sea or I think I can safely say that when you do receive a reply you will find that they themselves are at sea and very much so.

A conference of seamen of Australia is at present being held in Melbourne. Each branch of the Federation has sent two representatives who are termed as a body the executive council, as follows: South Australia, Senator R. S. Guthrie and Mr. Lowen; Melbourne, Secretary H. Belfrage and G. H. Smith; New South Wales, E. A. Kelly and J. Scotland; Brisbane, P. Henderson and Mr. MacDowell, and Arthur Cooper as Secretary of the Council. The Councillors have been elected by a plebicite vote of the Federated Seamen's Union, and are at present waiting for a conference to take place with the shipowners.

A great amount of work has devolved upon the Councillors, namely, to draw up working rules and make the necessary arrangements for registration under the Commonwealth Conciliation and Arbitration Act. The first business done was the election of officers to form the Executive and the result has been: Senator, R. S. Guthrie, President, H. Belfrage, Vice-President, and E. A. Kelly, of N. S. W., as General-Secretary, who is at present Secretary of the Sydney Branch. It is to be hoped that much good will be derived from the councillor's work.

A bye election has just taken place in Victoria at a place called Glenelg. It is a farming electorate and the strongest men in the Conservative Party were on the warpath with the battle-cry of "Anti-Socialism." Considering that no preachers of Socialism have at any time turned their steps Glenelg way, it is easy to be seen that any cry will suffice to serve their ends.

The Premier of Victoria spent a great deal of time nursing the capitalistic candidate and was supported by some of the Ministry, and yet it took them all their time to defeat Labor man McNeil. When one of the wealthy or Conservative element wins an election, there is a full column in our daily press, dealing with organization and the "good sense" and "sound judgment" of the electors. But if Labor wins the howl of horror is heard all round, and about six lines are printed in the press.

A mass-meeting of members of the Typographical Union was recently held in the Trades Hall, Melbourne, where it was decided that in the jobbing trade an increase of wages was necessary, and a motion to that effect was carried, as follows: "That in the opinion of this Union the time has arrived when an increase in the minimum rate of £2.12 per week should be obtained, as the increased cost of living and the steady progress of the State warrants the same." It was also decided that the delegates on the printing trades wages board, be requested to demand £3 per week as the minimum wage. It was also resolved to congratulate the American Union on the recognition of the Eight Hour principle in their trade in the United States.

The unemployed question is still very keen here. No person seems to be able to solve the problem. News comes from the Trades Hall in West Australia that hundreds of men are sitting at the gates of the gold mines when the shifts are changing, seeking one or two day's work. What a picture! And still all the gold is going out of this country. There is about four or five thousand unemployed around Melbourne and suburbs, most of whom are mechanics, chiefly of the iron trades. Our unemployed in Sydney number anywhere between six and eight thousand, and how they manage to live is past comprehension.

The Longshoremen's, or Stevedore Laborers' Union in Melbourne, which embraces that of Geelong, is acquiring property of its own in a very ingenious manner. A rather large hotel, it seems, was doing very little trade owing to so much competition being carried on around that particular portion of the port, or waterfront, in which is it is situated. In fact, it had deteriorated to such an extent that it was possible to be its landlord for ten shillings a week. It then occurred to the Secretary of the Union that it would be possible for the members to own that hotel. Calling a meeting of the Union, the secretary placed the proposition thus: You have the opportunity of a lifetime as far as our organization is concerned to have a club, or a place to hold meetings in, and from where you may be engaged without wearing away the pillars of the corner hotel or houses while waiting for work. If it is necessary to have the bar connected with the establishment, there it is. And the Union took it as a going concern. After striking a bargain with the proprietor to buy it, lock, stock and barrel, for £1500. The Union at the present owes about £300 or so, having paid off the rest of the debt.

This club, or meeting room, is capable of housing all the members of the Union. It has one very large meeting-hall, capable of seating about five hundred, with piano and raised stage, suitable for concerts, lectures, etc. There is another large room which can accommodate 400 or over, with tables, chairs, etc. A spacious reading room, an office for the Secretary, various outhouses, etc., and a bar, with two bartenders. Now it has been altered so that it is possible to go to any portion of the house without going into the bar, and the best of all is the fact that it is the means of making a better class of friendship all through, as all profits go back to the members. Any profits derived from bar, billiard or concert room go toward paying for the property. In the course of another year the Union expects to be out of debt, and as there is quite a large patch of ground alongside, it is now proposed to erect co-operative stores. The saloon-keepers around this quarter are real mad about the venture and tell

INTERNATIONAL SEAMEN'S UNION OF AMERICA

Affiliated with the
AMERICAN FEDERATION OF LABOR.

WM. H. FRAZIER, Secretary-Treasurer.
1½A Lewis St., Boston, Mass.
AFFILIATED UNIONS.

ATLANTIC COAST SEAMEN'S UNION.
Headquarters:
BOSTON, MASS., 1½A Lewis St.
Branches:
BANGOR, ME., 211 Broad St.
PORTLAND, ME., 377A Fore St.
PROVIDENCE, R. I., 464 South Main St.
NEW YORK, N. Y., 51 South St.
PHILADELPHIA, PA., 129 Walnut St.
BALTIMORE, MD., 502 East Pratt St.
NORFOLK, VA., 228 Water St.
NEWPORT NEWS, VA., 2314 Washington Ave.
MOBILE, ALA., 2 Government St.
NEW ORLEANS, LA., 937 Tchoupitoulas St.

ATLANTIC COAST MARINE FIREMEN'S UNION.
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BROOKLYN, N. Y., 15 Union St.
Branches:
BOSTON, MASS., 284 Commercial St.
PHIADELPHIA, PA., 129 Walnut St.
BALTIMORE, MD., 502 East Pratt St.
NORFOLK, VA., 228 Water St.
NEWPORT NEWS, VA., 2314 Washington Ave.
MOBILE, ALA., 2 Government St.
NEW ORLEANS, LA., 937 Tchoupitoulas St.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.
Branches:
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BALTIMORE, MD., 502 Pratt St.

INLAND SEAMEN'S UNION.
Headquarters:
WHITEHALL, N. Y.

LAKE SEAMEN'S UNION.
Headquarters:
CHICAGO, ILL., 143 West Madison St.
Branches:
MILWAUKEE, WIS., 133 Clinton St.
BUFFALO, N. Y., 55 Main St.
ASHTABULA HARBOR, O., 87 Bridge St.
OGDENSBURG, N. Y., 40 Ford St.
TOLEDO, O., 719 Summit St.
NORTH TONAWANDA, N. Y., 152 Main St.
DETROIT, MICH., 7 Woodbridge St., East.
SUPERIOR, WIS., 1721 North Third St.
ASHLAND, WIS., 515 East Second St.
OGDENSBURG, N. Y., 40 Ford St.
BAY CITY, MICH., 108 Third St.
MANITOWOC, WIS., 725 Quay St.
ERIE, PA., 107 East Third St.
SOUTH CHICAGO, ILL., 9142 Mackinaw St.
CONNEAUT HARBOR, O., 992 Day St.
SANDUSKY, O., 510 Meigs St.

MARINE COOKS' AND STEWARDS' UNION OF THE GREAT LAKES.
Headquarters:
BUFFALO, N. Y., 55 Main St. Tel. Seneca 823 R.
Branches:
DETROIT, MICH., 33 Jefferson St.
TOLEDO, O., 1702 Summit St.
NORTH TONAWANDA, N. Y., 154 Main St.
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Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

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all sorts of lies about the secretary and the club but they might as well be quiet, as the members have implicit faith in their secretary, Joe Morris, who they know has been a teetotalar for the last twenty years. All the old seadogs over this way are anxiously waiting for news from San Francisco, so as to be able to form a fair estimate of how the land lies, after seeing some of the American files.

On May 10 the crew of the United States warship Baltimore were defeated by the Metropolitan Fire Brigade of Sydney by forty-five seconds over a two-mile, 400 yards course, time 18 minutes, 35 seconds. The Sydney Fire Brigade is to a certain extent composed of sailors so it is no disgrace to lose a boat race to a brother of the sea.

Some of the Japanese fleet are being feted and pampered around the Colonies, but at the same time we draw the color line if he comes here as a worker or merchant.

Fraternally,

THE COMMODORE.

Sydney, N. S. W., May 12, 1906.

VAGRANCY IN SCOTLAND.

A very full census is taken by the police for each county, city or burgh in Scotland of vagrants, beggars, migratory poor, etc., on two nights in each year, namely, in June and December. From the Forty-eighth annual report of H. M. Inspector of Constabulary for Scotland it appears that the total number of vagrants, etc., counted on the night of Sunday, June 25, 1905, was 9,567, and on December 24, 7,740. Of those counted in June, 5,247 (or 55 per cent) were found in public parks or streets, outhouses or barns, or about pits, brickworks, etc.; 3,324 (35 per cent) were found in common lodging and other houses; 690 (7 per cent) in houses of refuge, hospitals and poor houses; and of 306 (3 per cent) in prisons or police cells. The corresponding figures at the December census were 2,876 (37 per cent) found in public parks, etc.; 3,834 (50 per cent) in common lodging and other houses; 714 (9 per cent) in houses of refuge, etc.; and 316 (4 per cent) in prisons or police cells. It will be observed that the number of vagrants found in public gardens, etc., was 2,371 less in December than in June, but that the number found in other places showed little difference at the winter and summer enumerations.

The total number of vagrants, etc., counted on a night in June has ranged, in the ten years 1896-1905, between 10,049 in 1896 and 8,252 in 1902. In the same period the number for December was highest in 1896 (7,967) and 1904 (7,948) and lowest in 1899 (6,654).

Of the total enumerated in June, 1905, 62 per cent were men, 20 per cent women and 18 per cent children under 14. As regards nationality, 69 per cent were Scotch, 20 per cent Irish, 10 per cent English and 1 per cent foreign.

The value of the frozen meat brought to Port Said, the town at the entrance of the Suez Canal, from Australasia in 1905 was $155,000, as against $95,000 in 1904. Until recently the meat was supplied almost entirely for the use of ships in transit, but a promising trade is springing up with Cairo, Alexandria, and interior points.

The Venezulean Government has given a 25-year concession to General Tobies Uribe for the cultivation of the island of Tortola, in the Orinoco, and the breeding of cattle there.

NEWFOUNDLAND FISHERMEN.

The catch of cod by the Newfoundland fishermen during the calendar year 1905 was larger than usual because of a short catch by the French, Norwegian, Canadian, and American fishermen. The prices increased to $7.25 per 112 pounds, a figure unrivaled in the modern annals of the colony, and yielding a return of $7,425,000 for the total catch, as against $6,150,000 in 1904, an increase in value distributed among the fishing population of $1,275,000. This is the third highly successful year the colony has enjoyed, the shortage in the Norwegian output of cod-liver oil in 1903 enabling the Newfoundland fishermen to market their stock at an increased value of more than a million dollars, while in 1904 the effects of this were still felt and largely enhanced the monetary return for the twelve months' fishing operations.

The winter herring fishery, which important industrial pursuit is chiefly engaged in by Americans in the Bay of Island, on the west coast, took on a new aspect between October, 1905, and January, 1906, owing to the colonial ministry withdrawing certain privileges conceded to American fishing vessels previously. In his speech in opening the annual session of the Newfoundland Legislature on March 1, 1906, the Governor thus refererd to this subject: "The fishery operations of the people of the United States on the west coast of the colony during the past season, while happily conducted without any breach of the peace, were attended with many vexatious circumstances. My ministers exercised most commendable forbearance in dealing with the same, and have received the assurance of His Majesty's Government that negotiations with the Government of the United States have been entered upon with a view to an early solution of the difficulties of the situation. It is hoped that legislation which at present appears necessary will thus be obviated."

A new herring fishery policy has been outlined by the Governor's speech in the following terms: "Realizing the vast amount of wealth that is resulting from the prosecution of the herring fishery and the attention devoted to special methods of cure, in order to encourage our fishing population to turn the herring fishery of this colony to greater advantage than heretofore, my ministers will submit for your consideration a bill to provide for the granting of a bounty for herrings that are specially cured and exported."

The bounty is to be $1 a barrel on all herring cured on the so-called "Scotch method," and it is proposed to experiment with drift nets in the outer waters to determine if the fish can be secured there when not further inshore. By this means it is hoped to create an industry which will enable the colonial fisherfolk to be independent of the Americans and make it impossible for the latter to carry on their industry in these waters.

The Italian Company which is carrying out the new harbor works at Antivari has obtained a concession to build the first Montenegrin railway, which will run from Antivari to Virbazar. The same company has also been granted the right of free navigation on Scutari Lake. Antivari is to be made a free port.

The Japanese match-monopoly plan has been abandoned by the Government, because of considerable opposition among the match manufacturers.

TEXTILE TROUBLES.

United States Consul Pendleton King writes from Aix-la-Chapelle that a textile concern there lately set their weavers to work on a kind of cheap cloth made from an inferior wool difficult to handle, by which the weavers made less wages, which led to a strike. Concerning its settlement and general textile affairs in that German city, Mr. King continues:

The strikers hoped the trouble would extend to other firms. but the manufacturers' organization informed the strikers that they must resume work by a certain day or there would be a general shutting out of all the employes in the textile industry.

After a conference between the labor and manufacturers' organization, the weavers have resumed work with the understanding that their complaints would be investigated and such advances in wages made as the circumstances justify. There are in Aix-la-Chapelle about 50 manufacturers of cloth with about 14,000 employes, of whom 5,000 are weavers, earning $3,57 to 5.95 per week. Aix-la-Chapelle has the octroi system of taxes, and all articles of food pay a tax on entering the city, and are therefore dearer than in other parts of Germany. Consequently the condition of the weavers here is not quite so good as in Saxony, although the wages are better.

A prominent manufacturer informed me that when such cloth as he makes (ladies' cloth) depends chiefly on the machinery used, and not on the weavers, the German manufacturers cannot successfully compete with the American manufacturers for the American trade. But when the manufacture depends to a great extent on the weavers instead of the machinery, the smaller wages paid here enable them to compete with American manufacturers, and last year his firm sold one-third of their entire product to the United States.

LABOR IN INDIA.

Labor unions and strikes have impressed his Highness, the Maharajah Gaekwar of Baroda as remarkable features of American life and industry. There are no walking delegates in Gaekwar's domains, and, unlike President Roosevelt, he is never called upon to settle coal strikes. His Highness has a few remarks to make on this subject in his suite at the Waldorf-Astoria where he is staying while in this country. "We are never worried over strikes in Baroda," he said. "We have no labor unions and no industrial upheavels such as you have in this country." Gaekwar didn't say so, but it may be inferred that he would not let walking delegates and labor agitators enjoy too great liberties in his domains. He was asked if labor was not organized in any way suggestive of our labor unions.

"Oh, yes," he replied, "labor is organized to a certain extent, but not as you organize it into unions. In Baroda the organization is one of caste. Men who follow the same occupation belong to the same caste inevitably, and, being forced by custom and the law of caste to occupy the same grade of society, they may be considered as organized. We used to have some of the old-time guilds, but have never had anything like your labor unions."—Philadelphia Public Ledger.

At the Industries Commission recently held at Vryheid, Natal, it was stated that thousands of millions of tons of coal equal in quality to any yet mined in Africa existed within a radius of thirty miles of the town.

News From Abroad

The Jews of Kishineff, Russia, met recently to mourn the death of Michael Davitt.

An investigation as to American canned meats has been started by the Superior Board of Health of Mexico.

The Czar has issued a rescript to the Siberian Cossacks granting them in perpetuity the lands which they now occupy.

China has formally reaffirmed her customs and loan agreements with Great Britain in a note presented to the Legation at Pekin.

The general situation in Russia is hourly growing more disquieting and the country seems to be on the verge of another gigantic upheaval.

Thirty-eight political offenders escaped from prisons at Looff, Russia, on June 14 by breaking the doors, with assistance from the outside.

The Chinese Government, yielding to British protests, has agreed that the administration of the maritime customs shall remain unchanged.

A passenger train was derailed at Prograniteschnai station, on the Chinese Eastern Railway, on June 17 and 100 persons were killed or injured.

Prince Hidirbegoff, a marshal of the Russian nobility and prominent in the Liberal movement, was killed in the streets of Kutais on June 13.

The Finnish Senate has received an Imperial order to frame a temporary regulation prohibiting for a year the importation of rifles or revolvers into Finland.

Profesor Battelli, of the University of Pisa, Italy, has discovered a substance similar to radium, but which is said to have much more powerful properties.

The anniversary of the death of Maximo Gomez was observed at Havana, Cuba, on June 17 by placing a commemorative tablet on the house in which he died.

A commission of thirty high German officials recently visited the Kiel Canal to study plans for widening it. Unofficiall estimates give the cost of this work as $50,000,000.

Walter Wellman and the remaining members of his Artic expedition left Paris on June 15 for Tromsoe, Norway, from whence they will embark in an airship for the North Pole.

The Japanese transport Toytomi struck a mine on June 14 and sank immediately, when twenty-four miles off Joshin, Corea. Twelve of her crew were saved and fifty are missing.

While the northern portion of the province of Chi Li, in China is suffering from the most severe drought since 1900, the southern extremity is experiencing serious floods caused by heavy rains.

The Russian Government has decided to ignore the Douma's challenge and neither resign nor dissolve Parliament. The peasants in the country are holding mass-meetings denouncing the Ministry.

The abnormal infantile mortality in England has led to the summoning of a national conference which met in London on June 13 under the presidency of John Burns, president of the Local Government Board.

The Russian steamer Korea from Vladivostok on April 15 with troops for Odessa, arrived at Port Said, Egypt, on June 16 in tow of the British steamer Zanfiri. The Russian soldiers on the Korea were on the point of mutiny.

The Dutch warship Pient Heim arrived at Niew Edip on June 14. and reported having been in collision with the Belgian steamer Meuse off Haaks lightship. The Meuse sank and her captain and eleven of the crew were drowned.

A telegram from Central Africa received at Rome, Italy, on June 16 says the expedition of the Duke of Abruzzi, the purpose of which is to make an ascent of Mount Ruwensoris, between Albert Nyanza and Albert Edward Nyanza, is making good progress.

In well-informed quarters at Vienna, Austria, it is considered probable that King Otto of Bavaria will be deposed in the near future. Prince Regent Luitpold, it is undersood, has been assured that the German and Austrian courts approve the plan of making him king.

A letter-carrier arrested at Berlin for stealing letters addressed to the Police President, is also accused of being in the secret service of the Social Democratic party, which it is asserted, maintains a widespread spy system, with the object of procuring material with which to embarrass the Government.

According to United States Consul J. C. McNally, of Liege, eighty-three strikes were recorded in Belgium the first three months of this year, involving about 11,500 persons. Last year there were but thirty strikes recorded for the same period, but on account of the coal strikes more than 83,000 persons were affected thereby.

The constant ravages of epidemics in India is shown in the official reports, the latest one being for the week ending April 28 last, showing 17,855 cases and 15,633 deaths from plague that week in India, 2116 cases and 1942 deaths from plague in Bengal and 126 deaths from cholera, 167 from plague and ninety-nine from smallpox in Calcutta.

Maearo Sakay, the self-styled President, and Francisco Carion, Vice-President of the Filipino Republic, surrendered at the constabulary headquarters in Manila, P. I., on June 16. The miliiary and civil authorities are much elated as Sakay was chief of Ladronism in Luzon, and his surrender means an end of the campaigns in that section.

A meeting of 6,000 State employes at Paris, France, adopted a resolution demanding that the Government pass a bill permitting its servants to form unions. All classes of public servants were represented, from schoolmistresses to janitors. A similar resolution was adopted at sixty other meetings in the country districts. The Government has replied advisedly to this proposition.

The French Cabinet, on June 10, definitely drew up a statement of the Government's plans for presentation to the Chamber of Deputies on the 11th. It indicates the necessity for making up deficits in the budget, and for that purpose will ask for supplementary taxation; announces the presentation of an Income Tax Bill affecting particularly the incomes from capital, and hastening a bill in the Senate for workmen's pensions.

The Smile-maker.—"All the women seem to thing him a great humorist."

"Not all the women; only those with pretty teeth."

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INFORMATION WANTED.

Harry B. Douville is inquired for by his mother. Kindly communicate with the Journal office.

Peter W. Anderson, a native of Copenhagen, Denmark, formerly a cabinet-maker, is inquired for. Address, Coast Seamen's Journal.

Ronald Miller, aged 18, a native of England, left the British ship "County of Merioneth" at Adelaide, Australia, in April, 1905, now supposed to be on the Pacific Coast, is inquired for by relatives. Kindly communicate with the Journal office.

World's Workers

The New Zealand conference of Trades and Labor Councils has resolved that the poll-tax on Chinamen be increased to £1,000 a head.

Keir Hardie, the English Labor leader, is organizing an Agricultural Labor League on the lines of the National Agricultural Union founded by Joseph Arch in 1872.

The Charters Towers (Queensland) Unemployed Association has opened a free registry with the object of assisting local men to secure work in the sugar cane fields.

The number of British paupers relieved in thirty-five selected urban districts on one day in April corresponded to a rate of 222 per 10,000 of the estimated population.

Experienced cane-cutters and millhands in the Northern Rivers districts of New South Wales are being induced by representatives of Queensland sugar mills to accept work on the northern plantations.

Incomplete official returns in connection with the New South Wales Arbitration Act for this year show that the number of unionists registered increased by 1,615, and the total number of unions registered was 140.

The Hotel Club, Restaurant, and Caterers' Employes' Union of New South Wales has fixed up an agreement with the Licensed Victuallers' Association which, it is claimed, "amicably settles the dispute between the parties."

New South Wales Government has decided to call tenders for the erection of fifty or sixty waterside workers' dwellings on the Sydney Observatory Hill area, near the wharves. The returns from the dwellings are expected to reach 5½ per cent.

In the 271 British trade unions, with an aggregate membership of 582,201, making returns to the Board of Trade, 21,037 (or 3.6 per cent) were reported as unemployed at the end of April, as compared with 3.8 per cent at the end of March, and 5.6 per cent at the end of April, 1905.

The Manchester (Eng.) Operative Spinners' Amalgamation has secured a five per cent advance in wages from the Employers' Federation. Both parties have agreed that an earnest endeavor shall be made to complete a conciliation scheme for the automatic regulation of wages.

New South Wales Premier Carruthers has promised the Sydney Labor Council and maritime unions, who complained of the insanitary quarters allotted to crews of ships trading on the Australian Coast, that he will have an inspection of ships made, and take further action if necessary.

The total number of cases of poisoning and of anthrax reported to the British Home Office under the Factory and Workshop Act during April was 52, consisting of 55 cases of lead poisoning, 1 of mercurial poisoning, and 7 of anthrax. Three deaths were reported, 1 due to lead poisoning and 2 to anthrax.

Tenders invited by the Federal Government for a steamer service for carrying mails, etc., between Australia and New Guinea, stipulate that no colored labor or Asiatics are to be employed in any capacity whatever on the steamers, and the rates of wages ruling on the Queensland Coast are to be paid.

So dissatisfied are the coal-miners of New South Wales with the manner in which the Arbitration Act is being interpreted by the Judges that the Colliery Employes' Federation in the northern districts (numbering 5,690), is considering a resolution submitted in favor of cancelling the union's registration under the Act.

Sydney (New South Wales) boot trade employers have started a technical school for boot instruction, which is to be subsidized by the Government. The local trade-unions view this "school" as a plea for avoiding compulsory apprenticeship, and consider that the Government is playing into the hands of the manufacturers.

The industrial agreement fixed up by the Shearers' Union at Canterbury, N. Z., and the employers provides for the following rates: Machine shearing, 16s. 8d., and hand shearing, 17s. per 100, with rations; 3s. 4 d. per 100 extra where shearers find themselves. Also "that sufficient food of good quality be supplied to the men by the employer," such food to include one pound of butter per week to each shearer.

Exclusive of seamen, the number of British workpeople reported as killed in the course of their employment during April, 1906, was 236, a decrease of 16 as compared with March, and an increase of 56 as compared with April, 1905. The mean number for April in the years 1901-1905 was 215, the maximum year in this period being 1902, with 248 deaths, and the minimum year 1905, with 180 deaths.

In answer to a deputation at Charters Towers (Queensland), Premier Kidston said that if the promised Arbitration Bill were introduced it would give preference to unionists; but what he was concerned about was the limited number it would give preference to. He was doubtful if he would be able to introduce such a bill this year, but he believed in preference to unionists, because he thought it would practically kill the bill if such principle was not in it.

The net effect of all the changes in British wages reported to the Board of Trade in April was an increase of £11,795 per week, as compared with an increase of £1,700 per week in March, 1906, and an increase of £261 per week in April, 1905. The number of workpeople affected was 403,079, of whom 401,857 received advances amounting to £11,860 per week, while 1,222 sustained decreases amounting to £65 per week. The total number affected in March, 1906, was 48,466, and in April, 1905, 11,250.

At the preliminary conference of representatives of the New South Wales Employers' Federation and the Sydney Labor Council, to consider the State Arbitration Act, the employers' president stated that the employers were ready to join hands with the workers with the object of passing legislation to do away with sweating. President Kavanagh, of the Labor Council, replied that the feeling in labor circles was still as strong in favor of arbitration as ever, but the present Act was a sham, and before adjourning he requested the employers' representatives to answer the following questions at the next meeting: Did the Employers' Federation desire amendments in the present Act, or did they consider that the Act should be abolished? Did they favor restriction of the appearance of the legal profession in the court? and did they desire to see authoritative methods of securing common rules?

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Labor News

Fearing a split in the organization, the National Team Owners' Association at New York on June 12 decided to take no action on the "Open-Shop" question.

The thirty-one locals in District No. 6 of the Block Coal Miners, in Indiana, have agreed to sign a slightly modified scale. They returned to work on June 15.

The International Brotherhood of Book Binders, in convention at Washington, D. C., on June 16, adopted a resolution declaring that the best interests of labor require the admission of women to full citizenship.

The mines of Cornell-Creighton, McFetridge and McKean coal companies, in the neighborhood of Tarentum, Pa., closed down on June 15 on account of the refusal of the operators to pay the Pittsburg scale. About 1,000 men are idle.

James M. Lynch, President of the International Typographical Union, in referring to the strike of union printers, reports that the campaign has been continued until now there are over 40,000 union printers enjoying the eight-hour day.

Differences between the Master Painters' Association of Pitsburg, Pa., and the union of Brotherhood of Painters over the payment of carfare culminated on June 14, in the declaration by the Master Painters of a general lockout against their employes. Twelve hundred painters are idle.

The members of the Waitresses' Union of Chicago, Ill., held an indignation meeting on June 13 at which their sentiments were crystalized unanimously in the following maxims for the benefit of the managers: "Employers shall not use profane language to waitresses. Waitresses shall not be reprimanded in the presence of guests."

More than 5,000 union men affiliated with the Building Trades Council, of St. Louis, Mo., are out as a result of the strike inaugurated on June 11, and building operations now are confined to structures where the stone and brick work has been completed and to frame houses where it is not necessary to employ sonemasons and bricklayers.

In a most sweeping injunction Judge J. V. Quarles of Milwaukee, Wis., has enjoined four lodges of the Iron Molders' Union and sixty-one individual members, who are employed by the Allis-Chalmers Company, from in any way interferring with the business of that company, on whose petition the injunction order was granted.

In response to the complaint of President Gompers of the American Federation of Labor, Solicitor Charlton of the Phillipine Government, has reported to Secretary of War Taft that the Eight-Hour law is enforced in the Phillipines, and is held to apply to all workers there provided for by appropriations from public moneys of the United States.

The Western Federation of Miners, in convention at Denver, Col., on June 12, virtually re-elected Charles H. Moyer President and William D. Haywood Secretary-Treasurer. C. E. Maloney, of Butte, Mont., was elected Vice-President. A resolution was adopted ordering all locals affiliated with the Federation to withdraw from the Montana State Federation of Labor, which holds a charter from the American Federation of Labor.

San Francisco Letter List.

Letters are advertised for six months and kept at the Sailors' Union Office for twelve months, all told. If not called for at the expiration of one year letters will be returned to the Postoffice.

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Not the Right One.—"Did you finally get up courage enough to ask her to marry you?"

"Yes; and she gave her word."

"Ah! I congratulate you—"

"Not so fast. Her word was 'Nit.'"

One Sure Victim.—The yellow editor had just looked over a story accusing everybody of being a thief.

"That'll be read," he remarked with a chortle, ordering large type.

He was right. The proofreader could not escape.

LIST OF UNION OFFICES.

Allied Printing Trades Council.

Abbott, F. H., 605 San Pablo ave., Oakland.
Altvater Printing Co., 2593 Mission st., S. F.
Barry, Jas. H. Co., 214 Leavenworth St., bet. Turk and Eddy.
Boutes, Louis E., 1833 Green st., S. F.
Brunt, W. N. Co., 336 Main st., S. F.
Bulletin, The.
Calkins Newspaper Syndicate, Clay st., near East, S. F.
Call, The.
Cooper, F. J., Adv. Agency, Eighth and Brannan sts., S. F.
Chronicle, The.
Coast Seamen's Journal.
Daily News, Ninth st., nr. Folsom, S. F.
Dettner-Wilson Press, 530 Telegraph ave., Oakland.
Examiner, The.
Fisk & Slyter, 2468 Mission st., S. F.
Golden State Printing Co., 1842 Sutter st., S. F.
Golden West Press.
Greater San Francisco Printing Co., 14 Leavenworth st., S. F.
Hancock Bros., 567 Williams st., Oakland.
Hicks-Judd Company, 1000A Golden Gate ave., S. F.
Labor Clarion, 2089 Fifteenth st., S. F.
Lynch & Hurley, 3476 Twentieth st., S. F.
Majestic Press, 1919 Ellis st., S. F.
Mitchell, John J., 2317 Webster st., Berkeley.
Morris & Blair, 3232 Mission st., S. F.
Nevin, C. W. & Co., 867 Broadway, Oakland.
Pacific Heights Printery, 2438 Sacramento st., S. F.
Post, The Evening.
Roesch Co., Louis, 2513 Howard st., S. F.
Stanley-Taylor Co., 2308 California st., S. F.
Standard Printing Co., 1511 Geary st., S. F.
Wale Printing Co., Fillmore and Bush sts., S. F.

Note.—The office of the Allied Printing Trades Council of San Francisco is located temporarily at 425 Fifteenth st., Oakland. Business Agent Geo. A. Tracy and Secretary D. T. Powers may be addressed as above. Additions will be made to the above list as fast as the offices are reestablished and label contracts entered into with the Council.

Domestic and Naval

The New York and Porto Rico Steamship Company is the real purchaser of the incorporated San Antonio Dock Company. It anticipates that the Government will assume ownership of the pier.

The United States Battleship Georgia, on her official trial trip off the Maine Coast on June 14, showed a sustained speed of 19.26 knots for the four hours, giving her the record as the fastest battleship in the United States Navy.

Fire at Baltimore, Md., on June 13 destroyed the Savannah docks of the Merchants and Miners' Transportation Company, the steamer Essex of that line and six freight barges laden with cotton, rosin, etc. The damage will be at least $2,000,000.

Memorial services to commemorate the second anniversary of the steamer General Slocum disaster were held on June 15 at the Lutheran Cemetery, Middlevillage, L. I., under the direction of the arganization of the General Slocum survivors.

It is reported at St. Johns, N. F., that American fishing vesels are preparing to defy the laws forbiding them to secure bait, outfits and crews in Newfoundland waters during the present season. The Government is taking steps to deal severely with the contingency.

The Navy Department on June 15 received a dispatch from Commander Hosley announcing that the drydock Dewey passed the entrance to Sabang, at the extreme northern end of the Island of Sumatra, on the 13th, about noon. The Dewey is expected to reach Singapore on the 20th.

A three-masted schooner, believed to be the E. A. Saban (British), 268 tons, Captain Caban, bound from Norfolk, Va., for Wilmington, Del., with coal, was sunk on June 13 in seven fathoms of water off Cape Fear bar. It is thought she went down in a gale or was in collision with another vessel.

All records from Havre to New York were broken on May 25 by the arrival at the latter port of the new French liner La Province in six days, three hours and thirty-five minutes. This time broke by five hours and thirty-five minutes the best previous record, which was also held by La Province and was made on her maiden voyage to New York. This is the steamer's second westward trip across the Atlantic. Her average speed was 21.70 knots per hour.

The two new turbine steamers which are being built at Roach's shipyard, Chester, Pa., for the Metropolitan Steamship Company, are to be named Yale and Harvard, and will ply between New York and Boston. These steamers are two of the original three turbines that have been built in the United States. Their dimensions are: Length, 400 feet; beam, 51 feet at water line and 61 feet on deck; depth, 22.5 feet. The vesels will have 300 staterooms and accommodations for 1,000 passengers, besides 2,000 tons of freight. They will be ready for delivery in the fall.

His Great Width.—"I met Turner to-day. He's a roommate of yours, isn't he?"

"Yes."

"Bright fellow; wide-awake, isn't he?"

"Well, he seems wider asleep; at any rate I never get my full share of the bed."

With the Wits.

Making History. — Damon was about to say farewell.

Pythias ought to have been coming down the pike, but was nowhere in sight.

"I guess your friend has experienced the mischance of a busted tire,' remarked Dionysius, smiling grimly.

"Never mind, Dion," replied Damon, blithely, 'he carried some extra ones."

Just then a cloud of dust hove in view.

"Sorry to have kept you waitng, gents," said Pythias, emerging from it, but a darn constable in Jersey held me up for over-speeding."

"That's a fine machine," exclaimed the Tyrant; "let's the three of us take a spin."

Thus was formulated a charming bit of history.

Involved Vociferosity. — "Gentlemen of the jury," erupted the attorney for the plaintiff, addressing the twelve Arkansas peers who were sitting in judgment and on their respective shoulder-blades, in a damage suit against a grasping corporation for killing a cow. "If the train had been running as slow as it should have run, if the bell had been rung as it ort to have been rang, or the whistle had been blown as it should have been blew, none of which was did, the cow would not have been injured when she was killed."—Puck.

Repetition.—The business men of Philadelphia were in session. It was 1950.

Resolutions demanding better trolley service were read and adopted.

Of course, nothing came of this, but history thus caught in the act of repeating itself afforded a diverting spectacle.

Ridiculous Figure.—"He's a very eloquent lecturer; you should engage him to give a lecture for the benefit of your church.'

"We were thinking of it, but we found him guilty of every ridicuous figure of speech."

"Indeed? What was that?"

"He wanted $1000 for it.'

It Sounded Big.—"Bragley's a publisher, isn't he?"

"Not at all. What made you think that?"

"He told me he was a disseminator of light literature."

"Ah, he's a bill clerk in the employ of the gas company."

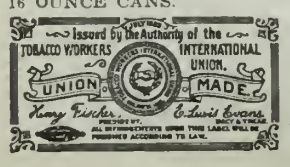
The Ruling Passion.—The trading stamp agent was before the Court.

"I'll have to hold you in $1000 bail," remarked the Magistrate.

"All right, Judge," said the prisoner, "do you give stamps with a transaction like that?"

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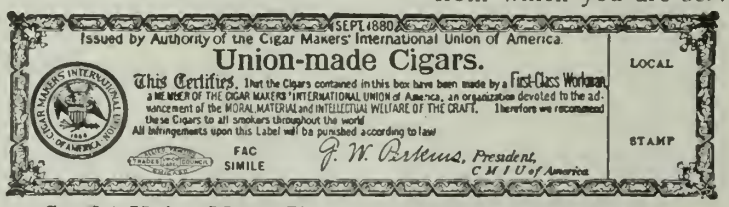
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INFORMATION WANTED.

Chas. Berntson, late on the Collier Justin, will find it to his advantage to communicate with Attorney Wall, Merchants Exchange Bldg., San Francisco.

COAST SEAMEN'S JOURNAL



FOR THE SEAFARING PEOPLE OF THE WORLD.

Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XIX. No. 40. SAN FRANCISCO, WEDNESDAY, JUNE 27, 1906. Whole No. 976.

MAYOR URGES ARBITRATION.

MAYOR SCHMITZ, of San Francisco, has intervened in his official capacity with the view of seeuring arbitration of the dispute between seamen and shipowners. Correspondence on the subject was opened by the Mayor, as follows:

SAN FRANCISCO, June 20, 1906.—To the Sailors' Union of the Pacific and to the United Shipping and Transportation Association—Gentlemen: I have hesitated a long time before addressing you, in the hope that you might peaceably adjust your differences without outside intervention, but, as this now seems impossible, I come to you as Mayor of our stricken city and make appeal in the interest of our people, of our eity and of our State, that you lay aside your personal variances and put an end to this destructive paralyzing of our trade.

The strike or lockout which now exists is doing us an irreparable injury. It is hurting our good name at home and abroad; it is destroying our trade; it is impeding the transportation of building material and thereby delaying reconstruction of the city; it is debarring labor from employment and wages.

On whichever side be the original fault, or whether it be on both sides or neither, this conflict must eease, and that at once.

The local administration cannot exert its official power except to preserve the peace, and that will be done at all hazards and without regard to which side, if any, may be the aggressor. But, as an individual citizen and as the official head of this municipality, I propose, in the interests of the citizens of San Franciseo, already sorely afflicted, to exert every power and influence at my command to avoid the continuance of this additional affliction and to settle this lamentable industrial strife.

As you seem to be no further advanced in the direction of a reconciliation now than you were at the beginning, it is apparent that the only rational solution of your dispute would be a submission to arbitration by a fair and unbiased committee.

I, therefore, respectfully request—if I had the neeessary authority I would demand—that each party to this controversy, immediately upon receipt of this communication, appoint a eommittee of three, the six so appointed to select a seventh member, and that the deeision of said committee be binding on both sides.

I realize fully the risk of critieism by both parties for my uninvited intervention, but I consider the interests of the city in this matter paramount to all other considerations, personal or political, and I, therefore, ask your immediate attention and action on this suggestion.

In conclusion, permit me to say that I shall be glad to hold myself at your command for any assistance which I may be able to render in bringing about harmony and peace.

Very respectfully, E. E. SCHMITZ,
Mayor of the City and County of San Francisco.

Immediately upon receipt of the Mayor's letter, Seeretary Furuseth, of the Sailors' Union of the Pacific, acting in his capaeity of chairman of the joint executive committee of Sailors, Firemen and Cooks and Stewards, replied as follows:

Hon. Eugene E. Schmitz, Mayor of San Francisco—Dear Sir: Your favor of even date received by messenger. You suggest that the differences between employed and employers be submitted to arbitration by a fair and unbiased committee, and, continuing, you say, "I therefore respectfully request—if I had the necessary authority I would demand—that each party to this controversy, immediately upon receipt of this communication, appoint a committee of three, the six so appointed to select a seventh member, and the decision of such committee be binding upon both sides."

On behalf of the Sailors, Firemen, Cooks and Stewards, I heartily agree to the above. Our committee shall be at your disposal at any time when wanted after to-morrow morning, it being impossible to get our executive committee to elect the individual members until to-night.

Thanking you for your action in this matter on behalf of the joint executive committee, I am yours respectfully, ANDREW FURUSETH.

Several days later the United Shipping and Transportation Association submitted the following reply:

E. E. Schmitz, Mayor of the City and County of San Francisco—Dear Sir: We have the honor to acknowledge the receipt of your communication of the 20th inst., addressed jointly to the Sailors' Union of the Pacific and this organization, and we regret, with you, that industrial conditions on the water front are such that, in addition to your other cares, you are obliged to assume the responsibility of appealing to us to lay aside our personal grievances and arbitrate any difference that may appear to exist. You may not be aware that we did everything possible to reach an amicable agreement with Mr. Furuseth, notwithstanding that his union had passed a resolution since the first not to increase wages.

On Tuesday morning, May 29th, the sailors, firemen, cooks and stewards on the steam-schooners refused to take the ships to sea except at an increased rate of pay.

This was the first intimation vessel owners received of a cessation of work having been ordered notwithstanding that it had been previously agreed to give due notice of any contemplated changes in wages or working rules. Mr. Furuseth was interviewed, and he advised that at a meeting of the union the evening previous a resolution had been adopted to cease work except at the increased pay. After mature deliberation the owners felt that the sailors, cooks, stewards and firemen were not justified in their demands, that the compensation which they were receiving for their services was reasonable and liberal, and so declined to accede to them.

The Association feels now, as it has felt from the start, that the same industrial conditions as prevailed on the water front before the fire should have been permitted to continue. Unless the reconstruction of San Francisco was to be brought to a standstill on account of the lack of building material it was necessary to devise ways and means to operate our steamers, which we beg to state are rapidly returning to the trades from which they were forced.

We heartily indorse the position taken by you when you state that the local administration will exert its official power to preserve the peace, as that will hasten the time when the owners and the vessels of this Association will be again in a position to co-operate in the rehabilitation of San Francisco.

We appreciate to the last degree your generous offer to aid and assist in bringing about harmony and peace and will give the suggestions contained in your communication most careful consideration. H. W. GOODALL,
Chairman United Shipping and Transportation Association.

Mayor Schmitz, replying to the Association's letter, issued a second appeal to that body, as follows:

Mr. H. W. Goodall, Chairman Executive Committee United S. & T. Co.,

Dear Sir:—Your communication dated June 21, has just reached me. Extending to you my appreciation of your kind sentiments therein expressed, I regret that you have not been able immediately to see your way clear to submitting to arbitration your controversy with the Sailors' Union.

You courteously state that you will give the suggestion contained in my recommendation most careful consideration. This is the language of diplomacy and delay while the occasion calls for movement and action—action toward settling the strike—action toward the restoration of peace—aetion in aid of San Franeisco's rebuilding. It is not your Association nor is it the Sailors' Union which of itself requires or of itself justifies the intervention of any public official, but the interests and the crowding necessities of San Francisco—the present and future, cry aloud for the protection and assistance.

While your letter promises consideration, and while you are undoubtedly thoroughly sincere in your promise, may I not again beg of you, as men interested in San Francisco's welfare, interested in her commerce, in her rehabilitation, in her growth and future development, to lay aside for a moment every feeling of resentment or of personal pride and prestige and meet squarely the situation which threatens our city with a famine of building material and with more widespread suffering and misery than we have at present?

Without criticising or impugning any statements or suggestions in your letter, may I not again appeal to you to adjust your differences through a fair Committee of Arbitration? The stronger and more just you believe your present position to be, the more will your aetion be applauded by a discriminating public, if you yield to this request. I trust, therefore, that your consideration of my suggestions will be short and favorable, and that you will meet me at least half way in my earnest effort to end this industrial strife.

Yours respectfully,
E. E. SCHMITZ,
Mayor.

Thus stands the question of arbitration at the present writing. The correspondence here reproduced speaks for itself. The attitude of the respective parties is perfectly clear. Mayor Schmitz

(Continued on Page 7.)

COMMENT OF THE PRESS.

FROM GRAYS HARBOR.

Man's vanity, pride, or greed have been the causes of the most of the wars of history. The last named, greed, has been the most in evidence.

The shipping along the Pacific Coast at this time is obstructed to a degree by the United Shipping Association of San Francisco locking the members of the Sailors' Union of the Pacific off its vessels. The sailors asked a raise of $5 per month and the Association immediately refused and a lockout followed.

San Francisco is in ruins, and thousands of men are idle. The Shipping Association, actuated by greed, saw in the calamity a chance to secure cheap men and to destroy the Sailors' Union of the Pacific at the same time. The Union stands for better wages and conditions for its members. Neither of these things are favored by the Shippers.

The Shipping Association is as nearly a "Closed Shop" as its members can force it to be. Steamships or lines that refuse to join are pursued in a merciless business way and are forced to join. It has raised freight rates to the public so that the freight on one cargo on the Centralia is over $600 more than a year ago. But when the sailors ask for a raise of $5 per month, the Association promptly locks them off its vessels and then appeals to city governments and the public for assistance and sympathy.

The public is powerless to resist the raise in freight rates fixed by the Shipping Association. Yet with brazen audacity the Shipping Association asks the public to furnish and pay for police to make it possible to defeat the sailors in their effort to get $5 more than $45 per month.

The Association says: "The sailors by working overtime can make as much as $90 to $100 per month." Every ma can do that if he will work every hour of the day for thirty days, but the bare, cold fact remains, the regular wages for a regular month's work is $45.

The sailor's work is hard and the exposure and danger is great. Every little while a vessel enters this port and the ship's log has something in it that reads like this: "Lost overboard, off Mendocino, latitude 40, longitude 127, Oscar Olson, able seaman. Slipped from bowsprit while fastening a line. Gale blowing. Growing dark. Ship wore around and passed over spot where man went down. No trace of him. Had on heavy hip boots and rubber coat. Probably sunk immediately."

That is all. The sailor's effects, usually consisting of a few clothes, are sold immediately upon the ship's arrival in port and the few dollars got for them sent to his relatives. There are no funeral expenses.

"But," says the Association. "Why pay the sailor $5 more. He will blow it in for beer."

Has not the sailor as good a right to buy beer as a member of the Association has to buy champagne?

"But $45 a month is enough," says the Association, "and then there is the overtime." It is noticeable that no member of the Association ever takes the job.

Man for man, the sailor is as good as any member of the Shipping Association. If the sailor were a genuine pirate he could not hold up the public as the Association does. Andrew Furuseth and W. Macarthur, the men at the head of the Sailors' Union of the Pacific, both have clean, honorable records, and in intellect and honesty are not surpassed by any member of the San Francisco Shipping Association. So much for the personnel of the contending forces.

The Association says, "We have decided to settle our troubles now." How? By destroying the Sailors' Union? That will be difficult.

It may be that there are 50,000 idle men in 'Frisco. But they are not sailors, and sailors cannot be made in a day. Then the public is not in sympathy with the idea of destroying an organization of men who ask for $5 more a month when the wages are $45.

Logs have raised. Lumber has raised. Freights have raised. The public at large pays these raises. Will these raises sease if the Sailors' Union is destroyed? Hardly. The public pays the raise but the freight men refuse any of the profits to the sailor. Is the public likely to feel bitter toward the sailor?

The sailor is a necessity. He has made this port great. Our shipping has been by sea as the railroad could not handle the traffic. The sailor has spent and does spend his money freely when on shore and this city has received its share. Our people can appreciate the merits of this case in this instance and will assist him. The sailors have a good cause and will win. It is bigger than some of the people who make much ado about a little incident can realize.

The sailors will win and should win.—Grays Harbor Post.

SEATTLE SPEAKS OUT.

A general tie-up of shipping on the Pacific Coast is more of a probability than the public comprehends as a result of the dispute between the Sailors' Union and the Pacific Coast Steamship Company. The company has been looking for a chance to reduce wages all down the line of the various classes of workingmen that it employs for some years past. It has succeeded in so far as its miners are concerned. Now it has thrown down the gauntlet to the sailors. It will not have so easy a time in coercing the boys before the mast as it did in coercing those in the pit, for the very good reason that the sailors have an effective organization where the miners had practically none. In tackling the Sailors' Union of the Pacific the Pacific Coast Company has gone up against one of the best organized labor unions in the world—an organization that is not only strong within itself, but one that has affiliations that are world-wide and loyal. Shippers that are not entangled in the fight between the Sailors and the Pacific Coast Company will do well not to get tangled. It is in the power of the Sailors' Union to tie up practically every coastwise vessel on the Pacific, and the Union wil do it if necessary to beat the Pacific Coast Company. That company has assumed the attitude of "Divine Right" Baer—"we have nothing to arbitrate." An institution that stands on that ground in these enlightened times is certain to be de feated in any struggle with a body of organized workingmen that (like the sailors) believes in and will abide by arbitration.—Seattle (Wash.) Union Record.

THE BUILDING TRADES' VIEW.

Strikes and lockouts—industrial war—are undesirable and detrimental to all communities at any time.

Labor organizations and every trade-union officer who knows his business will do all in their power to prevent conflicts of that kind.

Whoever is responsible for the existence of serious disturbances of this nature has much to answer for.

Two lives—one murdered and one drowned—three men wounded and five men under arrest charged with murder, are the results, so far, of the trouble on the city front.

Andrew Kelner, a member of the Sailors' Union of the Pacific, doing picket duty, was shot to death the other night by detectives aboard the National City. Three of his fellow members were seriously wounded.

A university boy, who, it is alleged, was shanghaied, is drowned on the Humboldt Bar.

How many other fatalities and crimes which have been committed during the present controversy between the United Shipowners and the Sailors we do not know. What is known ought to be enough, in addition to the injury that the conflict has caused to the business and the various industries of the stricken city.

The Mayor, in asking both parties to submit their differences to a board of arbitration, has but given official expression to the demands of the people. The Mayor's request ought to be cheerfully complied with, and hostilities should cease at once!

The peace, progress and prosperity of San Francisco demand it!

We have suffered enough loss of late in business, property and life. We certainly can get along peaceably, if we try, for the next five or ten years.

The Sailors' Union has accepted the suggestion of the Mayor and agreed to submit the questions at issue to a board of arbitration, while the Shipowners seem to evade or ignore the Mayor's request and have taken a stand for the so-called "Open Shop."

If the Shipowners persist in this kind of an attitude, whatever the merits of the controversy may be, they will hereafter be responsible for the continuance of the trouble.

That responsibility will be a heavy one.

At best it cannot be construed as anything else but treason to San Francisco.

No ignorance will excuse the crime, nor will any amount of wholesale lying be able to cloak it.

If the Shipowners are trying to force the "Open Shop," regardless of consequences, they will meet with the same results as the champions of that mistaken theory have met with in the past.

The unions in this city and State have never been stronger than they are to-day, because they have been severely tried and found equal to the emergency. They have acted justly and fairly; they have made sacrifices; they have exhibited a high degree of patriotism and the people of the city and the nation know it.—Organized Labor, San Francisco.

OREGONIAN CALLED DOWN.

The attempt of the Oregonian to discredit the Sailors' Union because a band of thugs murderously assaulted the ship's non-union crew of the Johan Poulsen last Tuesday night should be in keeping with a publication of less pretensions for broad argument. If union sailors in this harbor are guilty of the crime they should be punished to the full extent of the law, and Andrew Furuseth, head of the Sailors' Union of the Pacific, will hail with delight punishment meted upon them. But for the Oregonian to convict the Union by implication of the felony is unfair and foreign to any sense of justice. Furuseth is not that kind of a man. He is a close student, honest almost to a fault, broadminded, and from an intellectual standpoint compares very favorably to the standard of brains in Congress at Washington, where he spends each winter in the service of the American Federation of Labor as legislative committeeman. It is queer reasoning, therefore, for the Oregonian to charge this crime to the Sailors' Union, when such things as these are the greatest menance to the success of the sailors' cause, and just what they most deplore. * * *

If the Oregonian would take the trouble to look into the matter it will find that the sailors' requests are reasonable and just for the reason that they made their demand for an increase before the disaster, when business was normal, and since then the ship companies, who are also owners of large lumbering interests, have increased their cargo rates and price of lumber. Besides this volume of business has increased and virtually adds to the labor of the ship's crew. But the Oregonian cares nothing for these things. It has been priming itself for an attack upon the Sailors' Union, and takes advantage of the outlawry of a few assassins to do it. The digestion of the Oregonian in all likelihood will henceforth be materially improved.—Portland (Or.) Labor Press.

The first motor barge to enter a British port is the Wasp, from Flushing to the Thames. It operates with a 24-horsepower motor, giving a speed of 7 1-2 knots. It is the first petroleum barge specially built for the barge trade, and the first boat of the type to cross the North Sea. There are at present other barges in England driven by motors using petrol in an experimental way on old barges.

The primitive and inefficient manner in which the graphite deposits of Ceylon are worked under native management has attracted the notice of outside mining engineers. It is stated that a concerted attempt is being made to work some of the plumbago mines on a scientific basis, with the anticipated result that the existing output will be largely increased.

The Town Council of Helsingfors, Finland has decided on building a municipal electric plant, for which a preliminary bond issue of $500,000 is to be made. This sum by no means expresses the total cost of the enterprise, adds the British Board of Trade Journal. Electrification of the Finnish railways is another project talked of.

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions)

BALTIMORE DOCK FIRE.

Insurance men estimate the property loss of the fire which occurred at an early hour on the morning of June 13 on the water front of Baltimore at $1,000,000. Three men perished and the fire was the greatest since the conflagration of February, 1904.

For a time the entire harbor front was threatened with destruction, on the north side the flames being with difficulty kept within the confines of the wharf of the Merchants and Miners' Transportation Company, and on the south side a stubborn battle being fought to prevent a wholesale destruction of property by fire spread from the steamship Essex and six barges, which were burned. The fire started at 1:30 o'clock, but at 5 o'clock was out. At that hour the flames on the Essex had been extinguished and the shell of the vessel was badly listed from the water in her hold.

Five men were rescued with difficulty by the tug Mary, two of them narrowly escaping death in the flames or drowning, as they were forced to make flying leaps to the rescuing vessel from the deck of the Essex as the former boat pulled away from the burning steamer.

On the south side of the harbor the packing house of the Moore & Brady Company was damaged, the steamboat Minnie Wheeler, of the Baltimore, Chesapeake and Atlantic Steamboat Company, and a cotton shed of the Merchants and Miners' Transportation Company were partially destroyed. They caught fire from the barges and the Essex when they floated across the harbor after being cut loose from their moorings.

The steamer Essex arrived in port several nights previously, and was half unloaded. She was lying alongside the south end of the wharf, and before word could be passed she caught fire.

Persons living in the neighborhood of the fire and whose houses were theratened became panic-stricken, and the police assisted many women and children to places of safety. Two old women living on Block street locked themselves in the room of a small house that was on fire, and the police had to break in the door and remove them by force. Another woman, very ill and supposed to be dying at the time, was removed to the City Hospital.

The Atlas liner Allegheny arrived recently at New York from Kingston and Jamaica with a story of a waterspout which struck the ship in the Gulf Stream. Chief Officer Reimers and Quartermaster Antonio Mallivo were knocked down and rendered insensible. They were both on the bridge. The waterspout was encountered by the Allegheny when the ship was off Cape Hatteras. Reimers said:

"The waterspout came upon us very suddenly. As I saw it approach I turned to the quartermaster at the wheel and called to him to look. The spout seemed to be about 100 feet in diameter. It was moving directly toward the ship.

"The next instant the waterspout had struck the ship squarely on her bow. Tons of water descended upon the ship.'

The ship keeled over "half on her beam end," the seamen said, and did not recover an even keel again for a minute or more.

COMMERCE OF NEW YORK.

Preliminary estimates made by the Custom House authorities show that the Government's fiscal year, which closes June 30, will break all records for imports and exports at this port. Never before has the foreign commerce of New York assumed such proportions.

Compared with the year 1890 the imports for this year have increased 31.6 per cent, while the exports have risen 50.2 per cent. J. S. Knapp, auditor of the Custom House, estimates that the total foreign commerce of the port for the year will approximate, if not exceed, $1,275,000,000.

A significant feature of the importations for the present year is the ever-increasing tendency to buy only luxuries in Europe and to supply the necessaries of life from the American market. The imports of precious stones of all kinds are larger this year than ever before. Another factor has been the entries of costly paintings, bric-a-brac, laces, silks and statuary, valued at almost $100,000,000. It is interesting to note that fifteen years ago the toal foreign business at New York was only $857,000,000, compared with $1,275,000,000 to-day. The duties have risen from $151,845,-132 in 1890 to about $180,,000,000 in the current year.

Contrasted with New York, the foreign commerce of other leading ports shows up poorly. Last year's record for Boston was $187,000,000, for Philadelphia $123,000,000 and for Chicago $22,000,000.

WIRELESS AT PHILADELPHIA.

The question of installing wireless telegraphy at the three reporting stations operated by the Philadelphia Maritime Exchange at Delaware Breakwater, Reedy Island and Marcus Hook is receiving the attention of directors and members of the maritime association. All are in favor of wireless, but the more conservative among the directors are of the opinion that the time is premature to experiment with such a system. Those urging wireless point to the unsatisfactory conditions which prevail whenever a storm visits the coast. At such times the wires, they say, are invariably in trouble and reports of vessels are delayed considerably. The question of expense is another item that bids fair to check any move in the direction of wireless, at least for the present. Shipping men are deeply interested in the question and the matter may be brought to the attention of the directors at their next meeting. Should such a system be installed, it is argued that vesselowners woudl be stimulated to place wireless on all transatlantic boats plying to Philadelphia. Such a change would greatly benefit the port and increase the efficiency of the Maritime Exchange's service.

The three-masted schooner George May, bound from Jacksonville for Philadelphia, Pa., with lumber, was towed into Norfolk, Va., recently with her bowsprit and headgear gone and badly leaking from a collision at sea with the New Haven schooner Edward P. Avery. The collision occurred forty miles southeast of Winter Quarter Lightship, on May 28.

MISCELLANEOUS.

The seven-masted schooned Thomas W. Lawson, which was chartered for a period of years for the Texas oil trade, arrived at Newport News recently to be fitted with tanks.

It is estimated that when the American ship A. G. Ropes, which recently came from Japan under jury rig, is converted into a coal barge, she will have cost her present owner about $26,000.

The schooner Fannie Palmer, which is repairing at Newport News, having been ashore on the Virginia coast, has been purchased by Captain John G. Crowley, of the Coastwise Transportation Company. She has been renamed the George B. Hudson.

The Philadelphia Maritime Exchange has been informed by the United States engineer that the Artillery Datum Point No. 5 in the Delaware River, at Salem Cove, which was complained of as a menace to navigation, has been removed, and that no obstruction now exists at that point.

One of the largest icebergs reported this season was recently passed by the Spanish steamer Cadagua. The berg, which was 700 feet long and 60 feet high, was sighted on May 31, in latitude 41.35 north, longitude 48.07 west. In latitude 41.31 north, longitude 48.30 west, the Cadagua passed another big berg 200 feet long and 30 feet high. A still smaller berg was also passed in the same vicinity.

Eleven seamen who refused to sail on the British steamer Fashoda, at Norfalk, Va., claiming that the vessel was overloaded, were paid off recently and left for another port to re-ship. The Fashoda is bound from Mobile to Newcastle, Eng., by way of Amsterdam, and was ready to proceed to sea. The seamen declined to go unless the deckload of lumber was stowed. They argued that the ship was top-heavy, and would stand small chance of weathering a gale, should the vessel encounter one on the way across. As the men were firm in their stand, eleven new seamen were obtained and the vessel sailed.

New York has decided to take a more conciliatory attitude toward the great steamship companies that have been threatening to go to other ports on account of the high charges for piers. The new piers in the Chelsea district will be rented by the city on a basis of 4 per cent of the cost of construction, with maintenance added. This rate was agreed on recently at a meeting between the representatives of the Cunard, American, Red Star, White Star and Wilson lines and a commission named by the Sinking Fund Commission. The rate is considerably lower than first contemplated, but it was thought advisable to favor the transportation companies. If the Sinking Fund Commission approves the report, all of the big steamship companies will dock in the new section and the city will have open piers that may be leased to railroads, or at which tramp steamships may dock.

Home News.

John M. Pattison, Governor of Ohio, died of Bright's disease at Milford, O., on June 18, aged 59 years.

A memorial meeting in honor of the memory of Michael Davitt was held in Carnegie Hall, New York, on June 17, under the auspices of the United Irish League.

The Senate Committee on Immigration has ordered a favorable report on the House bill making uniform the practice of courts throughout the country relative to naturalization.

President Roosevelt has sent to the Senate the nomination of Herbert C. Pierce, now Third-Assistant Secretary of State, to be envoy extraordinary and Minister plenipotentiary to Norway.

Representative Watson of Indiana has introduced a bill in Congress intended as a general statute that an annual appropriation of $25,000 be made to defray the expenses of Presidential trips.

A primary election bill containing a provision which is intended to restrict the voting of negroes at the primaries was passed by the Louisiana State Senate on June 18 by a vote of 28 to 3.

The directors of the Baltimore & Ohio Railroad Company on June 20 declared a semi-annual dividend of 3 per cent, an increase of one-half of 1 per cent over the last previous semi-annual dividend.

The Kentucky State Railroad Commission has announced its ruling in the matter of freight-rate regulation which has been under investigation for several months. A reduction of 25 per cent was ordered.

An additional $30,000 was received at Washington, D. C., on June 15 by the Red Cross from the Japanese Red Cross for the relief of earthquake suffers in California. This brings the total contribution of the Japanese Red Cross up to $110,000.

The Postoffice receipts at San Francisco during May were $74,580, against $142,116 during May, 1905, a decrease of 47.51 per cent. The receipts at Los Angeles last month were $79,053, against $59,973 in May, 1905, an increase of 31.82 per cent.

According to a bulletin issued by the United States Geological Survey, the production of Portland cement in 1905 amounted to 35,246,812 barrels, valued at $33,245,867, which represents a gain of 8,740,931 barrels in quantity and $9,890,748 in value over 1904.

In the Criminal division of the United States Circuit Court at St. Louis, on June 11, Judge Withrow handed down a decision that corporations are not forced to answer questions put to them by the Secretary of State as to whether they belong to so-called trusts.

Secretary of the Treasury Shaw has announced his willingness to accept bonds of San Francisco to the amount of $12,000,000 as security for Government deposits and also to deposit $10,000,000 in local banks. These measures are expected to greatly aid the work of rebuilding the burned city.

Rich float assaying from two to forty ounces gold to the ton has been found on the Tennessee fork of the Arkansas River, about seven miles west of Leadville, Col., and it is predicted by mining men that the discovery will result in the opening of a new gold district that may rival Cripple Creek.

Colonel Lumpkins has entered the campaign for United States Senator from South Carolina, against Senator Tillman. State Free Dispensary is the main issue in the Gubernatorial race.

All records for large trees in British Columbia forests have been broken by the felling of a gigantic Douglas fir at Rock Bay, B. C., which measured 99 feet in length when trimmed to lumber size, 11 feet 6 inches in diameter at the butt, and 4 feet 10 inches at the top The tree contains 18,500 feet of merchantable lumber.

John Menanti, a prospector, who returned to Reno, Nev., on June 15, from a prospecting trip, states that immense fissures have opened up in the Sierra Nevada mountains about two miles west of Verdi, though there has been no earthquake in that section. Other prospectors returning to Verdi report the same phenomena.

Protests have reached President Roosevelt against the outrages aaginst the Jews which are being committed in Russia. President Roosevelt has expressed sincere sympathy with the oppressed people, but says he is unable to see how the United States Government, in the circumstances, can do anything to prevent the outrages.

John D. Rockefeller has rescued the University of Chicago from its financial troubles. By the gift of between $260,000 and $270,000, to be used entirely for running expenses, he has stopped the exodus of high-grade specialists to enter other and more lucrative positions, and has pulled the university out of the worst hole in its history.

The Sundry Civil Bill was passed by the House of Representatives on June 16. It carries a total appropriation of $94,578,040, nearly $26,000,000 of which is for the continuation of work on the Panama Canal. Among the features of the bill is an amendment discontinuing canteens at all Government and State homes for old soldiers where Government appropriations are available.

After forty minutes debate on June 16 the House of Representatives by a vote of 129 to 82 adopted the Senate resolution providing for the purchase of material and equipment for use in the construction in the Panama Canal of domestic manufacturers and of the lowest responsible bidder, unless the President shall in any case deem the bids or tenders to be extortionate or unreasonable.

Exports of meat and meat products from the United States in the eleven months of the fiscal year ended with May 31 aggregated over $180,000,000 in value. These figures show a larger exportation of meat and meat products than in the corresponding period of any other year in the history of the export trade, and an increase of practically 60 per cent when compared with the corresponding period of 1896.

The Chicago, Burlington and Quincy Railway Company was found guilty at Kansas City, Mo., on June 13 by a jury in the United States District Court on four counts of granting concessions on packing-house shipments for export to the Armour Packing Company, Swift & Co. and the Nelson Morris Packing Company. The conviction carries with it a fine of from $1,000 to $20,000 on each count.

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Pacific Coast Marine

A small steam-schooner to be named Svea is being built at Aberdeen, Wash., for Wilson Brothers of San Francisco.

Rear-Admiral Bowman H. McCalla, Commandant of the Mare Island (Cal.) Navy Yard, retired from the service on June 19.

The British ship Eudora, well known at San Francisco, has arrived at Queenstown after a remarkably fast passage of 105 days from Tacoma, Wash.

The C. J. Hendry Company has filed a libel in the United States District Court at San Francisco against the gasoline staamer Anvil for $729.72 due for material furnished.

Seaman Frangen, charged with the murder of a crimp named Stubley, at Port Townsend, Wash., was acquitted on June 21. The affray grew out of a quarrel over the shipping of a crew on a deep-water vessel.

The attachment against the British ship Hatfield at San Francisco was released on June 18. She had been libeled by the owners of the tug Pilot for towing her to a place of safety on April 20 during the fire on the water front.

The British steamer Housatonic, Captain Henry, arrived at San Francisco on June 18, twenty days from Hakodate, Japan, with a cargo of 47,087 bags of sulphur. The Housatonic will carry a return cargo of oil to the Orient.

The Lurline became winner of the transpacific yacht race from San Pedro, Cal., to Honolulu, T. H., at 11:30 a. m., on June 24, when the time allowed expired. At 4 p. m. neither the La Paloma nor the Anemone had been sighted.

The two new Pacific Mail docks at San Francisco, officially known as piers 42 and 44, will be ready for the big steamships of the company about August 1. The railroad switches have been laid, and the roadways are nearly ready for use.

The steam-schooner J. B. Stetson, which arrived at San Pedro, Cal., on June 18, from Gray's Harbor, reports slight damages sustained in collision on June 12, twelve miles off the Columbia River lightship, with the barkentine Jane L. Stanford.

The Naval Board of Inspection and Survey will leave Washington July 16 for Seattle, Wash., where it will conduct the trial trip of the United States battleship Nebraska. The board will later go to San Francisco and try the Milwaukee, whose runs will be made off Santa Barbara, Cal.

The steamers City of Seattle and Spokane, of the Pacific Coast Steamship Company, arrived at Seattle, Wash., on June 18, with nearly $2,000,000 in gold, besides $70,000 worth of furs. The Dolphin, of the Alaska Steamship Company, was scheduled to arrive on the 21st with $1,000,000 in gold.

The Senate committee on June 21 reported Kahn's bill giving permission to the Alaskan Navigation Company to change the names of five of its steamers so they will begin with "star." All of the company's ships except these bear this prefix to their names and the company desired a complete uniformity.

Captain Angus Kenyan, of the schooner Nottingham, was assaulted by a seaman named John Carroll, and dangerously wounded. Carroll was arrested and held pending the outcome of Captain Kenyan's injuries. The sailing of the Nottingham, which was bound to New York with spars, has been indefinitely postponed.

Captain Winkel of the steam-schooner Alcazar reports that the black buoy off the end of the north jetty at Humboldt, also the bell-buoys marking the north channel, and a buoy inside the entrance marking the channel leading up the bay, are gone. He says it is hard, in the absence of these buoys, to follow the channel.

Senator Perkins has proposed amendments to the Sundry Civil bill making appropriations for the repair of light stations which were damaged by the earthquake, as follows: Cape Mendocino light, $5,400; Point Arena light, $98,900; Southampton shoal light, $17,640; Bonita light station, $6,000; Point Pinos light station, $19,500.

The United States Army transport Buford will sail from San Francisco during the present week for Alaska with two battalions of the Tenth Infantry, which will be stationed at far northern points for the coming year. The Buford will also carry a cargo of supplies, and upon landing men and freight will take on board the Third Infantry, which is to be returned to the United States.

Orders were received at the Mare Island (Cal.) Navy Yard on June 19 to expedite the manufacture of all steam engineering stores for the United States cruiser California, one of the three vessels under construction at the Union Iron Works, San Francisco. The instructions came as a surprise, as it was understood that the Milwaukee was to be the first vessel of the three turned over to the Government.

United States Senator Perkins on June 24 called up and secured the passage of a bill of great interest to San Francisco, providing for the discharge of vessels at night on payment of the salaries of Customs inspectors. This will facilitate the movement of freight in bond without putting the burden upon the United States of requiring inspectors to work overtime without pay. The House had already passed the bill.

General Manager Pearce of the Pacific Coast Steamship Company, says the two new steamers building in the east for that company will be ready next year, the first probably in February and the other by the middle of the year. Contracts for building these modern liners have been awarded to the New York Shipbuilding Company, at Camden, N. J. The steamers are to be each 416 feet long, 48 feet broad, and with a depth of 15 feet. Each will have a speed of fifteen knots an hour, and will cost $1,000,000, their fine passenger accommodations being superior to anything now on the Coast.

A supplement issued by the Coast and Geodetic Survey to the Alaska Coast Pilot gives information received and notes the more important corrections and additions affecting the text of the Coast Pilot since its publication, also the results of the surveys made since that date. A copy of the supplement will accompany each copy of the Southeast Alaska Coast Pilot when issued by the Coast and Geodetic Survey. It will also be sent to anyone having a copy of the Southeast Alaska Coast pilot on application to the Coast and Geodetic Survey, Washington, D. C., or to 580 Washington street, San Francisco.

Captain Going of the Japanese liner America Maru pleaded guilty in Judge Dole's court at Honolulu, T. H., on June 14, to a charge of violating the Federal Immigration laws by bringing immigrants in the steerage of the steamer without providing legal accommodations en route. He was fined $250 and costs, and the fine was paid. All of the Japanese and Pacific Mail steamers calling at Honolulu are said to have made alterations in their Asiatic steerage quarters since the arrest of Captain Going some months ago. The principal grounds of complaint were that not sufficient space per bunk was allowed and that there was no separation of the sexes.

Little more is heard about the steamer Centennial, which, with a cargo of sulphur and under command of Captain Gilboy, left Mororan, Japan, on February 24 last and has not since been heard from. She has been out 117 days on a trip that is ordinarily made in twenty-two days, and the well-known old vessel is therefore generally regarded as lost, although no official report of her as "missing" has yet been made by Lloyd's.

A dispatch received at Victoria, B. C., on June 21, by the superintendent of the Provincial police, dated at Ucluelet, on the west coast of Vancouver Island, says that a bottle has drifted ashore on Long Beach, near Ucluelet, with the following message: "On life-raft hundred miles off Columbia Bay. John Meldren. Alive; come to my rescue. June 5, 1906." A life-buoy marked Louise, San Francisco, has also drifted ashore on Long Beach.

Representatives of the Pacific Mail Company have made a thorough examination of the Occidental and Oriental liner Coptic, at San Francisco, as they did of her sister-ship, the Doric, some wecks ago. This revives the rumor that Harriman needs these popular old liners in his business. It is reported that he saw the advisability, when he was in the Orient, of a line of steamers connecting Nagasaki with Vladivostock and Shanghai, not only because it would be a profitable enterprise in itself, but because such a line was contemplated by a Russian company, which would eventually monopolize the trade between those important points. The establishment of a line on the route by the Pacific Mail Company would not only forestall the Russians, but would avoid the necessity of the big liners calling at Shanghai, which, on the outward trip particularly, has always proved expensive.

Men in need of medicine go to City Front Drug Store, No. 10 Mission St., near East, S. F.

Get your Spring Blood Cleanser at the City Front Drug Store, 10 Mission Street, opposite Sailors' Union Hall, San Francisco.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. Particular attention paid to insurance claims. Room 207, Merchants' Exchange Building. Phone, Temporary 394

How's This?

We offer One Hundred Dollars Reward for any case of Catarrh that cannot be cured by Hall's Catarrh Cure.

F. J. CHENEY & CO., Toledo, O.

We, the undersigned, have known F. J. Cheney for the last 15 years, and believe him perfectly honest in all business transactions and financially able to carry out any obligation made by his firm.

WALDING, KINNAN & MARVIN,
Wholesale Druggists, Toledo, O.

Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system. Testimonials sent free. Price 75 cents per bottle. Sold by all Druggists.

Take Hall's Family Pills for constipation.

WHITEFISH DISAPPEARING.

The fishermen along Detroit River and Lake St. Claire are not doing sufficient business to pay expenses. The scarcity of whitefish and perch is felt more than the other kinds of fish. A few years ago this class of fish was found in abundance in the Detroit River. To-day these fish are much in demand, and the fishermen are unable to supply their customers. Fishermen claim that the supply of 25,000,000 fry of whitefish sent out by the Sandwich hatchery to replenish the Great Lakes is not near the amount necessary to meet the depletion of this variety of fish by reason of fishing and the destruction by other acquatic inhabitants of the large waters and rivers. Millions of mullets, suckers, carp, and other varieties feed upon the whitefish fry, and it is estimated that only one whitefish minnow out of a thousand reaches maturity. Another factor in this lack of fish is thought to be the dredging work carried on at Amerherstburg.

The hatchery at Sandwich has a capacity for handling over a hundred million whitefish fry, but they can not secure the whitefish during the spanwning season to extract the eggs. The whitefish is fast disappearing and will soon be as rare as the buffalo on terra firma. "The department expends for the propogation and protection of inland fisheries in Ontario, Quebec, Manitoba, and the provinces in the Northwest only $50,000 a year for all purposes, while the sum of $550,000 is expended for the advantage of fishermen in the maritime provinces," declared a Windsor fisherman who has spent many years in the business. Fishermen have observed, especially near French River, how the whitefish deposit their eggs. The water on the shoals is very shallow. The rocky beds would be literally covered with spawn, when suddenly schools of soft fish would appear and the eggs disappear, only a fraction being left in the crevices of the rock. This war of extermination is aided by fishermen pursuing the whitefish. Thus between the devastation wrought by the soft fish and man, whitefish are rapidly disappearing. In Lake Erie, where 2,000-pound nets are in use, the greedy soft fish have been taken from the lake in large quantities and the whitefish decrease is small, although perceptible. The plan to offer a bounty for catching the destroyers and at the same time appropriating a little more money for the propagation of whitefish fry, meets with hearty indorsment by all fishermen in the district.

Following closely upon the announcement that the first of the two mammoth Cunard line steamships has been launched in England, the Hamburg-American line has issued a statement that it has ordered a steamship built that will put even the 760-foot Cunarders in the shade. The proposed liner is to be 800 feet in length, have a beam of 90 feet and gross tonnage of 35,000 tons, which is 10,000 tons more than the new Cunarders. It is a question whether the new ship may not, like the Cunarders, be of the turbine type, in which case she will also break every record for speed across the Atlantic. The vessel will have accommodations for about 4000 passengers of all classes.

A cablegram from Matanzas says that the British steamer Jupiter, from Norfolk for Cardenas, which was stranded at Cabezapala, has been abandoned, and will probably be a total loss. The crew were landed at Cardenas.

COAST SEAMEN'S JOURNAL
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Established in 1887

W. MACARTHUR, Editor. P. SCHARRENBERG, Mgr.

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, - - - - - - JUNE 27, 1906

FUNERAL OF COMRADE KELNER.

Comrade Andrew Kelner was buried last Sunday by the Sailors' Union of the Pacific, with every mark of sorrow and respect which the members of the Union and their associates in the labor movement could bestow upon the memory of the dead.

The services were held from the chapel of the Sailors' Home. The Rev. W. M. Bourse, rector of St. Peter's Episcopal Church, read the funeral service, after which the great audience filed past the body of the dead comrade. A procession was then formed, accompanying the hearse from the Sailors' Home to the Ferry Depot, where the larger number of mourners boarded the funeral cars and proceeded to Mount Olivet Cemetery.

Over one thousand persons assembled around the grave to take part in the last ceremonies. The Rev. Mr. Bourse performed the final service, after which a delegation of Odd Fellows, of which order the deceased comrade was a member, paid the tribute of that order to its dead.

Comrade Walter Macarthur delivered a brief address, followed by a similar service by Brother Wm. R. Hagerty, President of the San Francisco Labor Council. The principal address at the grave was made by Comrade Andrew Furuseth, who in solemn and impressive manner portrayed the character of the deceased and pointed the moral of his death and its bearing upon the history of the seamen's struggle to attain their rightful place in society.

The ceremonies were closed amid a most affecting scene. Strong men mingled their tears with those of women and children as the mortal remains of the departed comrade were hidden from view forever.

The attendance at the funeral was widely representative of the local labor movement. In addition to a large representation from the Sailors, Firemen, Cooks and Stewards, Fishermen, and Bay and River Steamboatmen, official delegations were present from the San Francisco Labor Council, City Front Federation and Typographical Union, No. 21. Many other organizations were represented by members who attended to pay their personal tribute of sympathy and respect. A number of old members and friends of the Sailors' Union, who upon all occasions in the past have shown their interest in that organization, were also present.

The funeral ceremonies were conducted under the management of Comrade Edward Andersen. The pall-bearers were: Comrades C. A. Blum, E. A. Hansen, Nels Nelson, Jack Hainze, Harry Heisterman and A. Forch, all of whom were in the launch with Comrade Kelner at the time of his death. Floral pieces were presented by the Sailors, Firemen, Cooks and Stewards, Fishermen, and Brotherhood of Teamsters. Individual floral offerings were made by Mrs. C. Thomas and son, Mrs. Fuller and many other personal friends.

In connection with the death of Comrade Kelner, the San Francisco Labor Council, at its meeting on June 22, adopted the following resolutions:

Whereas, The murderous work of the seventeenth instant was the direct result of the war on the maritime unions now being prosecuted by the United Shipping and Transportation Association; therefore, be it

Resolved, That the San Francisco Labor Council, in regular meeting assembled this 22d day of June, hereby expresses abhorrence of the policy of the shipowners which has resulted in the murder of Andrew Kelner and the wounding of his three fellow unionists, and tenders to the comrades of these men sincere sympathy in this their hour of sorrow; and

Resolved, That, as further evidence of our sympathy with the comrades of the victims of the shotgun policy of the United Shipping and Transportation Association, and as a mark of respect for the memory of Andrew Kelner, the president appoint a delegation of eight, including the president and secretary of this Council, to attend the obsequies Sunday, June 25.

The funeral delegation of the Labor Council was composed as follows: Wm. R. Hagerty, Wm. P. McCabe, George W. Bell, James Bowlan, Charles Melrose, A. Tiedemann and Andrew Gallagher.

The Machinists' Union, of San Francisco, adopted the following resolutions:

Resolved, That we call upon the proper officers and courts of this city and county to bring to the bars of justice these employers, private detective agents and actual murderers who have to a large extent in the past taken the liberty to handle and use firearms as they pleased in violation of law, and earnestly urge that no leniency be shown them, but instead that they be prosecuted to the full extent of the law and pay the penalty for the unwarranted and atrocious murder of which they now stand charged; further

Resolved, That we extend to the Sailors' Union and friends of these unfortunate men our heartfelt sympathies over the loss of one of their true and loyal members—namely, Andrew Kelner—and hereby pledge ourselves to render every assistance to them that lies within our power, both morally and financially, to the end that proper punishment may be meted out to these murderers; also that the struggle in which they are now engaged may be brought to an early and satisfactory conclusion.

Resolved, That a copy of these resolutions be forwarded to the Sailors' Union of the Pacific, to the public press of the city and spread upon the minutes of this meeting.

W. R. HAGERTY, President.

Typographical Union, No. 21, of San Francisco, in addition to sending a delegation to the funeral of Comrade Kelner, expressed its sympathy by formal communication, as follows:

San Francisco Typographical Union, No. 21.

To the Officers and Members of the Sailors' Union of the Pacific,

Gentlemen:

The bearer hereof, Mr. J. J. O'Neill, is chairman of a delegation of printers appointed by San Francisco Typographical Union, to attend the funeral services held under the auspices of your organization over the remains of Andrew Kelner.

We desire to express our sincere sympathy to the members of the Sailors' Union of the Pacific in their hour of trouble and to enter protest against the methods pursued by the shiping interests to defeat the just demands of your organization, and further express the hope that those responsible for the untimely death of your comrade will be speedily brought to justice.

The fact that our regular monthly meeting is to be held to-day at 2 o'clock alone prevents the officers of this Union and a much larger delegation from attending the services.

Fraternally,

H. L. WHITE, Secretary. GEO. A. TRACY, President.

Delegation:
L. Michelson.
J. M. Scott,
J. A. Ryan,
M. W. Dunbar.
J. J. O'Neill.

Resolutions of condolence have been adopted by the Ironmolders' Union, Hackmen's Union and Cemetery Employes' Union. These evidences of respect for the memory of Comrade Kelner and sympathy with the struggle of the organized seamen indicate a widespread public sentiment that can not but produce good results in the outcome of the present dispute. The mortal remains of Comrade Kelner lie beneath the sod, but his soul marches at the head of the army of labor in its all-conquering progress toward the goal of justice.

MURDER BY THE ASSOCIATION.

Eureka, Humboldt, June 11.

Dear Mother:—

Just arrived here on the North Fork, a sailing vessel. Could not drop postal from harbor as I was practically shanghaied, together with five other boys. I worked before the mast for three days and was sick the whole time. Expect to be home in about a week.

TOM.

The foregoing tells the whole story of the methods adopted by the United Shipping and Transportation Association and the Citizens' Alliance in their fight against the seamen's unions. Like a voice from the grave, the last message of Tom McCormick to his mother accuses the Association and the Alliance of murder—murder no less criminal because inspired by greed rather than by deliberate intention.

The message here quoted was written by Thomas McCormick, a student in the University of California, who was "practically shanghaied," as he himself says, on the steam-schooner North Fork. McCormick had a desire to go to the Orient and went off to the North Fork under the impression that he was bound to that locality as a cabin-boy in one of the transpacific liners. When the victim discovered that he had been trapped and was helpless to save himself, he signed articles under the name of "Andrew McCarey." When the North Fork arrived at Eureka McCormick left her and took passage for San Francisco in the gasoline-schooner Corinthian. The Corinthian was wrecked on Humboldt bar, and McCormick was drowned. But for the postal sent by McCormick from Eureka, the boy's parents would probably never have learned the fate of their son. By an almost fortuitous circumstance the boy's death has been revealed, and with that revelation the desperate and criminal methods of the parties responsible for the strike and lockout of seamen have been laid bare.

Interest in the McCormick case is by no means confined to regret for the untimely fate of that young man nor to sympathy for his bereaved parents and family. The McCormick case is of vital importance to the public at large. The methods adopted in shipping (i. e., shanghaiing) McCormick are in common use every day. How many of the "young Americans," who, we are told, are now being secured to man the Association vessels, are being secured in precisely the manner adopted in the McCormick case?

How many of these "young Americans" will meet the same or a similar fate before the close of their experience?

The fact is well known, as demonstrated by actual, personal investigation on board the Association vessels, that these vessels are being sent to sea with entirely inexperienced men and boys, with men who, like young McCormick, do not even know the difference between a steam-schooner and a sailing vessel, and in some instances with Japs and other classes who can not speak English. The Association shipowners are willing to take risks in their fight against the seamen's unions. But what of the traveling public? The attitude of the United Shipping and Transportation Association toward the public is much the same as that taken by it toward the men whom it shanghaies on its vessels, namely, absolute indifference toward life and property. What do life and property amount to when weighed in the scale with the sacred principle of the "Open Shop"!

A dispatch from Seattle, Wash., announces that striking seamen in that port are being replaced by students from the University of Washington. Presumably, these youths think the present a good opportunity to "see the world" and "broaden their minds" at the expense of a mere temporary change of name. Waiving for the present the morality, or rather immorality, of their act in taking sides against a body of men engaged in a legitimate effort to better their conditions, it may not be amiss to direct the attention of the Washington students to the fate of young McCormick, otherwise known as McCarey. The latter, fired by a desire to "see the world," found himself shipwrecked on Humboldt bar. Students who go to sea as scabs should assure themselves beforehand that the world they are going to see is the world that is on the map.

Herbert V. Ready, the notorious employment-agency shark and ally of the Citizens' Alliance, has been held by United States Commissioner Heacock, of San Francisco, for trial on a charge of illegally supplying seamen. Ready, true to his instincts, engaged in the attempt to provide scab crews for the struck vessels of the United Shipping and Transportation Association, and, of course, collected a fee from his victims, in direct violation of the United States law on the subject. The would-be crimp will be vigorously prosecuted and, if possible, landed in jail.

Benjamin Franzen, a seaman on the British ship Morven, was acquitted at Port Townsend, Wash., on June 21 of the charge of murdering Harry Stubley, a boarding-house runner of that port. The details of this case may be easily filled in by everyone acquainted with crimping methods. There is some consolation, the greater by reason of its rarity, in the reflection that in the present instance the right man got his.

Comrades Hansen, Peterson and Borgensen, who were shot in the Sailors' Union launch on June 17 and narrowly escaped the fate that befel Comrade Kelner upon that occasion, are gradually recovering from their injuries. These comrades are receiving every attention at the hands of the Union, and it is hoped will shortly be restored to full health and vigor.

Those San Franciscans who feel that they must patronize the saloons, which are shortly to be reopened, just by way of assuring themselves that conditions have really and truly "resumed the normal," should insist upon the red label of the United Brewery Workmen, and also upon the working button of the bartenders. The demand for the union label is as important as any other feature of the city's "resumption."

The Coroner's Jury in the case of Andrew Kelner has rendered a verdict of murder, but without naming either of the men who fired from the National City. Evidence sufficient to justify the prospect of conviction has already been entered against Captain Hammar and four other "gun-fighters." The prosecution of these men will be vigorously pushed with all the resources at command of the Sailors' Union.

When purchasing overalls, oilskins and ready-made suits demand the label of the United Garment Workers' Union. The label is the only certain protection against Chinese and sweatshop products.

For fair products of all kinds, consult the Journal's ad columns.

MAYOR URGES ARBITRATION.

(Continued from Page 1.)

has left no doubt as to his desire to bring about a termination of the trouble by peaceful means. The unions have promptly and unreservedly accepted the Mayor's suggestion, in accordance with the established policy of the labor movement. The United Shipping and Transportation Association, likewise acting in accordance with policy —the policy of "nothing to arbitrate"—has replied in the language of "diplomacy and delay," otherwise described as the language of reservation and equivocation. The Association endeavors to evade arbitration by begging the question as to the merits of the controversy, apparently forgetting that the more it emphasizes the correctness of its own attitude the more it condemns itself for refusing to submit that attiude to the judgment of an arbitrator.

Mayor Schmitz, in his second letter to the Association, clearly points out this inconsistency in the latter's course. Whatever action the Association may finally determine upon, there is no doubt that that body now stands condemned by the public as the party wholly responsible for the continuance of the dispute in the shipping industry.

DIED.

Hjalmar Andersen, No. 861, a native of Norway, aged 38, drowned from the schooner Nokomio at Olympia, Wash., on June 17, 1906.

INFORMATION WANTED.

Eugene Krogstad is inquired for by his parents. Address, Adolf Johnson, Seamen's Hall, Buffalo, N. Y.

Anders Slettengren, a native of Sweden, who arrived at San Francisco on the Bark Calcutta, is inquired for by his mother. Address Frank Rose, Stmr. D. Z. Norton, Marine, P. O., Detroit, Mich.

MARINE COOKS' AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters, Buffalo, N. Y., June 18, 1906.
General situation fair.
R. H. WALKER, Sec'y.
15 Union St.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters, New York, N. Y., June 11, 1906.
Shipping fair.
H. P. GRIFFIN, Secretary.

ATLANTIC COAST MARINE FIREMEN'S UNION.

Headquarters, Brooklyn, N. Y., June 16, 1906.
Shipping fair. Situation very good.
DANIEL SULLIVAN, Secretary.

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., June 25, 1906.

Regular weekly meeting was called to order at 7:30 p. m., P. Scharrenberg, presiding. Secretary reported for the Executive Committee that the struggle is getting along better than could be expected. The few vessels leaving port are manned with landsmen, mostly young boys, and Japanese. The following resolutions were unanimously adopted and ordered engrossed and framed:

Whereas, Our Comrade, Andrew Kelner, lost his life on June 17, 1906, while in the performance of his duty to the Sailors' Union of the Pacific and the great cause which we have banded together to further; therefore be it

Resolved, By the Sailors' Union of the Pacific, in regular meeting assembled at Headquarters, San Francisco, Cal., June 25, 1906, that we deeply mourn the loss of a devoted and courageous comrade, and that we recognize in his self-sacrificing conduct an example to be cherished and emulated by our membership as an inspiration to continued effort for the protection and advancement of our craft; further

Resolved, That we extend our sincere condolences to the parents and relatives of our deceased comrade, coupled with the earnest wish that they may find consolation in the memory of a heroic life given up in a just cause; further

Resolved, That these resolutions be spread in full upon the minutes of this meeting.

A. FURUSETH, Secretary.

Folsom Street Dock.

Notice: All members in port must report daily in the Reading Room of the Sailors' Home, Cor. Harrison and Main streets.

Tacoma Agency, June 18, 1906.
No meeting; no quorum. Shipping fair; no men idle.
H. L. PETTERSON, Agent.
3004 McCarver st. Tel. Main 808.

Seattle Agency, June 18, 1906.
Shipping medium.
P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. James 3031.

Port Townsend Agency, June 18, 1906.
No meeting; no quorum. Shipping dull.
WM. THORBECK, Agent.
114 Quincy st. P. O. Box 48. Tel. 443.

Aberdeen Agency, June 18, 1906.
Shipping fair.
WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

Portland (Or.) Agency, June 18, 1906.
No meeting; no quorum. Situation unchanged.
D. W. PAUL, Agent pro tem.
40 Union ave. Tel. East 4912.

Eureka (Cal.) Agency, June 18, 1906.
Shipping quiet.
CHAS. SORENSEN, Agent.
222 C St. P. O. Box 327, Tel. Main 566.

San Pedro Agency, June 18, 1906.
Shipping slack.
HARRY OHLSEN, Agent.
P. O. Box 2380. Tel. Main 774.

Honolulu (H. T.) Agency, June 11, 1906.
Shipping medium.
H. COLDIN, Agent.
821 Alakea st. Tel. Main 96.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC.

San Francisco, Cal., June 21, 1906.

The regular weekly meeting was called to order at 7 p. m., Ed Andersen in the chair. Secretary reported shipping on sailing vessels good. No change in the situation regarding lockout. Balloting for officers was proceeded with.

EUGENE STEIDLE, Secretary.

Seattle, Wash., June 14, 1906.
Shipping good. Called out all men working on Pacific Coast Steamship Company's vessels. Balloting for officers proceeded with.
LEONARD NORKGAUER, Agent.

San Pedro, Cal., June 14, 1906.
No meeting. Shipping slow.
CHAS. M. DAWSON, Agent.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., June 20, 1906.
Shipping fair.
WM. H. FRAZIER, Secretary.
1½ Lewis st.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, June 19, 1906.
Shipping fair; not many men ashore.
WM. PENJE, Secretary.

ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)

GROWTH OF LAKE TONNAGE.

The American Shipbuilding Company has at present eight boats under contract for 1907 delivery. In all of the construction, with the possible exception of one or two individual vessels, the boats will run over 550 feet in length, and it is now expected that before the year is over one vessel will be constructed close to 650 feet. Whatever may be the length, it is practically insured that of the present draft all new boats will have a carrying capacity of at least 10,000 tons of iron ore, and approximately the same amount of coal. If the time comes in the history of these boats that the channels are deepened in the Limekiln Crossing and in the Straits of Mackinac, these same vessels will be able to load to a depth that will permit them to carry from 12,000 to 14,000 tons of any bulk commodity. In a recent report to the chief of engineers at Washington, Colonel Kingman made the statement that this condition was completely reversed on the Lakes, that harbors and channels have to be built to accommodate the boats, rather than boats built to accommodate the harbors, which was the condition ten or fifteen years ago.

The engineering department adopting this idea, it is more than probable that before another year the engineering movement will be on foot to reconstruct channels between the Lakes and in the rivers to suit the demand of the larger boats which are now building. It is apparent, also, that with the increase in size of boats their architecture is being altered to assist rapid unloading, and also that the dock machinery is being accommodated to the new needs. The Lakes, therefore, are in the center of a period of transition from old to new methods, which are rapidly leaving the old equipment and old boats far in the background.

The reconstruction of dock machinery and channels has resulted naturally in movements to rebuild the harbors, also. Some important movements along this line are in contemplation and some work has been done. By the same token the marine men say that the time when an effective canal between the Ohio River and Lake Erie, the Hudson River and Buffalo, or the St. Lawrence River and Georgian Bay, can be built, to meet the new demands of the Lakes, is getting further and further away from the realm of possibility.

The New York canal is supposed to be built to accommodate boats not to exceed twenty-one feet draft. The propsed canal between the Ohio River and Lake Erie is not on such a scale. The propsed Canadian canal is also far short of the possible future needs of the Lake boats. Lake marine men make the statement that the commerce of the Great Lakes is developing so rapidly that it seems almost necessary that it should be confined in the comparatively narrow limits of travel between the upper and the lower Lake ports. The time seems very far in the future when a canal will be built that will permit the operation of boats between the Lake ports and the Coast.

Lumber receipts at the Tonawandas for May were record-breaking, amounting to 60,440,496 feet, as compared with same period last year, when 58,316,226 feet were received. Of this amount 12,744,437 was Canadian stock.

BIG REPAIR JOBS.

There is a big rush of repair work and with the jobs that are in sight some of the plants will have all the business they can handle for a number of weeks. There are eight steel vessels that are now slated to go into drydock for repairs and some of the boats will be out of commission for five or six weeks.

The steamer Eugene Zimmerman, which is one of the hardest looking wrecks that was ever brought to Cleveland, will be at the local shipyard for seven or eight weeks, and the repair bill will be between $50,000 and $60,000. The Zimmerman was sunk in collision with the steamer Saxona in the Soo River the middle of April, and it will be the latter part of July before she goes into commission again.

The steamer Crescent City and barge Manila, which were piled up on the rocks in the big gale that swept Lake Superior last November, are in drydock at Superior. They will be put in shape to be brought to Lake Erie, where they will be repaired. It is expected that the Crescent City and Manila will be big jobs.

The Manila will probably be converted into a steamer, and the machinery and boilers of the wrecked steamer Lafayette will be put in her. The change, however, will not be made until next winter.

The steamer Mataafa, another victim of the November gale, which has just been released, will probably be repaired at Superior. She still has about 4,000 tons of ore aboard, which will be taken out before she is docked.

The steamer John B. Cowle, which was in collision with the Canadian steamer Erin, is in drydock at Toledo. She is pretty badly damaged forward and will be out of commission for weeks.

The steamer Roman, which was ashore on Summer Island recently, will have to be docked and she may go to Cleveland. Two of her compartments were punctured when she stranded. The steamer Grecian, which is on the bottom at Detour, will also be a drydock job.

The work of releasing the steamer Edenborn, which is ashore on Split Rock at the head of Lake Superior, will be started in a few days. It will be a big job to get the Edenborn, and it will be quite late in the season before she is ready for business.

Repair bills on the eight vessels named will be very heavy and it will take a good-sized bank roll to settle with the wreckers.

Considerable time will be lost by the damaged boats, as a large part of the shipping season will be over before some of them turn a wheel.

The steamer Bulgaria, which was recently stranded on Fishermen's Shoal, will be abandoned to the underwriters as a constructive total loss. Captain James Corrigan, owner of the steamer, has received a dispatch from Captain C. H. Sinclair, who went to the wrecked steamer, stating that the Bulgaria is in bad shape. Her decks are foced up, her forefoot is gone and her bottom is badly damaged. The steamer is full of water. The Bulgaria is loaded with coal and was bound for Green Bay when she went on the rocks. She was built in 1887. She is 280 feet keel and 39 feet beam.

UNION ITEMS.

The inspector's card system now being organized on the Lakes by Lake Seamen's Union bids fair to prove a big success.

Comrade John Abrams, No. 841, was killed while riding a bicycle, on June 1, in Detroit. Deceased was struck by a street car.

It is rumored that there is a fellow in Escanaba, Mich., furnishing men for vessels and taking an advance. All members of the Lake Seamen's Union who enter Escanaba should endeavor to obtain proof of this and report to Secretary Penje.

Have the agent at your port look up your book number. You probably have the wrong number in your book. All new members of the Lake Seamen's Union are required to apply at some office to have their numbers changed thirty days after joining.

Comrade Scanlon, of Detroit, complains that two men are shipping men on boats out of Detroit. Wescott, he says, usually orders men through the Lake Seamen's Union Hall; Parker never does. Scanlon requests that the crews of boats which pick up men at Detroit examine those men's books or cards.

A contract was closed recently between Captain John Mitchell and the officers of the American Shipbuilding Company for a new 10,000 ton steamer for delivery in 1907. This is the seventh boat which that company now has under contract for delivery for next year. The new steamer will be 532 feet long, 56 feet beam and 31 feet deep. The size of the engines and boilers has not yet been determined, but those details will be agreed upon a little later on. She will be the regulation bulk cargo carrier of the Lakes and will cost when completed $410,000. It is announced that she will be built in either the Cleveland or Lorain yards of the Company and will be finished in time to participate in the Lake trade by the opening of the season of navigation next year. This big steamer, which will carry on the normal draught of Lake boats, about 10,000 tons, will strengthen the position of the Mitchell fleet.

The Conneaut ore reports for the month of May shows 524,237 tons to be the amount received during that month. This is a falling off of about 175,000 tons as compared with May of last year. The shipments both coastwise and foreign show a slight increase.

The new Hanna dock at Duluth recently unloaded 8,971 tons of coal from the steamer Paine in exactly twenty-four hours, using three Mead hoists. This is equal to 122 tons per hour for each hoist, and is a record at the head of the Lakes.

The Customs report for May shows iron ore receipts at Ashtabula: Coastwise 761,360 tons, foreign 5,143 tons, total 766,503 tons; stone received, 1,200 tons; coal shipped, coastwise 112,250 tons, foreign 11,094 tons; total 173,344 tons.

MARINE NOTES.

The keeper of Freshetes Point and Middle Hay Lake lights was recently reported missing.

The schooner Dayton was libeled at Tonawanda recently to satisfy a claim of $5,000 by Oille & McKean.

The schooners Minnie Slawson and W. O. Goodman have been renamed Bangor and Boston, respectively. Both boats are going to the Atlantic Coast.

The steamer Pasadena, once one of the finest boats on the Lakes, is being converted into a tow-barge. She will carry 25 per cent more cargo than she did as a steamer.

Captain Parlane McFarlane, a well-known steamer master, is dead at Buffalo at the age of sixty-two years. His latest command was the Mauch Chunk, of the Lehigh Valley line.

The Customs office reports show a heavy movement of lumber from the head of the Lakes during the month of May, the total being 63,117,000 feet from the ports of Duluth, Superior and Two Harbors. The April movement from the same three ports totaled 38,930,000, making a grand toal of 102,047,000 feet of lumber moved from this end of Lake Superior thus far during the shipping season of 1906.

The Montreal Corn Exchange has decided to petition the Dominion Government to build a 2,000,000-bushel grain elevator at Port Colborne. The local grain men insist that a grain elevator of 1,000,000 bushels, which is rumored is inadequate to the growing business. The Government will also be petitioned to deepen the channel leading to the present elevator at Port Colborne to accommodate vessels with full cargoes.

The port of Superior, including West Superior, led all Lake ports in shipments of grain and flaxseed by water during April. Shipments aggregated 6,760,105 bushels, as against 6,630,311 bushels from Chicago, not including South Chicago, and 3,227,104 from Duluth. Manitowoc surpassed Milwaukee by 25,000 bushels. There were no shipments from Bayfield or Ashland. If the flaxseed were eliminated, Chicago would be far in the lead. The head of the Lakes has a monopoly of the flax, but it has no corn.

A contract has been closed between the American Shipbuilding Company and parties in Duluth for a coarse freighter, which is the ninth order to be placed with this company for 1907 delivery. The new boat will cost $290,000, and will be a duplicate of the steamer Joshua Rhodes. She will be 440 over all, 420 feet keel, 52 feet beam and 28 feet deep. She will have triple expansion engines, with cylinders 22, 33 and 58 inches, with a 42-inch stroke. Steam will be furnished by two Scotch boilers, 13 feet 2 inches in diameter and 11 feet 6 inches long. The boilers will have a working pressure of 175 pounds, and will be fitted with Ellis & Eaves induced draft.

The grain receipts at the head of the Lakes for the month of May were 2,008,000 bushels in round numbers, as compared with 344,000 bushels in the same month last year. The shipments in May this year were 6,464,000 bushels as compared with 6,298,000 bushels in the corresponding month in 1905. The stocks are about the same now as a year ago, approximately 9,000,000 bushels. This includes 4,811,000 bushels of wheat and 2,000,000 bushels each of flax and oats. The stocks a year ago contained only 1,715,000 bushels of wheat, but there was 6,000,000 bushels of flax at that time. The grain receipts for last week were 271,183 bushels and the shipments 953,381 bushels.

Lake Letter List.

(Marine Postoffice, Detroit, Mich.

June 2, 1906.

Angwall, Ernest
Aston, Wm. (M. A. Hanna)
Aitken, J. H.
Blair, Fred (W. E. Reis)
Bassman, Louis
Bennett, B. J. (R. Mills)
Britz, Peter (Neosho)
Black, James
Bell, Thos. J.
Bureta, S. (Mayland)
Carroll, Martin J. (Allbright)
Coyle, Wm. (London)
Carlson, Geo. (F. C. Ball)
Conan, Victor
Cottrell, Geo. (Pickands)
Cottrell, Loumer (Pickands)
Cannine, Geo.
Dunn, Wm. (R. L. Fryer)
Donoran, John (Nyanza)
Dochstader, Philip (Treror)
Dubey, E. C.
Ehrheart, Edgar
Fuhfie, John (Sill)
Fox, Malcolm (Wilson)
Graffin, Geo. (Balsom)
Harmon, Maurice (Penobscot)
Henry, A. G. (Penobscot)—2
Haberth, Joseph
Jackson, George (Peter White)
Jock, J. A.
Krohn, Nelson (Ireland)
Kenealy, D. F. (Victory)
Manson, Walter J (Penobscot)—3
Moore, J. F. (Pontiac)—2
Madison, Martin (Harvard)
Manion, Hubert
McLaughlin, Wm.
McKenzie, Wm. (M. Mullen)
Nowacki, Leo (Widlar)
O'Connor, D. J.
Pollet, Sheldon (Mitchell)
Pederson, Theo. E.
Pelletier, E. F.
Pelletier, Feles
Patterson, Gilbert
Reilly, Jas. L.
Rippin, Richard (Thos. Wilson)
Svendsen, Emil (Mariposa)
Shubiltowski (Howard)
Smith, Wallace (Wood)
Saph, W. Lee (Umbria)
Shephard, A. M. Capt. (Gilchrist)
Sugden, Geo.
Taylor, Jno. T.
Wedge, Ray

June 16, 1906.

Atkinson, Andrew F. Lansing
Angwall, Ernest 2 W. H. Gilbert.
Anderson, J. D.
Brehl, Nick J. Str. Scranton.
Burgoon, John, R. Mills.
Bliss, Harry, 2 Manchester.
Bell, Thos. J. Capt.
Bearden, Chas.
Carlyle, George
Cady, Fred, Str. Gilchrist.
Downey, Wm., F. Ball.
Downey, Wm., Parent.
Down, Geo. E.
Dubuque, Charlie, J. J. Hill.
Grappin, Geo., Bunsen.
Greiner, Vincent
Guindon, Nestor
Harlick, Wallace, Sup. City.
Hume, Hugh, Tecumseh.
Jameison, John, F. W. Gilchrist.
Knuf, Jas. T., D. M. Whitney.
Kennedy, Jno. F.
Kuehne, Leo. J., Empire City.
Look, Wm., McDougall.
Ledene, Frank, H. W. Rogers.
Lalonde, Levi, M. Wilson.
Martin, Peter
Matthews, Geo., Jas. Dandson.
Miller, Wm., W. W. Brown.
Morrison, Frank, Sawyer.
McMann, Frank A. Devereaux.
McIntyre, Angus
McEachran, Roy, Hill
Nilson, John, M. Wilson.
Proctor, Alf.
Peltey, Teles
Payne, Mrs. S. E.
Poor, Elmer M.
Russin, Paddy, L. Bell.
Reilly, J. L.
Richards, Harry
Smith, Wallace
Schmidt, Albert
Saunders, Leonard
Sterling, Edw., Cowle.
Stewart, Hebert L.
Sadler, Harry
Sousa, Frank
Upleger, Albert
Ward, Edw. W.
Walker, Harry.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

143 West Madison Street, Chicago, Ill.

Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, WIS.....133 Clinton Street
Telephone 240 South.

BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.

ASHTABULA HARBOR, O.....87 Bridge Street
Telephone 552.

CLEVELAND, O.....171 East River Street
Telephone Bell Main 1295.

TOLEDO, O.....719 Summit Street
Telephone Black 6981.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES.

DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3742.

ASHLAND, WIS.....515 East Second Street
Ashland Phone 1563.

SUPERIOR, WIS.....1721 North Third Street
Telephone, Old Phone, 4428 L.

BAY CITY, MICH.....108 Third Street

OGDENSBURG, N. Y.....40 Ford Street

SUB-AGENCIES.

MANITOWOC, Wis.....725 Quay Street

ERIE, PA.....107 East Third Street
Telephone Bell 599 F.

CONNEAUT HARBOR, O.....922 Day Street

SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
Telephone 1944 South Chicago.

SANDUSKY, O.....510 Meigs Street

HOSPITALS AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.

CHICAGO, ILL.; DETROIT, MICH.; CLEVELAND, O.

RELIEF STATIONS.

Ashtabula Harbor, O.
Buffalo, N. Y.
Duluth, Minn.
Erie, Pa.
Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Wis.
Houghton, Mich.
Ludington, Mich.
Manistel, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault Ste. Marie, Mich.
Sheboygan, Mich.
Sturgeon Bay, Wis.
Superior, Wis.
Toledo, O.

We Don't Patronize.

FOOD AND KINDRED PRODUCTS.

Bread—McKinney Bread Company, St. Louis, Mo.; National Biscuit Company, Chicago, Ill.
Cigars—Carl Upman, of New York City; Kerbs, Wertheim & Schiffer, of New York City; The Henry George and Tom Moore.
Flour—Washburn-Crosby Milling Co., Minneapolis, Minn; Kelley Milling Co., Kansas City, Mo.
Groceries—James Butler, New York City.
Meats—Kingan Packing Company, of Indianapolis, Ind.
Pipes—Wm. Demuth & Co., New York.
Tobacco—American and Continental Tobacco Companies.

CLOTHING.

Buttons—Davenport Pearl Button Company, Davenport, Iowa; Krementz & Co., Newark, N. J.
Clothing—N. Snellenberg & Co., Philadelphia, Pa.; Clothiers' Exchange, Rochester, N. Y.; Strawbridge & Clothier, Philadelphia, Pa.; Blauner Bros., New York.
Corsets—Chicago Corset Company, manufacturers Kabo and La Marguerite Corsets.
Gloves—J. H. Cownie Glove Co., Des Moines, Iowa; California Glove Co., Napa, Cal.
Hats—J. B. Stetson Company, Philadelphia, Pa.; E. M. Knox Company, Brooklyn, N. Y.
Shirts and Collars—United Shirt and Collar Company, Troy, N. Y.; Van Zandt, Jacobs & Co., Troy, N. Y.; Cluett, Peabody & Co.; Troy, N. Y.; James R. Kaiser, New York City.
Shoes—Harney Bros., Lynn, Mass.; J. E. Tilt Shoe Co., Chicago, Ill.
Suspenders—Russell Mfg. Co., Middletown, Conn.
Textile—Merrimac Manufacturing Co. (printed goods), Lowell, Mas.
Underwear—Oneita Knitting Mills, Utica, N. Y.
Woolens—Hartford Carpet Co., Thompsonville, Conn.; J. Capps & Son, Jacksonville, Ill.

PRINTING AND PUBLICATIONS.

Bookbinders—Geo. M. Hill Co., Chicago, Ill.; Boorum & Pease Co., Brooklyn, N. Y.
Printing—Hudson, Kimberly & Co., printers, of Kansas City, Mo.; W. B. Conkey Co., publishers, Hammond, Ind.; Times, Los Angeles, Cal.; Philadelphia Inquirer.

POTTERY, GLASS, STONE AND CEMENT.

Pottery and Brick—J. B. Owens Pottery Co., of Zanesville, Ohio; Northwestern Terra Cotta Co., of Chicago, Ill.; C. W. Stine Pottery Co., White Cottage, Ohio; Harbison-Walker Refractory Co., Pittsburg, Pa.; Utica Hydraulic Cement and Utica Cement Mfg. Co., Utica, Ill.; Corning Brick, Tile and Terra Cotta Company, Corring, N. Y.

MACHINERY AND BUILDING.

Carriage and Wagon Builders—S. R. Baily & Co., Amesbury, Mass.; Hassett & Hodge, Amesbury, Mass.; Carr, Prescott & Co., Amesbury, Mass.
General Hardware—Landers, Frary & Clark, Aetna Company, New Britain, Conn.; Kelsey Furnace Company, Syracuse, N. Y.; Brown & Sharpe Tool Company, Providence, R. I.; John Russell Cutlery Company, Turners Falls, Mass.; Atlas Tack Company, Fairhaven, Mass.; Henry Disston & Co., Philadelphia, Pa.; American Hardware Co. (Russell & Erwin Co. and P. & F. Corbin Co.), New Britain, Conn.; Merritt & Company, Philadelphia, Pa.
Iron and Steel—Illinois Iron and Bolt Company, of Carpentersville, Ill.; Carborundum Company, Niagara Falls, N. Y.; Casey & Hedges, Chattanooga, Tenn.; Gurney Foundry Company, Toronto, Ont.; Sattley Manufacturing Company, Springfield, O.; Page Needle Company, Franklin, N. H.; American Circular Loom Company, New Orange, N. J.; Payne Engine Company, Elmira, N. Y.; Lincoln Iron Works (F. R. Patch Manufacturing Company), Rutland, Vt.; Erie City Iron Works, Erie, Pa.; David Maydole Hammer Co., Norwich, N. Y.; Singer Sewing Machine Co., Elizabeth, N. J.; National Elevator and Machine Company, Honesdale, Pa.; Pittsburg Expanded Metal Co., Pittsburg, Pa.; Peckham Manufacturing Company, Kingston, N. Y.; American Holst and Derrick Co., St. Paul, Minn.; American Iron & Steel Company, Lebanon and Reading, Pa.
Iron, Architectural—Geo. L. Meskir, Evansville, Ind.
Stoves—Germer Stove Company, Erie, Pa.; "Radiant Home" Stoves, Ranges, and Hot Air Blast, Erie, Pa.; Wrought Iron Range Co., St. Louis, Mo.

WOOD AND FURNITURE.

Bags—Gulf Bag Company, New Orleans, La., branch Bemis Brothers, St. Louis, Mo.; H. B. Wiggins' Sons Co., Bloomfield, N. J.
Baskets—Williams Manufacturing Company, Northampton, Mass.
Brooms and Dusters—The Lee Broom and Duster Company, of Davenport, Iowa; M. Goeller's Sons, Circleville, Ohio; Merkle-Wiley Broom Co., Paris Ill.
Carriages—Crane, Breed & Co., Cincinnati, Ohio.
Cooperage—Northwestern Cooperage and Lumber Company (otherwise known as the Buckeye Stave Company), of Ohio, Michigan, and Wisconsin; Elgin Butter Tub Company, Elgin, Ill.; Williams Coperage Company and Palmer Manufacturing Company, of Poplar Bluff, Mo.
China—Wick China Company, Kittanning, Pa.
Furniture—American Billiard Table Company, Cincinnati, Ohio; Brumby Chair Company, Marietta, Ga.; O. Wisner Piano Company, Brooklyn, N. Y.; Krell Piano Company, Cincinnati, Ohio; N. Drucker & Co., Cincinnati, Ohio; St. Johns Table Company, St. Johns, Mich.; Grand Rapids Furniture Manufacturing Association, Grand Rapids, Mich.; Derby Desk Co., Boston, Mass.
Gold Leaf—W. H. Kemp Company, New York, N. Y.; Andrew Reeves, Chicago, Ill.; George Reeves, Cape May, N. J.; Hastings Company, Philadelphia, Pa.; Henry Ayers, Philadelphia, Pa.
Lumber—Trinity County Lumber Company, Groveton, Texas; Reinle Bros. & Solomon, Baltimore, Md.; Himmelberger Harrison Lumber Company, Morehouse, Mo.; Union Lumber Company, Fort Bragg, Cal.; St. Paul and Tacoma Lumber Company, Tacoma, Wash.; Gray's Harbor Commercial Co., Cosmopolis, Wash.; Far West Lumber Company, Tacoma, Wash.
Leather—Kullman, Salz & Co., Benicia, Cal.; A. B. Patrick & Co., San Francisco, Cal.; Lerch Bros., Baltimore, Md.
Paper Boxes—E. N. Rowell & Co., Batavia, N. Y.; J. N. Roberts & Co., Metropolis, Ill.
Paper—Remington-Martin Paper Co., Norfolk, N. Y. (Raymond Paper Co., Raymondsville, N. Y.; J. L. Frost Paper Co., Norwood, N. Y.); Potter Wall Paper Co., Hoboken, N. J.
Watches—Keystone Watch Case Company, of Philadelphia, Pa.; Crescent Courvoisseer Wilcox Company; Jos. Fahy, Brooklyn Watch Case Company, Sag Harbor.
Wire Cloth—Thos. E. Gleeson, East Newark, N. J.

MISCELLANEOUS.

Bill Pasters—Bryan & Co., Cleveland, Ohio.
Railways—Atchison, Topeka & Santa Fe Railroad; Missouri, Kansas & Texas Railway Company.
Telegraphy—Western Union Telegraph Company, and its Messenger Service.
D. M. Parry, Indianapolis, Ind.
Thomas Taylor & Son, Hudson, Mass.
C. W. Post, Manufacturer of Grape Nuts and Postum Cereal, Battle Creek, Mich.
Lehmaler-Swartz & Co., New York City.

LIGHT UNDER WATER.

A new system for doing submarine repair or wrecking work with pneumatic tools by the light of an arc-lamp that burns under water, is described in the Western Electrician. Says the writer:

Real or imaginary horrors incident to going down to a sunken vessel or other submerged objects have kept the number of professional divers at a minimum. At depths of fifty feet or more, even in comparatively clear water, the gloom is said to be impenetrable. For these reasons few people care to don the diver's armor and descend below the surface. It may therefore be said that with the development of an electric search-light and diver's lamp and a kit of compressed air tools for submarine repairing a new industry has been developed.

The arc lamp is enclosed in a water-tight metallic case, with a glass chamber at its lower end. When in use the diver may carry the lamp by means of the circular guard handle, set it down, or suspend it in a convenient manner directly by the cable, no ropes being required. Its weight under water is only a few pounds—just enough to keep in position in a current or tideway. The submarine cable conducting the current to the lamp leads to the surface and thence to a combined junction and switch-plate controlled by the diver's attendant. From this plate connection is made to a neighboring electric circuit, storage battery, or small generator outfit supplying the electric power.

By means of the electric light and compressed air it will be possible to make permanent repairs to the hull of a vessel, even under fire. Further, it is predicted that a fleet in cruising trim may be kept fairly clean and in good repair without recourse to the dry dock.

In order to render the services of a diver of real value in making durable repairs it was found necessary to considerably change the methods of operation and equipment. The question of light, the first step, was solved by the use of the Yale submarine electric lamp, by its inventor, Francis G. Hall; the problem of increasing the workman's efficiency has been obtained by Mr. Hall by means of new submarine pneumatic tools.

A SWEATSHOP EXHIBIT.

The London Commercial Intelligence tells of a remarkable exhibition of sweating industries now open at the Queen's Hall in that city. The idea originated in Germany, where an exhibition of articles made by home workers, under oppressive conditions, was given in Berlin in March, 1904. The exhibition now made in London includes only home industries, the object being to acquaint the public with the evil effects of the sweating system. The Commercial Intelligence says that it would be impossible to get together a more ghastly array of witnesses of man's inhumanity to man than is to be found in the bare facts of the prices paid to the unfortunate fellow creatures under the sweating system. Sacks are on exhibition, which are repaired as low at 3 and 4 cents per dozen, and children's shirts are finished for 8 cents a dozen. For sewing covers on tennis balls 12 cents a dozen is paid. Those merely illustrate the figures shown in this London exhibition.

Two German mechanics have invented a clever electric device for changing hymn numbers in churches.

COCOANUT GROWING.

The large percentage of cocoanuts shipped from the Panama district are gathered by the San Blas Indians, who occupy a strip of coast territory extending on the Caribbean Sea from Point San Blas to Cape Tiburon, a distance of 125 miles. The largest percentage of cocoanuts from the San Blas coast are traded by the Indians to the masters of small coasting schooners, who give in exchange manufactured articles, who give in exchange manufactured hats, shoes, etc. Most of these cocoanuts are shipped to the United States direct.

The cocoanuts exported from Colon and vicinity are raised principally by native Panamans on small plantations of 500 to 1,000 trees. The only large plantation is that of the Caribbean Cocoanut Company, located at Toro Point, just across the bay from Colon, and owned by an American. This holding is the only one of any size, and consists of about 20,000 trees. The fruit grown on this plantation and on the small native places are shipped to the United States by steamers at the freight rate of $4 a thousand. No cocoanuts are dried and shipped as copra, being simply husked, and no use is made of the fibrous material enveloping the shell.

From the entire consular district of Colon about five to six million cocoanuts are exported to the United States annually. The number of cocoanuts shipped from Colon to the United States during 1905, amounting to about one and one-half million, were valued at $54,600. The market price of prime cocoanuts fluctuates from $15 to $25 a thousand, according to the demand.

In selecting land for planting cocoanuts, light and free soil should be chosen for nursery purposes, and the seed nuts should be selected from the product of healthy, heavy-bearing cocoanut palm trees. The nuts are placed about 6 inches in the ground and 2 feet apart. When about 8 months old the young palms are transplanted from the nursery direct to the field, and placed about 18 feet apart. In the best lands the trees should bear in the fifth or sixth year. After the palms are 6 years old they require very little attention, except to keep them free from weeds and other plants. Of course the better the cultivation the larger and better the quality of the fruit.

VANADIUM IN PERU.

A syndicate of Pittsburg capitalists has taken steps to develop a large deposit of vanadium under a concession from the Peruvian Government. Joseph M. Flannery is secretary of the company. Vanadium, which is a grayish-white powder, melts at a very high temperature, and, as an alloy, has been introduced in small quantities in the manufacture of iron and steel, giving the finished metal remarkable strength, resistance, and toughness, to such degree as to make practical the manufacture of armor plates and projectiles at one-half the customary weight and thickness with greater sustaining qualities. Its scarcity heretofore has preventted its extended use. With a larger supply further uses are expected to be found for it in the chemical trade and elsewhere.

The Irish International Exhibition, to open in May, 1907, will charge exhibitors 4 shillings (97 1-3 cents) per square foot for space, with a minimum charge of £5 ($4.86). Motive power will be supplied in machinery hall at a moderate price.

INTERNATIONAL SEAMEN'S UNION OF AMERICA

Affiliated with the
AMERICAN FEDERATION OF LABOR.

WM. H. FRAZIER, Secretary-Treasurer.
1½A Lewis St., Boston, Mass.

AFFILIATED UNIONS.

ATLANTIC COAST SEAMEN'S UNION.
Headquarters:
BOSTON, MASS., 1½A Lewis St.
Branches:
BANGOR, ME., 211 Broad St.
PORTLAND, ME., 377A Fore St.
PROVIDENCE, R. I., 464 South Main St.
NEW YORK, N. Y., 51 South St.
PHILADELPHIA, PA., 129 Walnut St.
BALTIMORE, MD., 502 East Pratt St.
NORFOLK, VA., 228 Water St.
NEWPORT NEWS, VA., 2314 Washington Ave.
MOBILE, ALA., 2 Government St.
NEW ORLEANS, LA., 937 Tchoupitoulas St.

ATLANTIC COAST MARINE FIREMEN'S UNION.
Headquarters:
BROOKLYN, N. Y., 15 Union St.
Branches:
BOSTON, MASS., 284 Commercial St.
PHIADELPHIA, PA., 129 Walnut St.
BALTIMORE, MD., 502 East Pratt St.
NORFOLK, VA., 228 Water St.
NEWPORT NEWS, VA., 2314 Washington Ave.
MOBILE, ALA., 2 Government St.
NEW ORLEANS, LA., 937 Tchoupitoulas St.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.
Branches:
NEW YORK, N. Y., 42 South St.
BALTIMORE, MD., 502 Pratt St.

INLAND SEAMEN'S UNION.
Headquarters:
WHITEHALL, N. Y.

LAKE SEAMEN'S UNION.
Headquarters:
CHICAGO, ILL., 143 West Madison St.
Branches:
MILWAUKEE, WIS., 133 Clinton St.
BUFFALO, N. Y., 55 Main St.
ASHTABULA HARBOR, O., 87 Bridge St.
OGDENSBURG, N. Y., 40 Ford St.
TOLEDO, O., 719 Summit St.
NORTH TONAWANDA, N. Y., 152 Main St.
DETROIT, MICH., 7 Woodbridge St., East.
SUPERIOR, WIS., 1721 North Third St.
ASHLAND, WIS., 515 East Second St.
OGDENSBURG, N. Y., 40 Ford St.
BAY CITY, MICH., 108 Third St.
MANITOWOC, WIS., 725 Quay St.
ERIE, PA., 107 East Third St.
SOUTH CHICAGO, ILL., 9142 Mackinaw St.
CONNEAUT HARBOR, O., 992 Day St.
SANDUSKY, O., 510 Meigs St.

MARINE COOKS' AND STEWARDS' UNION OF THE GREAT LAKES.
Headquarters:
BUFFALO, N. Y., 55 Main St. Tel. Seneca 823 R.
Branches:
DETROIT, MICH., 33 Jefferson St.
TOLEDO, O., 1702 Summit St.
NORTH TONAWANDA, N. Y., 154 Main St.
OGDENSBURG, N. Y., 94 Hamilton St.
BAY CITY, MICH., 919 Water St.
ASHTABULA HARBOR, O., 11 Erie St. Tel. 305.
CLEVELAND, O., Atwater Bldg., Room 1.
CHICAGO, ILL., 42 Wells St. Tel. Main 3637.
MILWAUKEE, WIS., 317 Florida St.
Sub-Agency:
CONNEAUT, O., 891 Day St.

SAILORS' UNION OF THE PACIFIC.
Headquarters:
SAN FRANCISCO, CAL., Folsom Street Dock.
Branches:
TACOMA, WASH., 3004 McCarver St.
SEATTLE, WASH., 1312 Western Ave.
PORT TOWNSEND, WASH., 114 Quincy St.
ABERDEEN, WASH., P. O. Box 334.
PORTLAND, OR., 40 Union Ave.
EUREKA, CAL., P. O. Box 327.
SAN PEDRO, CAL., P. O. Box 2380.
HONOLULU, H. T., P. O. Box 96.

PACIFIC COAST MARINE FIREMEN'S UNION.
Headquarters:
SAN FRANCISCO, CAL., Folsom Street Dock.
Branch:
SEATTLE, WASH., Colman Block, Room 10.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC.
Headquarters:
SAN FRANCISCO, CAL., Folsom Street Dock.
Branches:
SEATTLE, WASH., Colman Dock, Room 9.
SAN PEDRO, CAL., P. O. Box 2155.

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FRENCH MATCH MONOPOLY.

According to statistics recently published by the Minister of Finance the total receipts of the match monopoly in France during 1904 amounted to $6,834,124. The profits were $5,034,355. Official estimates for 1905 give the receipts as amounting to $6,851,180, with the profits slightly in excess of those of the preceding year. The average consumptation per capita in 1904 was 1,006 matches, representing an individual outlay of 20.6 cents. Wax matches came in for less than 4 per cent of the quantity sold. The exports figured for only $501.41.

There are six match factories, all owned and operated by the State. They employ 750 men and 1,429 women. The wages paid to the operatives per day of ten hours averages $1,27 for the men and 96 1-2 cents for the women, which is practically double the average wages received by women in France. A pension is paid to those having attained 60 years of age. Free medical treatment is provided for all employes.

It has been figured that it cost the French Government at least $37.74 to manufacture a million matches of the cheapest kind. That is held to be excessive. At any rate it does not compare well with theresults obtained by private industries in other countries. It is a fact that the French factories have repeatedly been supplied with foreign matches at a price under $27 per million. This has led to several atacks on the management of these establishments. The latest one was made in the Senate on November 14, last, by Mr. Antonin Dubost who is now president of that body and who was then chairman of the finance committee. He criticised severely what he termed "the anti commercial character of nearly all State establishments," and after having referred to the difference in the cost of production under State and private management concluded as follows:

"I long ago stated on this floor that our State industries are a cause of ruin for the treasury. I say now that it is our duty to change our course and to turn over to free industries and free commerce the highest share of the production of our State industries."

The profits of the match industry are relatively so large that some persons assert that no attempt is made to give the public a fair equivalent for its money. The French matches are of such poor quality that they have become one of the jokes of the country. Moreover, the importation of foreign matches being the sole prerogative of the Government, very few are placed on the market. This monopoly being in the nature of a tax has been accepted good-naturedly ever since its establishment, in 1872.

No one is allowed to practice medicine in Japan unless he holds the Government license. Foreigners desirous of obtaining the license must be residents in Japan. Their application must be accompanied by either diplomas from respectable medical colleges or licenses from their own Government, together with applicant's personal history, etc. Upon receipt of such application the Government will investigate the character and standing of the applicant, as well as that of the college, or the nature of the license from foreign Government, and, if found satisfactory, it will grant the license. The natives invariably prefer their own physicians, and the foreign community—less than 3,000 people—is amply provided with both American and European doctors.

THE ISLAND OF BERMUDA.

The British Government has inaugurated a system of rigid economies in colonial expenditures which closely affects Bermuda. Large sums have been spent from time to time on fortifications, batteries, roads, buildings for quarters, barracks, etc., which have made Bermuda practically one great fortification. The navy-yard and floating drydock are on a large scale. The nevy and military pay rolls have distributed great sums of money to the benefit of trade, and the people of the colony became accustomed to regard the Imperial Government as the source of their prosperity.

Now, by the reduction of the troops to one regiment and the naval establishment to a captain's command, and all public works extensions stopped, Bermuda is brought to face the problem of learning to be self-dependent. The tourist business is expected to restore some revenue, and the Brtish authorities are furthering aid along this line by sanctioning new laws, which will allow aliens to hold real estate and build hotels. When these bills are passed it is expected that many Americans will avail themselves of these privileges. The colonial officials are now at work on a plan to erect a modern $300,000 hotel. The deepening and widening of the channel from the outer sea into the large, land-locked harbor of St. George is now being discussed. A coaling station is then to be placed in the inner harbor. During the past year business has been fairly active. The lack of industries has been a hindrance to growth in trade. A small industrial beginning has been made by the establishment of a cigar factory, the wrappers to be grown on the islands. It is expected that sufficient wrapper tobacco can be raised to supply the factory, with a surplus for export.

RATES OF FOREIGN POSTAGE.

In connection with the work of the recent Universal Postal Congress, the Postoffice Department has given out the following as to the effect of one of the provisions of that convention affecting this country.

The Universal Postal Congress, recently in convention at Rome, Italy, ordered a substantial reduction in letter postage by increasing the unit of weight, effective on and after October 1, 1907, from fifteen to twenty grams and providing that while postage on the first twenty grams shall remain at 25 centimes (5 cents), every additional twenty grams shall be at the rate of 15 centimes (3 cents).

Great Brittain and the United States strongly urged that the unit of weight for them should be fixed at one ounce, as it would be extremely difficult for them to express an equivalent weight for twenty grams, not having adopted the metric system . This request was granted. This will give the two great countries exceptionally low rates for the exchange of letters. Under the reduced rate a letter to Great Brittain will cost 5 cents for the first ounce and 3 cents for the second ounce, or 8 cents for two ounces. In other words, when the new rates become effective a letter packet weighing six ounces can be sent to Great Britain at the rate now charged for a two-ounce packet.

In the British Museum are books written on oyster shells, bricks, tiles, bones, ivory, lead, iron, copper, sheepskin, wood and palm leaves.

FOUR YEARS ON ICE.

Marooned in the Arctic region, with only the Esquimaus for company for four long years, George B. Cleveland tells an interesting story of his experiences. He is the superintendent of the whaling an trading station established at Foxtown Bay, north of the Arctic Circle, on Hudson Bay, by the Robert Kennis Company, of Dundee, Scotland, and has under his charge 300 natives trapping the wolverine, polar bear, silver fox and other fur-bearing animals. With modern boats and appliances he is making a great success of the post.

It was when Cleveland went North in 1899 to locate a trading post for a New Bedford syndicate that his worst experience took place. After the first year he was deserted 1500 miles from the nearest white settlement and left to make his way back as best he could. He was compelled to join the Esquimaus and for four years remained with them, dressing in skins, living in the ice huts ad eating raw meats and fish. During this time he acquired the native language. Constantly traveling from place to place and treated as a member of the tribe, he lost much of his civilized life, and when one day a Scotch whaler was sighted and Cleveland went aboard and met a while man he could scarcely speak his native tongue, and was nauseated by the cooked food set before him. It took him a month to regain his habitual ease as a civilized man.

From this meeting with the Scotchmen came his employment later as superintendent of their station, which he has brought to a success since then.

But in his abandonment of which Mr. Cleveland speaks with much feeling. "I came back to see my people and to secure redress for the manner in which I was deserted in those snow wastes,' says Mr. Cleveland. "If there is a law in God's country I am going to have justice. When I went away it was under a written contract with the New Bedford people to serve five years, with the provision that they should send a ship and provide me with food and ammunition once a year. A company of New Bedford men fitted up the steam whaling ship Francis Allen, and I located a whaling station on Hudson Bay, and I was left there. The ship was to return in a year, but owing to the unprofitableness of the venture it never returned, and after my provisions were exhausted I distributed my rifles among the Esquimaus and joined them."

Mr. Cleveland says his case is now in the hands of a New Bedford lawyer, who is going to sue for redress. Mr. Cleveland is now on a six months' furlough, and is expected to start back to his trading station soon.

Consul J. E. Rowan, of Port Stanley, Falkland Islands, writes that the "new industries opening now," consist of an establishment for canning mutton and one for utilizing the entrails of sheep for sausage. He thinks that "at least three more canning factories could find business on the islands," and says that "unlimited quantities of peat of excellent quality are available for manufacturing briquettes."

The old signal station which has been operated between Tuxpan and the bar at the Gulf of Mexico has been removed and a new and more modern one substituted in its place. The new one commands a perfect view in all directions, being situated on high ground, and is of great service in clear weather to signal arrivals and departures of vessels.

News From Abroad

King Haakon VII and Queen Maud of Norway were crowned at Frondhjeim on June 22.

Two high police officials and a policeman were shot dead in the streets of Piotrokow, Russian Poland, on June 24.

Two workmen employed in the Krupp works at Essen, Germany, have been arrested, charged with betraying military secrets.

An Italian anarchist bound from Paterson, N. J., for Ancona to murder King Victor Emanuel of Italy, was arrested at Bari on June 21.

A serious mutiny which for a time threatened to place the Fortress of Sebastopol in possession of the mutineers was suppressed on June 20.

A court-martial at Warsaw has tried four men accused of killing a policeman. Three were sentenced to be hanged and the fourth to ten years' imprisonment.

President Cabrera of Guatemala on June 22 personally drove the first spike of the new railroad from the Guatemalan capital to the connection with the existing railway from the Atlantic.

Three hundred United States marines stationed at Camp Eliot, Panama, were transferred to Corosal, in order to be ready for any emergency during the elections which took place on June 24.

Emperor William of Germany at the wheel on June 22 sailed his yacht Meteor and defeated the German yacht Hamburg and the British-built yacht Clara in the first of the large schooner races off Kiel.

The Morrocan Government on June 20 announces that it yields to the French demands for an indemnity for the murder of Charbonnier, a French citizen, as the result of which a French squadron was dispatched to Tangier.

Ansa Zedin, who gave State's evidence at the recent trial at Riga, Russia, of thirty-six revolutionists, which resulted in the imposition of seven death sentences, was killed on June 20 in his apartments by three unknown men.

The Persian Embassador has complained to the Turkish Government of the further dispatch of troops and munitions to the Persian frontier, pointing out that it constitutes danger to the good relations existing between the two countries.

Discussing the immigration question with a Hungarian official at the military camp at Bruck, Austria, on June 18, Emperor Francis Joseph said he would like to see a decrease in emigration which often affects the population like a malady.

The London Times' St. Petersburg correspondent says that Count Witte has telegraphed Emperor Nicholas that the Bialystok massacre for which he holds the Ministry responsible, has completely neutralized his efforts to conciliate foreign opinion.

The municipal elections were held at Colon, Panama, on June 24. It is understood that the Government was victorious, but the results have not been announced. Clubs were freely used by both political factions, and several persons received broken heads.

Lieutenant-Colonel Percy Hobbs, chief instructor of the Army Service Corps School of Instruction at Aldershot, sailed on June 19 from Liverpool for New York. He comes to the United States to inspect the meat intended for the use of the British army.

The London County Council's health committee recommends that the Council seek Parliamentary powers to enable it to establish food inspection stations and slaughter-houses in London, and to provide for the inspection of all food entering London.

Two earthquake shocks half an hour apart, the first occurring on June 22, slightly damaged many buildings in Santiago, Cuba. Several persons were slightly injured by falling articles. The first shock lasted fifteen seconds; the second was shorter, though heavier.

Several Japanese seamen and two surgeons have been summoned as witnesscs in the trial by court-martial of Admiral Rojestvensky on the charge of cowardice in surrendering to the enemy. They are expected to give evidence as to the Admiral's condition at the time of the surrender.

The French Chamber of Deputies has approved the Government's statement of policy by a vote of 410 against 87, after which a speech was made by Premier Sarrien, declaring that the Government does not desire suppression of individual property, but favors reform and the development of improved conditions.

The Italian Government, it is reported, will shortly issue orders for the complete exclusion of American canned meats. Arrangements are being made to increase tht importation of Argentine beef. Though American canned meat costs less than the native product, the sale of the imported article has almost stopped.

The Danish schooner Bertha was sunk near the South Goodwin lightship in the North Sea, on June 21, as the result of a collision with the Dutch tank steamer American, from Antwerp for New York. Eight of the schooner's crew were drowned. Peter Norholm, the master's son, was the only survivor. The American proceeded, not having sustained any damage.

The funeral of Premier Seddon of New Zealand, who died suddenly on June 10, took place at Wellington on June 21, and was a striking demonstration of public grief. An enormous number of people followed the hearse on foot to the grave through streets packed with spectators from all parts of the colony. The day was observed as a general holiday throughout New Zealand.

The French Foreign Office has been advised that China has signed a treaty according complete satisfaction to France for the massacre of six French Jesuit missionaries at Nanchang, Kiang-Si province, in February last. China pays $200,000 indemnity to the missions and $400,000 indemnity to the deceased missionaries' families, builds a memorial hospital and punishes the ringleaders of the rioting.

The London (Eng.) newspapers have printed an appeal from the women of Georgia to the women of England complaining that by order of the Russian Government Cossacks invaded the central and western provinces of Georgia and destroyed, burned and looted four towns and 200 villages, treating the population with the utmost brutality, not even children escaping violation and murder. The names of the signers are withheld at their own request, but they include a princess and the wives of a marshal of the nobility, several generals and high officials.

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INFORMATION WANTED.

Harry B. Douville is inquired for by his mother. Kindly communicate with the Journal office.

Peter W. Anderson, a native of Copenhagen, Denmark, formerly a cabinet-maker, is inquired for. Address, Coast Seamen's Journal.

Ronald Miller, aged 18, a native of England, left the British ship "County of Merioneth" at Adelaide, Australia, in April, 1905, now supposed to be on the Pacific Coast, is inquired for by relatives. Kindly communicate with the Journal office.

World's Workers

Employment in the British building trades shows a general improvement as compared with a year ago.

Of the total number of persons engaged in remunerative occupations in France, 42 per cent are engaged in agriculture or forestry, and 30 per cent in industrial occupations, other than mining and quarrying.

It is estimated that there are about 2,500,000 independent farmers in the German Empire, and that of these over a million are members of co-operative societies, the most popular form being credit societies.

Reports from Natal show that there is no improvement in the building trade. Labor is in excess of the demand, and mechanics are warned against going to that country at the present time to seek employment.

Work in the pig iron industry in Great Britain continues good, and is much beter than a year ago. Returns relating to the works of 108 iron-masters, employing about 24,500 work-people, show that 342 furnaces are in blast.

The death rate from accidents at coal mines in the pricipal coal-producing countries in 1904 were Austria .92, Belgium .93, France 1.07, Great Britain 1.24, Germany 1.90 and United States 3.35 per 1,000 persons employed.

In 1905 there was an exceptionally large number of strikes and lockouts in Germany, and disturbed industrial conditions have continued during the present year, there being very few districts which have not recently been affected by disputes in one or more trades.

Employment in the British engineering trades generally continues to improve, and is much better than a year ago. The percentage of trade-union members returned as unemployed at the end of April was 2.7, as compared with 2.8 at the end of the previous month, and 5.9 in April, 1905.

Work in the iron and steel plants in Great Britain is much better than a year ago. The volume of employment at 189 works from which returns have been received is 84 per cent greater than a year ago. It is better at steel works than at iron works, the average number of shifts worked being 5.72 at the former and 5.26 at the latter.

Of 10,864 children of under 16 years of age employed in the Belgian textile industries, 3,292 earn 1 franc (19 cents), but less than 1 1-4 francs (25 cents); 2,969 earn 3-4 franc (14 1-2 cents), but less than 1 franc, and 2,454 1 1-4 francs or more daily. The most general length of the working day, exclusive of intervals, was 11 1-2 hours.

A report on the subject of providing meals for underfed school children shows that in Copenhagen, Denmark, where the meals are entirely frec, one-third of the children avail themselves of the dinners provided; in Vienna and Brussels about one-tenth; and in Paris one-fourth. In almost every case one meal a day only is given, namely, the dinner, which consists for the most part of soup and bread.

According to the latest official reports employment in Great Britain continues to improve on the whole. The pig iron, engineering, shipbuilding, cotton, woollen, worsted, furnishing, and boot and shoe trades show an improvement. There is also a general improvement in the building trades. In the printing and bookbinding trades there is some falling off in employment, and the tinplate trade continues to show a decline.

Up to 1902 the hours of labor in Austrian coal and lignite mines were regulated by the general mining law of 1884, and were limited to twelve per day, reckoned from bank to bank, only ten of which could be spent in actual work. By a law which came into force on July 1, 1902, the duration of the shift for persons employed underground in coal and lignite mines was limited, except in special cases, to nine hours, bank to bank, inclusive of snap-time and other pauses spent below ground.

A return has recently been issued by the British Home Office of alien passengers brought to the United Kingdom from ports in Europe, or within the Mediterranean Sea, during the three months ended March 31. The total number of alien passengers landed was 84,016, of whom 35,215 were cabin and second-class passengers exempted from inspection, and 36,216 were transmigrants. During the three months forty-seven expulsion orders were made requiring aliens to leave the United Kingdom.

From a report recently issued by the British Home Office, it appears that the number of persons engaged in mining and quarrying in Great Britain and abroad in 1904 was about 5,000,000. Of this total, roughly speaking, one-fifth were employed in the United Kingdom and one-third in the British Empire. More than half the total employed were engaged in getting coal—Great Britain employing over 833,000, the United States 594,000, Germany 543,000, France 171,000, Belgium 138,000, Austria 119,000, and India nearly 93,000.

According to the returns received from the Distress Committees under the British Unemployed Workmen Act, and from the local correspondents of the Board of Trade, the amount of distress due to unemployment in April showed a further decrease as compared with March, and was much less than a year ago. Altogether 18,065 persons received employment-relief during April, their total earnings amounting to £27,357, or an average of about 30s. 3 d. per head for the month. In March the total earnings were £48,251, or 33s. 9d. per head. The average number of days worked during April was 9.6. In April, 1905, the returns showed that 9,119 persons received employment-relief, the average number of days worked being about 11.

According to the recently published reports on the results of the Occupation Census taken in France on March 24, 1901, the number of persons actively engaged in some remunerative occupation, or in the army, on that date was 19,715,075, or 50.57 per cent of the total population of the country. At the Census of 1896, the number of persons engaged in remunerative occupations was 18,994,051, or 49.37 per cent of the total population. The preponderance of the male sex among the working population was not quite so great in 1901 as in 1896, the proportion in 1901 being 65.49 per cent, as compared with 66.20 per cent five years earlier. Between 1896 and 1901 the proportion of females occupied to the total female population increased by 5.7 per cent, compared with a corresponding increase of only 2.7 per cent among males.

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Labor News

The House Committe on Interstate and Foreign Commence has authorized a favorable report on the Senate bill making a maximum number of hours of continuous labor for railway trainmen sixteen, to be followed with a rest period of ten hours.

Non-union printers who have taken the places of striking members of Typographical Union No. 16 are being photographed in a novel effort to aid in winning the struggle for an Eight-Hour day that has been in progress in Chicago since last August.

By unanimous opinion the Colorado State Supreme Court has upheld the constitutionality of the Employers' Liability Act passed by the Legislature in 1901. Under this Act an employer is responsible for the death of an employe by accident, even if it be caused by the negligence of a co-employe.

The strike in the Indiana coal fields practically ended on June 8, when the committee of operators and miners agreed to adopt the 1903 scale. Work will be resumed at once. The agreement is for two years and embodies the main points in the -1903 agreement with a few changes in the conditions governing mining.

The possibility of a strike of the street-car employes of Detroit, Mich., has been averted by a vote to accept the offer of the Detroit United Railway of 25 cents per hous for all men now in the employ of the company and 23 cents per hous for the first year of employment for men hired after June 1, 24 cents the second year and 25 cents thereafter.

The national exccutive committee of the United Mine Workers of America closed a two-weeks' meeting at Indianapolis, Indiana, on June 13. A per-capita assessment of 50 cents per week on the working membership of the organization was ordered. It is estimated that this will bring in a revenue of from $125,000 to $150,000 each week.

The tellers completed the count at Fort Smith, Ark., on June 15 of the referendum vote by Southwestern coal miners on the question of accepting the proposed compromise with the operators. The agreement, affecting Arkansas, Indian Territory and Missouri, was carried by 1,400, a majority of about two-thirds. The Kansas miners had previously favored the agreement.

It seems probable that as a result of the legislation in the closing days of Congress may immigrants will have their steps directed into Southern fields of labor. Men active in promoting the plan hope that when enough of these aliens have arrived the negro laborer will find that if he would live he must work continuously and that then there will be no need for Europeans. In other words, there seems to be a feeling that the immigrate is to be used as corrective of the black man—"a cure of laziness."

The Greater New York Council, Brotherhood of Carpenters, on June 15 ratified an agreement between the carpenters and the Master Contractors' Asociation, thereby bringing to an end the strike. By the agreement the master carpenters will raise the wages of the Brooklyn men from $4 to $4.50 a day and of the Manhattan men from $4.50 to $4.80 a day. The new wage scale of the Brooklyn men will go into effect on August 15, and the new scale for Manhattan men on July 1st.

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Letters are advertised for six months and kept at the Sailors' Union Office for twelve months, all told. If not called for at the expiration of one year letters will be returned to the Postoffice.

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INFORMATION WANTED.

Chas. Berntson, late on the Collier Justin, will find it to his advantage to communicate with Attorney Wall, Merchants Exchange Bldg., San Francisco.

Any one knowing the whereabouts of John D. Gray, native of Scotland, last heard of at Freemantle, W. Australia, at present supposed to be sailing on the Pacific Coast, is inquired for by his sister, Mrs. Angus. Kindly communicate with the Journal office.

LIST OF UNION OFFICES.

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Abbott, F. H., 605 San Pablo ave., Oakland.
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Boutes, Louis E., 1833 Green st., S. F.
Brunt, W. N. Co., 336 Main st., S. F.
Bulletin, The.
Calkins Newspaper Syndicate, Clay st., near East, S. F.
Call, The.
Cooper, F. J., Adv. Agency, Eighth and Brannan sts., S. F.
Chronicle, The.
Coast Seamen's Journal.
Daily News, Ninth st., nr. Folsom, S. F.
Dettner-Wilson Press, 530 Telegraph ave., Oakland.
Examiner, The.
Fisk & Slyter, 2468 Mission st., S. F.
Golden State Printing Co., 1842 Sutter st., S. F.
Golden West Press.
Greater San Francisco Printing Co., 14 Leavenworth st., S. F.
Hancock Bros., 567 Williams st., Oakland.
Hicks-Judd Company, 1000A Golden Gate ave., S. F.
Labor Clarion, 2089 Fifteenth st., S. F.
Lynch & Hurley, 3476 Twentieth st., S. F.
Majestic Press, 1919 Ellis st., S. F.
Mitchell, John J., 2317 Webster st., Berkeley.
Morris & Blair, 3232 Mission st., S. F.
Nevin, C. W. & Co., 867 Broadway, Oakland.
Pacific Heights Printery, 2438 Sacramento st., S. F.
Post, The Evening.
Roesch Co., Louis, 2513 Howard st., S. F.
Stanley-Taylor Co., 2308 California st., S. F.
Standard Printing Co., 1511 Geary st., S. F.
Wale Printing Co., Fillmore and Bush sts., S. F.

Note.—The office of the Allied Printing Trades Council of San Francisco is located temporarily at 425 Fifteenth st., Oakland. Business Agent Geo. A. Tracy and Secretary D. T. Powers may be addressed as above. Additions will be made to the above list as fast as the offices are re-established and label contracts entered into with the Council.

Domestic and Naval

The schooner Theoline, 476 tons, built at Belfast in 1900, now at New York, has had her name changed to Lakewood.

The steamer New Berne recently sailed from Norfolk for Philadelphia, Pa., where she will be operated between Philadelphia and Lewes, Del., in the passenger and freight trade.

The House Committee on Naval Affairs has authorized an adverse report on the resolution asking the Secretary of War to inform the House as to the cost of armor plate and an armor plant.

The British steamer Soswald arrived at Funchal, Madeira, on May 30, and landed the crew of the abandoned British schooner Canadian, Captain Conley, from Cadi, May 16 for St. Johns, Newfoundland.

The steamer Erin, up bound and towing the schooner Danforth, was run into and cut in two by the steamer Cowle in the St. Clair River, just below St. Clair, on May 31, and three of the Erin's crew were drowned.

A splendid silver service, furnished by popular subscription by the people of Maryland for the United States cruiser Maryland, was presented on May 31, on board that vessel to her commander, Captain Ingersoll.

Ten men were killed and about forty wounded as the result of an explosion on June 14 on the British steamer Haverford of the International Navagation Company, at Liverpool, Eng., from Philadelphia, Pa.

A ship's longboat, evidently recently abandoned, with life-preservers and oars floating alongside, was picked up on the George's Bank by the fishing schooner Ralph Russell, which arrived at Boston, Mass., recently. There was nothing to lead to its identification.

The schooner Mabel Wilson sprang a leak and sank just outside the Cleveland breakwater on May 28. One unknown seaman was drowned. Seven other members of the crew were rescued after a hard fight. Captain Gotham and Mate Gunnison of the schooner were badly hurt while being taken from the sinking vessel.

The Senate amendment to the big 20,000-ton battleship in the Naval Appropriation bill was adopted by the House on June 21 after a vigorous fight. The amendment provides that before any proposals are received and accepted the Secretary of the Navy shall report to Congress at its next session full details covering the type of such battleship.

The Naval Appropriation bill which passed the House of Representatives on May 17, carries an appropriation of $99,764,000. The amendment providing that the Secretary of the Navy could go into the open market and purchase chains, anchors and cordage, should it be demonstrated that they could be had cheaper in free markets than they could be made by the Government, was defeated by a vote of 188 to 129.

In bringing the disabled American clipper ship A. G. Ropes from Kobe, Japan, to New York, Captain Rivers completed successfully what was probably the first attempt in the chronicles of the American merchant marine to take the dismantled hull of a great, full-rigged ship across two seas. The voyage began last December. The ship was sold at Kobe, after she had been badly damaged by a typhoon, to Lewis Luckenbach of New York.

With the Wits.

Getting There. — Tankley — "Let's see, we've had four rounds of drinks, haven't we? And Markley's called for a Scotch highball each time."

Luschman—"Except the last time. He called for a 'Hotch Skyball' then."

Give and Take.—"Gracious! my dear," said the first society belle, spitefully, "I do hope you're not ill. You look so much older to-night."

"I'm quite well, thank you, dear," replied the other. "And you—how wonderfully improved you are. You look positively young."

Quite Able-bodied.—"I hear you've been suffering all day with a sick headache."

"No, indeed."

"Haven't you had a headache, then?"

"Yes, but it isn't sick; it's extremely vigorous."

Conceding Something. — Doctor — "Now, sir, you must stop drinking between meals."

Luschman—"Let me suggest a compromise, doctor."

Doctor—"Well, what is it?"

Luschman—"I'll stop drinking between drinks."

Helpless Woman.—"My wife's the most helpless creature," growled Cadly; "simply can't do anything without bothering me to help her."

"Yes?"

"Yes. Only last night I had to reach up and get a candle off the shelf of the pantry for her so she could go down the cellar and bring up a scuttle of coal."

His Joke.—Mrs. Lushman—"Now, sir, where have you been till this late hour?"

Mr. Lushman—"Been shoppin', m' dear."

Mrs. Lushman—"Shopping? Nonsense!"

Mr. Lushman—"Fac'! Been watchin' zhe bar-gains."

"Why do you think the plaintiff insane?" a witness, examined as to somebody's mental condition, was asked by the counsel at a trial.

"Because," replied the witness, "he is continually going about asserting that he is the Prophet Mohammed."

"And pray, sir," retorted the learned gentleman of the wig, "do you think that when a person declares he is the Prophet Mohammed that is a clear proof of his insanity?'

"I do."

"Why?"

"Because," answered the witness, regarding his questioner with easy complacency, "I happen to be the Prophet Mohammed myself."—Tit-Bits.

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COAST SEAMEN'S JOURNAL



FOR THE SEAFARING PEOPLE OF THE WORLD.

Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XIX. No. 41. SAN FRANCISCO, WEDNESDAY, JULY 4, 1906. Whole No. 977.

"NOTHING TO ARBITRATE."

"WE ARE OF THE OPINION that there are no differences that should call for arbitration."

Such is the substance of the final reply made by the United Shipping and Transportation Association to the request of Mayor Schmitz that the dispute between the Association and the unions of Sailors, Firemen and Cooks and Stewards be submitted to arbitration.

In other words: "There is nothing to arbitrate!"

The character of the Association's reply is familiar in the recent history of labor disputes. The motive of that reply is the same in the present instance as in all preceding cases. The Association takes the position that it alone has a right to say what wages shall be paid in its business, and it proposes to fight for the maintenance of that right(?).

Arbitration, in the judgment of the Association, implies, on the one hand, a surrender of the employer's right to "run his own business," and, on the other hand, a recognition of the fact—or theory, as the employer regards it—that the employe also has some rights in the business and that the public is entitled to consideration equally with both employer and employe.

The United Shipping and Transportation Association insists that it alone is interested in the shipping business and that it alone must dictate the terms upon which that business shall be conducted. The Association's employes, the seamen, may suffer injustice in the terms of their employment, and the Association's patrons, the public, may suffer inconvenience from lack of building materials and other commodities, but these considerations amount to nothing compared to the right of the Association to "run its own business."

That right(?) must be vindicated, even though all other rights be ignored or ruined! Hence the dictum: "There is nothing to arbitrate!"

The proposal to arbitrate, made by Mayor Schmitz, was promptly and unreservedly accepted by the seamen's unions. The Association, after considerable delay, replied to the Mayor in the language of "diplomacy and delay," saying it would give the proposal "most careful consideration."

After Mayor Schmitz addressed a second letter to the Association, urging upon that body its duty to "meet him half-way" in the effort to end the trouble, a further delay of nearly a week, the Association submitted its reply, as follows:

E. E. Schmitz, Mayor of the city and county of San Francisco:

Dear Sir:—I have the honor of acknowledging your valued communication of June 23.

Upon mature consideration of the causes leading up to the present situation, and after consultation with the members of our Association, and believing, as we have from the outset, that the sailors, firemen, cooks and waiters on the steam-schooners have been and are the most liberally paid men in like vocation in the world, we are of the opinion that there are no differences that should call for arbitration.

Sincerely appreciating your coutesy and thanking you for the interest you have taken in regard to the United Shipping and Transportation Association, I am very truly yours,

H. W. GOODALL,

Chairman United Shipping and Transportation Association.

"Upon mature consideration." These three words constitute an acknowledgment of the Association's real position. As has been pointed out by Mayor Schmitz, the press and all who have studied the situation, the position of the Association—as stated by itself—is so strong that it can not fail to win in any arbitration proceedings. Why, then, does the Association hesitate, and in fact refuse, to submit to arbitration? Why so much "mature consideration?"

The answer is perfectly plain. The Association knows that its case is a mass of fabrication that would go to pieces under investigation. The Association also knows that its case—the real case, not the pretended case submitted to the public—would be condemned by any arbitrator, as an outrage upon the rights of its employes. The "mature consideration" which the Association has given to the proposal to arbitrate has been directed, not to the merits of the case itself, but to the language of its refusal to arbitrate.

Notwithstanding the "diplomacy and delay" indulged in by the Association, its final reply to Mayor Schmitz is an absolute failure. The reply disguises nothing; it is merely a superfluity of words, meaning nothing more than that the Association prefers to take its chances in a fight rather than submit its case to reasonable and impartial judgment.

Now that the position of the Association has been definitely determined, it remains to be seen whether Mayor Schmitz, the press and the public will carry their expressed convictions to the point of action against the Association, or whether they will succumb to the purely selfish interests involved and throw the weight of their opinion against the seamen, in order that commerce may be fully re-established, regardless of any injustice to the latter.

We think it fair to assume that the public will adopt the former of these courses, if only as a matter of public pride and in order that the Association may be compelled to respect the public wishes and interests, however free that body may be to ignore the interests of its employes.

The trouble can be ended—and ended in favor of the right—in one week.

Let the authorities, the press and the public combine to force the Association to obey the laws.

As the Association has started the fight in violation of justice, it is carrying on the fight in violation of law. Only by this means can the Association hope to win, or even to prolong, the struggle. The Association depends upon the ignorance of the public and the indifference or connivance of the authorities, with reference to the law in the case, to offset the pressure of public protest.

The Association violates the law every day by sending vessels to sea, in some instances without crews, in others with partial crews composed of absolutely inexperienced men.

In most, indeed in practically all, of these instances the crews are shipped under misrepresentation. Young men—the "young Americans" of whom the Association spokesmen boast—are shanghaied, kept on board the vessels against their will, and sent to danger and death.

The fire and boat drills required by law on board all passenger vessels are neglected as a result of incompetent crews.

Members of the seamen's unions have been shot, and in one instance murdered, while exercising their right to talk with men illegally placed on board ship and held there against their will.

Let the laws in these respects be enforced, and the strike and lockout will go to pieces in a few days. With immunity from the law, the Association may maintain its position indefinitely. Compelled to obey the law, the Association must speedily abandon its policy of warfare upon the maritime unions.

The public, as an interested party—the most interested party, as some declare—holds the issue in the hollow of its hand. The public rights can not be conserved nor its powers exercised by mere words. In the language of Mayor Schmitz, "the occasion calls for movement and action." By all means let us have "movement and action," and plenty of it!

The seamen's unions base their demand for public action against the United Shipping and Transportation Association, not merely upon grounds of law, nor yet upon grounds of public policy, but also, and chiefly, upon grounds of justice. The seamen's case has been submitted to the public without the slightest reservation and with absolute confidence in its own merit and the discriminating judgment of the public.

The seamen's case, briefly stated, consists in a demand for a slight increase in wages over the scale which has been in force for ten years past. After negotiations covering a period of more than five months the seamen, on May 29, determined not to sail on the Association vessels until the new scale is conceded.

This was six weeks after the great fire. Meanwhile, the seamen's unions had suspended all efforts to enforce the new scale, pending necessary relief work. And meanwhile the Association shipowners had raised freights and the Association lumbermen had raised the price of their product!

Now the Association answers the demand of the seamen by a general lockout and tie-up of the commerce of the port. And the Association follows that action by a declaration that the seamen's unions are responsible for the scarcity of building material!

The Association's explanation is either a very large compliment to its own nerve or a very small compliment to public intelligence. It is up to the public to pass judgment upon this point.

No wonder the Association insists that there is "nothing to arbitrate!"

COMMENTS OF THE PRESS.

MEN VS. PROPERTY RIGHTS.

A part of the shipping on this harbor is tied up. Two of the mills are shut down and the general public merely knows that "a strike is on" and is told in the daily paper that the strike is the resu't of "bad faith on the part of the sailors."

The public depends, for its information, upon the newspaper, and a grave responsibility rests with the publisher. A perversion or distortion of facts may cause untold harm in a community. A newspaper may suggest mischief that would not have occurred without the suggestion. It may distort facts to gain a temporary advantage but the public punishes when the facts come to light.

Dropping the merits of the several instances that have occurred locally during the trouble, let us get to first facts in the case. A group of men who own steam vessels unite to control the shipping at San Pedro, San Francisco, Portland, Grays Harbor, and the Sound. These men have headquarters at San Francisco. By holding a majority of the steam vessels, they can, and do force independent steamers into the Association. If these vessels will not join them, the Association forces manufacturers to refuse to ship their products on such vessels by a threat that they will not furnish vessels to such manufacturers when they need them. By this means the Association has forced most of the steam-schooners plying between the ports named, to join. In other words, the Association forced an absolutely closed shop for shipping. The next step was an immediate raise in the price of freight. These raises have continued until at this time steam-schooners are making more than $1000 per month more than they did a year ago.

A prominent citizen of Aberdeen informed the Post, Wednesday, in the presence of witnesses that he owns an interest in several steam-schooners and that they paid a dividend of twenty-five per cent during 1905.

Freights are higher this year than they were last. This raise is paid by the public. Other raises will be made and the public will pay them —every man that buys a foot of lumber, or an article brought in by one of the boats.

The sailors working on these steam-schooners at $45 per month asked for a raise of $5. The Association immediately locked them off its boats and asks the public—which it is robbing—to furnish and pay for policemen to guard its boats while it offers big inducements to the scum of the earth to take the sailors' places until the latter are "starved into submission."

And the public furnishes the policemen.

Is it not a curious situation?

The right vested in property is greater than the right vested in man. * * *

The members of the Shipping Association are employing the same tactics followed by the Chicago packers. The Santa Monica came into this port Tuesday with a crew of negroes. The Newburg came in with Japanese cooks and firemen.

The employers are offering exorbitant wages to men to break the strike, as when it is over they will get the money back. Then it will be as Sinclair writes to the New York World of June 11:

"Many of these green negroes stayed on after the strike, and they are now working in Packingtown—a constant source of degredation. And the unions being entirely helpless, the packers now drive the men without mercy and use them up faster than ever before."

Is the sailor the one at fault?

Will the public be bettered if he is defeated? —Grays Harbor Post, Aberdeen, Wash.

A CAMPAIGN OF FALSEHOOD.

At this writing the United Shipping and Transportation Association has not replied to the Mayor's letter, and it is freely stated in shipping circles that the reply, when it is made, will be so equivocal as to preclude further proceedings of the nature suggested by the Mayor that the unions can participate in without first signing their death warrants as labor organizations.

In the press dispatches of yesterday it was reported that several large lumber companies in Washington had ceased operations, giving the controversy of the Sailors as the reason. As a matter of fact, transportation conditions in the lumber trade do not warrant this action. The steam-schoners owned by members of the Steamship Association comprise a minor fraction of the fleet (sailing vessels and steam-schooners) engaged in transporting lumber to this port, and were it not for the machinations of the men determined on precipitating an anti-union war, none of the lumber companies would cease operations. These men revealed their purpose when they involved the Pacific Mail and the Pacific Coast Steamship Company and other concerns in no wise affected by the controversy. When they can do this, it is a comparatively easy matter to secure the cooperation of lumber companies in which they are interested in order that their campaign to create prejudice against the unions may gather force. From the first it has been their aim to stir up public sentiment against the unions and their press agents have befogged the real issue by interjecting downright falsehood and misrepresentation in their daily interviews published in the newspapers plainly for the purpose of inducing the people generally to believe that the Sailors, Firemen and Cooks sought to profit by the common misfortunes of our people. The unions, however, have made it clear that it is the steam-schooner owners and the lumber dealers among them who are wresting abnormal profits from a stricken people, and by offering to submit their case to arbitrators the unions have torn away the last vestige of the shipowners' mask of fair-dealing and revealed them as they are—men determined to exact all the traffic will bear in the way of freight and lumber rates, and to further increase their profits through the "Open Shop," or cheap-labor system. Johnson, owner of the National City, in commending his hired assassins, and Manager Pearce of the Pacific Coast Steamship Company, in delivering his ten-day, "Open-Shop" ultimatum, have come squarely out in the open and revealed the real purpose of the men who control the United Shipping and Transportation Association.—Labor Clarion, San Francisco.

PROVOKING RIOT AND BLOODSHED.

It is evident from the tactics adopted by a number of the steamship owners and other boats, that nothing would suit some of the leaders in the fight against the Sailors' Union better than to incite some hot-headed union man to do something rash. A murder or two would serve their purpose to perfection. So anxious are the instigators of the really anarchistic moves made thus far that they have men hired who do not deserve to be called anything else than thugs, to strut around with arms on their person. These men have orders to shoot at the slightest provocation. In San Francisco the other day a union man was killed and three wounded by just such depraved specimens of humanity. Nor was much noise made about it.

Had a union man been guilty of doing the shooting instead of the hired thugs of the other side, there would have been made a stir in the realms of newspaperdom. To allow these hired thugs to move about at large is a menace to society. They are liable to commit murder at any time and the law should step in to disarm them. On the wharfs in the vicinity of Eureka these armed sentincls are stationed. They are even more conspicuous on the boats. Such maneuvering is quite uncalled for at present for any legitimate purposes. Neither longshoremen nor sailors have done anything in this port to warrant such procedure. Neither the life nor property of anybody opposing the sailors is threatened by the workingmen of this port. The real object of these armed hirelings is to intimidate the union men and, if possible, provoke them to riot. They also serve the purpose of keeping men at work who gladly would go ashore and stay there if they got the chance. So difficult is it to get anybody that is willing to oppose the union, that people must be shanghaied and brought on board through misrepresentation. Public sentiment cannot approve of such methods. Labor News, Eureka, Cal.

PREJUDICE OF THE OREGONIAN.

The impossibility of the Oregonian to be fair in the fight between the seamen and shipowners is demonstrated in an editorial which appeared in Tuesday's issue, even when as reported by the Oregonian's own telegraphic service, the sailors did not fire a shot and could not because they were without firearms. Because a bunch of cowardly assassins made an assault upon the crew of the Johan Paulsen on the night of June 12 the Oregonian has closed its ears to reason. It is also strange that the Oregonian will persist in the abuse of facts. The Labor Press challenges the Oregonian to prove that sailors "earn from $75 to $100 per month and found," or anywhere near that amount without "found." For the danger encountered the sailor is paid less than any other class of workmen. The demand of the Sailors' Union for a raise in wages from $45 to $50 per month is little enough in view of the increased profits accruing to the shipowners through advanced tonnage rates and the higher prices of lumber. There is no argument in the Oregonian's warfare upon the sailors in their fight for better conditions. There was good excuse for the Sailors' Union patrol boat to approach the National City. The crew sent word ashore that they would like to leave the vessel, and the officers of the ship refused to give them boats. The business of the patrol boat was to take these men ashore if they wanted to go. Unwarned they were fired upon, one man killed and several wounded. That crime was as great as the assault upon the Johan Paulsen on the night of June 12, yet the Oregonian assails the one and condones the other. Parallel these two incidents of crime and there is but one conclusion for the reader to reach, and that is that the Oregonian is steeled in prejudice and viciously inconsistent.—Portland (Or.) Labor Press.

LOCKED OUT BY ALLIANCE.

Sailors are not on strike—they are locked out. and not by their employers, but by the Citizens' Alliance. That organization has taken advantage of the dire necessities of thousands of men in San Francisco—not sailors—to refuse the request of the latter for an increase in wages of $5 per month. The Alliance's un-American scheme may seem to work for a while, but when the public gets onto their iniquity they will get what they have always heretofore got—repudiation. And the repudiation this time will be forever. The Citizens' Alliance is composed of human beings, men who would not hesitate to draw the last drop of blood from a working man or woman, if by so doing they could put a few pennies in their pockets. The great mass of the American people are not in sympathy with such tactics. * * *

Down on Grays Harbor there is a possibility ol the militia being called out, on account of the Sailors' Union lockout. But there is only a possibility, as the mayor of Aberdeen, although a wealthy man, is a believer in organized labor Of course, if the militia were demanded, it would be at the behest of the shippers and other corporations. Mayor Lindstrum has already told these agencies that "the authorities of Aberdeen are able to and will maintain order, and that it expects the assistance of the labor unions to help in doing so." As long as it maintains that position there will be no bloodshed over a labor dispute. But if he permits the presence of the militia there may be serious trouble. If there is anything that will inflame the passions of law-abiding citizens it is the unwarranted "butting in" of the military authorities in civil affairs—and union men are no exception to the rule, either in Seattle or Aberdeen.—Seattle (Wash.) Union Record.

The unions of Sailors, Marine Firemen and Marine Cooks and Stewards have requested certain slight improvements in the conditions of labor on board the vessels owned by the Steamship Association of San Francisco. The latter body has refused to grant the request of its employes, upon the ground that it is prohibited from doing so by the terms of its affiliation with the United Shipping and Transportation Association of San Francisco. The last named body, by way of forcing the issue, has locked out all the men, including longshoremen, employed on the vessels under its control, thus causing a general tie-up of the port.

Negotiations between the Sailors' Union of the Pacific and the ship masters have been continued from day to day for the past week without results. Shipping has been tied up and the trade is affected along the entire Pacific Coast. Both sides are coming in for their share of criticism in view of the fact that the lumber industry is

(Continued on Page 10.)

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions)

CAPE COD TO BUZZARD'S BAY.

It is currently reported that the proposed $12,000,000 canal from Cape Cod to Buzzard's Bay is to be financed by the Belmont Syndicate, of New York, and Lee Higginson and Co., of Boston, and that William Barclay Parsons, the man who built the New York subway has been engaged to superintend the construction of the big waterway. After months of conference the railroads affected by the canal have been won over to the project, and have withdrawn their opposition. Preparations for the commencement of actual work will be rushed, and it is believed that within a few months the first steps will have been taken in the construction of the work.

Contrary to the general impression, the lock system will not be used. The canal will be built on the sea-level plan. In spite of the many objections which are advanced, Mr. Parsons is firmly of the opinion that this will in the end prove to be the most satisfactory method.

Twelve miles of dredging will be necessary. The land length of the canal is something over eight miles, and in addition to this distance nearly four miles of dredging for a proper channel in Buzzard's Bay will have to be undertaken. The approach of the canal at the Buzzard's Bay end will be 250 feet wide at the bottom. The main section of the canal will have a uniform width of 100 feet at the bottom.

The building of this canal has been discussed in the Massachusetts Legislature for a great many years, and some years ago actual work was commenced. Several diggers were put to work, but all they accomplished was to dig a hole for themselves where they are peacefully at rest to-day, like a great deal of the French machinery in the Panama Canal.

It was proposed at one time to build the canal from Naragansett Bay right up to Boston. This would have meant a great deal more saving in time than the present proposition, although as now proposed it will mean the saving of about 100 miles or more, by obviating the necessity of going over the Nantucket Shoals and around Cape Cod.

A good many of the old coasting shipmasters are unable to see any benefit in the canal for the sailing vessel, as they claim that they can go around the Cape in the summer just as well as not, and that in the winter the canal will be filled with ice. However, there is hardly a doubt that the canal will benefit steamers and barges.

It is only a short while ago that Secretary Shaw ordered the closing of the Marine Hospital at Vineyard Haven. This hospital is a most important one, as it is located in Vineyard Haven, at the western end of the Nan tucket Shoals, where ninety per cent of the coastwise shipping passes.

On June 19th, however, Secretary Shaw revoked his order, and the hospital will remain open for a while longer.

VOYAGE OF THE ROPES.

Under jury rig from Kobe, Japan, to New York harbor, the noted American clipper ship A. G. Ropes arrived at the latter port on May 22, completing successfully what was the first attempt in the chronicles of the American merchant marine to take the dismantled hull of a great full-rigged ship across two seas.

The voyage began last December, following a typhoon experience last summer near Hong Kong, when practically everything above the ship's decks went overboard.

The course of the A. G. Ropes from the moment that storm struck her until her arrival at New York has been filled with adventure and with striking demonstrations of American enterprise displayed by her master, Captain Rivers.

Previous to this accident the time of the A. G. Ropes, built in Bath, Me., was posted in Hong Kong, New York, San Francisco, Liverpool and Shanghai for speed records in races half-way around the world.

For four days after the typhoon the ship drifted, her crew in despair and the American skipper never once below decks.

When at the end of these days of suspense a German steamer appeared and offered for $3000 to tow the A. G. Ropes to Port, Captain Rivers promptly refused, although his report states that "It was some temptation to accept."

He held out against exorbitant offers for towing until his ship was taken into port by a steamer for $500. This was not paid, however, until he had sailed for five days more with a sail rigged on the stump of the foremast.

At Kobe the ship was sold at auction to Lewis Luckenback of New York, and the nearly six months' voyage home under a makeshift rigging began.

The A. G. Ropes was built in 1884, is 250 feet long and 2460 tons gross register.

A marine torch, or signal light, that bursts into a brilliant flame the instant it touches water, is a recent invention. These signal lights can be used in many ways. One method is to attach one to a life-buoy; the moment the life-preserver strikes the water the light gives out a bright flame, showing its location not only to the person overboard, but marking the spot for the crew, who put back in a small boat. As the average passenger steamer cannot be stopped in much less than a mile when under full headway, the importance of the light in finding the spot is evident. The signal burns with 300 candlepower for a full hour. These lights are already in use in the United States Navy.

Another type is the projectile which is fired from a gun and will carry as far as an ordinary shell will go. These lights can be set to burn as they leave the gun, or not until they strike the water, where they will float and burn from one to two hours.

The schooner Clara E. Rogers went to pieces on the rocks off the Massachusetts coast recently after colliding with an unknown steamer.

PILOTS AND SALVAGE.

Wholesale desertions are threatened by the crews of the steam pilot boat New York and New Jersey because the Pilots' Association has caused the sailormen and others of the crews of the two boats to sign papers waiving all personal claims to salvage for any distressed craft which they pick up in future.

On the heels of this comes announcement that the tugboat owners and masters are to renew their fight against the pilots in retaliation for the latter invading the former's territory by towing derelict vessels in and otherwise engaging in the wrecking business.

Within the past few months the steam pilot boats stationed at the entrance to Sandy Hook have managed to find two profitable marine prizes which they promptly towed in. These were the Sokoto and the Annie R. Lewis. Under the then existing arrangements the crew of each pilot boat came in for a share of the salvage award, the nature of which is still to be determined by the Admiralty courts.

In addition to the score or more of licensed pilots on each boat there is a working crew of sailors, engineers, firemen, oilers, cooks and stewards. All the members of the crew have been deprived of the privilege of getting reward for the future wrecking jobs of the boats, and it is this clause in the new agreement which has made the men reach a point bordering on mutiny.

Members of certain wrecking companies and prominent officers of the Tugboatmen's Association has held a meeting within the last few days to discuss a plan of action against the pilots. It has been suggested that the tugboatmen use their efforts to have a law passed abolishing compulsory pilotage, the purpose being a direct slap at the pilots for their alleged interference in towing and other work.

A few years ago the pilots regarded towing and wrecking as foreign to their line of work. The tugboat owners want the pilots to go back to first principles. Otherwise they threaten all sorts of things.

The greatest danger that attends navigation on the high seas is from derelicts. These submerged hulks, weighing thousands of tons each, are scarcely discernible by day, while at night it is practically impossible to pick them up even with a powerful searchlight.

For years navigators have urged upon the leading maritime nations to undertake the destruction of these wrecks, but it has remained for this country to take any action. A derelict-destroyer is now being built at a cost of $250,000, which will be in charge of the Revenue-Cutter service. With wireless telegraph to report a wreck, it will now be possible to locate and destroy it. Dynamite will be used to blow the old hulls to fragments, a specially trained crew of dynamite experts being detailed for this work. Other countries will doubtless now take similar action. Seamen declare that the derelict is the explanation of many of the mysterious disappearances of ships which have never been heard from after leaving port.

Home News.

Apropriations made by the present session of Congress amount to $900,000,000.

The United States Senate, in executive session, on June 23, ratified an extradition treaty between the United States and Japan.

A new cathedral, a home for priests, a convent and a parish house were destroyed by fire at Nicholet, Quebec, on June 21, with a loss of $400,000.

Three former secretaries of building and loan associations, at Paterson, N. J., have been sentenced to serve one year each in prison on charges of embezzlement.

Formal announcement of the Government's intention to prosecute the Standard Oil Company was made on June 22 by United States Attorney-General Moody.

Earthquake shocks were distinctly felt at Redwing, Minn., on June 21. Beds rocked and articles were jarred from shelves. No serious damage was done.

President Stickney, of the Chicago Great Western Railway, has announced that his railroad will discontinue the practice of allowing "grain elevator rebates" at once.

Five indictments were reported by the Grand Jury at Cincinnati, O., on June 22, growing out of the investigation of public offices in that city by the Drake commission of the State Senate.

Announcement was recently made in New York City of a combination of maccaroni manufacturers. The capital will be $2.500,000 and the organization will be known as the "Flour Products Company."

The report is current that the Western Pacific Railroad Company has purchased twelve acres about twelve miles from Lodi and twelve miles from Stockton, Cal., where a new town is to be laid out.

A joint resolution calling for the election of United States Senators by direct vote was defeated in the House of Representatives on June 20 by a vote of 89 to 86. The resolution required a two-thirds vote.

Circuit Attorney Sager, of St. Louis, Mo., has dismissed the charge of bribery against T. E. Albright, former member of the St. Louis House of Delegates, who was acquitted after trial on a charge of perjury.

Two years at hard labor in the State penitentiary at Waupun, Wis., was the sentence meted out to James P. Nolan, who was the Democratic candidate for Secretary of State in 1904. Nolan was convicted of embezzling $300.

The hop crop of Sonoma county, California, for this season promises to be one of the largest on record. A conservative estimate places the yield at between 35,000 and 40,000 bales, as compared with 24,000 bales last year.

Governor Folk of Missouri has granted a respite until September 3 next in the case of Mrs. Aggie Myers and Frank Hottman, under sentence of death for the murder of the woman's husband, Clarence Myers, at Kansas City, two years ago.

In the United States District Court at Kansas City, Mo., on June 22, Judge McPherson of Red Oak, Ia., passed sentence upon the seven defendants recently convicted in that court of making concessions and accepting and conspiring to accept rebates on shipments. Fines amounting to $85,000 were imposed on the seven firms involved.

The House of Representatives on June 29 passed the bill to aid the Alaska Railroad in the construction of a railroad and telegraph and telephone line from Cordova Bay to Eagle City.

The Wisconsin Supreme Court has set aside the decision of the lower court, which entered a judgment of $10,000 against each of four railroads for alleged incorrect reporting of gross earnings, as charged by Railroad Commissioner Thomas.

Announcement was made on Wall street, New York City, on June 23, that tentative plans are being worked out for the unification of all large independent telephone interests of the country for the purpose of greater development and for resisting the Bell monopoly.

The Hamburg - American liner Kaiserin Auguste Victoria, which sailed from New York on June 21 for Europe, carried 575 passengers in her first cabin, 300 in the second and 200 in the third cabin. This is the largest number of cabin passengers carried outward this season.

Reports have been numerous recently that Charles M. Schwab would enter politics as a candidate for United States Senator from Nevada. Schwab arrived in New York recently from Europe, and when asked concerning the story, replied: "'I have no political aspirations whatever."

The Senate on June 22 passed a bill appropriating $25,000 annually for the traveling expenses of the President of the United States. President Roosevelt says he will continue to pay his own expenses, but objects to paying those of his assistants when traveling on Government business.

The United States Senate on June 22 adopted the following joint resolution: "That the people of the United States are horrified by the reports of the massacre of Jews in Russia, on account of their race and religion, and that those bereaved thereby have the hearty sympathy of the people of this country.'

A suicide pact between Mrs. Mary Behrens, a widow, and Edward Ganzer, who had a wife and five children, of Brooklyn, N. Y., resulted on June 21, in the death of both and Peter Behrens, the twelve-year-old son of Mrs. Behrens. All three were found dead in the woman's apartments in Brooklyn, with the gas turned on.

Situated on a pleasant elevated point on Dustin Lake, in Ostone township, is the Kalamazoo tuberculosis colony, the first of its kind established in Michigan. The site is ideal in every particular. There are eighty acres in the farm, and it is seven miles southwest of the city. The point is the highest land in Southwestern Michigan, and is 1000 feet above the sea level at Sandy Hook at low tide.

As the result of a trip through the Indianapolis (Ind.) city market during which H. E. Barnard, chemist of the State Board of Health, bought forty-nine samples of sausage, hamburger steak, weinerwurst, bologna, ham loaf, veal loaf, tripe and pigs' feet jelly, and analyzed them in the State chemical laboratory, he found that only sixteen samples were legal, while thirty-three were illegal, because they contained chemicals prohibited by law. The most frequently used preservative as discovered in the samples was that which gave a fresh red color to the meat.

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Pacific Coast Marine.

The bark Nicholas Thayer, from Seattle January 10 for Seward, has been posted at Lloyds as overdue.

The Norwegian steamer Otta, now on the Sound, has been chartered by Swayne & Hoyt to carry merchandise to Siberia.

The British ship Milverton, from Port Townsend, arrived at Iquique on June 23, and reported having jettisoned her deckload on the way.

A race between the schooners Marconi and Robert Searles began June 26 when both vessels, lumber-laden, left Everett, Wash., for San Pedro.

The Blunt's reef lightship, No. 83, which has been in San Francisco for repairs some weeks, sailed on June 26 for her station near Cape Mendocino.

Otto J. Lambsbert, a seaman on the United States Army transport Lawton, which is now at the Navy Yard, was drowned on June 29 in the Mare Island (Cal.) channel.

Fire in the forward coal bunkers of the Japanese liner America Maru threatened the destruction of that vessel as she lay at the Pacific Mail dock, San Francisco, on June 27.

The Navy Department has fixed the date of the trial trip of the battleship Nebraska over the Puget Sound course for July 16 and of the cruiser Milwaukee over the Gollette course for July 25.

The Pacific Shipyard and Waste Company has filed a libel in the United States District Court in San Francisco against the gasoline schooner Anvil for $7200 for material furnished and repairs.

The State Labor Bureau has been assigned quarters in the north half of the Ferry depot, at $50 per month, and quarters were also assigned to the State Building and Loan Commissioners, in the Ferry Depot, at the same rental.

A suit was begun at San Francisco on June 28 by the Progresso Steamship Company, against Lloyd's of London, in which the steamship company asks to be awarded $20,000 unpaid insurance on two of its vessels destroyed at sea some two years ago.

Captain Bouchard has been appointed master of the steam-schooner Sea Foam, vice Captain Miller. Captain Hardwick, of the Alliance, has taken command of the steamer Thomas L. Wand, vice Captain Olson, and First Mate Kelly takes Kelly takes command of the Alliance.

At its meeting on June 28 the San Francisco Harbor Commission received a communication from Marsden Manson, in which he recommended the construction by the state of a powerful tugboat, to be maintained ready for any emergency, within reach of the port, where life and property may be in danger.

John C. Sherry, of Vallejo, Cal., has designed a water-tube boiler that promises to revolutionize and completely do away with the old methods of marine boiler construction. Sherry's boiler has 100 per cent more actual heating surface than any boiler manufactured, and he claims that it can be constructed in any size and be equally efficient.

The War Department announces that it has established and placed in operation a wireless telegraph station at Point Loma, Cal. Other stations will be opened later just as soon as the Department is able to expend the appropriation of $65,000, which will shortly be available for the establishment of wireless stations on the Pacific Coast.

At 1 o'clock on the afternoon of June 27 the Occidental and Oriental liner Coptic left her slip at First and Brannan streets, San Francisco, for the Orient, on her last trip from the latter port. She was given a farewell salute by various steamers in the Bay. The Coptic carried no freight, and only a few cabin passengers, and in her steerage quarters had only three Japanese and forty-two Chinese.

Captain Thomas Dowdell of the Oceanic liner Alameda, at San Francisco on June 26 from Honolulu, has reported to the local Hydrographic Office that at 6.04 o'clock a. m., on June 23, in latitude 29 deg. 34 min. north, longtitude 143 deg. 16 min. west, the steamer passed a large piece of partly submerged wreckage, about twelve feet of it being visible. The identity of the wreckage could not be made out.

The new steamer Delhi, built by Hall Brothers, at their Eagle Harbor (Wash.) yards, was launched on June 26, and upon being rigged up will be placed in the Coast lumber trade. She is the largest of the coasting steam-schooners, having a length of 237.5 feet, breadth of 39.6 feet and depth of 17.2 feet. The keel was laid on January 7 last. The steamer will cost, upon completion, about $145,000. The Delhi will carry 1,400,000 feet.

The Sundry Civil bill as finally passed by Congress contains items for a lighthouse tender for the Twelfth district, and lighthouse improvements at Cape Mendocino, Point Arena, Bonita Point, Point Pinos and Humboldt Bay. The light for Southampton Shoals was stricken from the bill. The appropriation for gauging streams under the geological survey was cut to $150,000, and an item of $14,555 was inserted for reproducing plats of surveys in California lost in San Francisco.

It is reported that Captain W. W. Greene, of the Japanese liner Hongkong Maru, was taken seriously ill upon arriving at Nagasaki, a few days ago, and that the steamer was placed in charge of the first mate, W. C. T. Filmer, Captain Greene having been taken ashore. It is probable that the liner will be brought to San Francisco on the next trip by Captain W. C. Tilmer, who was formerly commander of the steamer, but who has been on the waiting list of the Toyo Kisen Kaisha for some months past.

The British steamer Dumbarton is at last reported to be safe in the harbor of Otaru, Japan. The Dumbarton, owned by the Barneson-Hibberd Company, of San Francisco, left the latter port on September 25, and subsequently went ashore and was frozen in the ice of the Gulf of Tartary, north of Castries' Bay, on the Siberian Coast. Now news comes that the Dumbarton was saved from possible destruction by the steamer City of Bermington, which accompanied her to Nagasaki for repairs. It is reported that 2,000 tons of the Dumbarton's cargo of general merchandise has been saved.

The steam schooner Harold Dollar is bound from San Francisco for Herschel Island, with coal and provisions for the whalers who have been imprisoned in the Arctic since last October. The cargo of the Dollar is the contribution of the various owners of the whaling vessels. Captain Milton Thwing is in command of the Harold Dollar on the long trip to Herschel Island, and says he will arrive there about August 1. All the steam whalers are believed to have run out of provisions, and will be unable to get away for the season's cruise until the supplies carried by the Harold Dollar reach them.

The Slade Lumber Company, of Washington, has purchased the business of the Oahu Lumber Company, at Honolulu, T. H., and in connection with the purchase there are reports that the Washington concern intends to enter the local field and will send lumber to the islands in log-rafts, to be sawed at a mill which may be established at Honolulu. The announcement that such plans were being considered has led to objections by some shipping interests to the plan of logging, it being claimed that the log-rafts constitute a menace to navigation, and that if some of the logs should get loose in a storm during the tow from the coast they would be a very serious menace to vessels.

The yacht La Paloma, the Hawaiian entry in the transpacific yacht race, arrived at Honolulu, T. H., on June 27. She was erroneously reported the previous night as having been sighted, and some members of the reception committee and other yachtsmen were at sea for hours, without finding her. La Paloma sailed a distance of 2,447 miles. Owing, it is believed, to some defect in her chronometer, she missed the island on the 26th, when she should have arirved. Had she done so she would have won second place, as she had a large time allowance. After the second day at sea the crew was kept almost constantly at work bailing out the little vessel, attempts to use the pumps proving futile. The cabin was flooded most of the time. The small size of the yacht made the trip one of considerable hazard. The time of the competing yachts was as follows: Lurline, 12 days 7 hours 30 minutes; Anemone, 14 days 50 minutes; La Paloma, 15 days, 11 hours 20 minutes.

Men in need of medicine go to City Front Drug Store, No. 10 Mission St., near East, S. F.

Get your Spring Blood Cleanser at the City Front Drug Store, 10 Mission street, opposite Sailors' Union Hall, San Francisco.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. Particular attention is paid to insurance claims. Room 207, Merchants' Exchange Building. Phone, Temporary 394.

INFORMATION WANTED.

Eugene Krogstad is inquired for by his parents. Address, Adolf Johnson, Seamen's Hall, Buffalo, N. Y.

Anders Slettengren, a native of Sweden, who arrived at San Francisco on the bark Calcutta, is inquired for by his mother. Address Frank Rose, steamer D. Z. Norton, Marine P. O., Detroit, Mich.

BRITISH VITAL STATISTICS.

The total of births in England and Wales during 1905 was 929,457, a rate of 27.2 per thousand, which is 0.7 per thousand lower than the rate for 1904, and 1.8 lower than the rate for the past ten years. The highest rate in the country was recorded in two districts in Glamorgan County, 37.5 in the Rhondda district and 38.3 in Methryr Tydfil. The population in these districts is almost purely celtic, the elements being Welsh and Irish. In England the highest birth rate occurs in the poorer districts in the large cities.

The number of deaths in England and Wales during the year was 519,939, an average of 15.2 per thousand. For this low rate the decreasing birth rate is partly responsible, as the death rate was very high in those centers where the birth rate was high. Rhondda led, with an average of 200 per thousand among infants under one year; Hanley came next, with 195 per thousand; and Merthyr Tydfil third, with 193 per thousand. The average infantile mortality was, however, only 128 per thousand, a decrease of 17 since 1904, which is a most creditable showing, so far as it goes. The high death rate in Wales is due largely to improper feeding and unwholesome surroundings, due to overcrowding and unsanitary conditions. It has been proposed, as a measure to secure the co-operation of parents with the health authorities in an effort to save the infants, to offer 1 guinea each for every infant reared until it is one year of age, after which the death rate falls rapidly.

The natural increase in England and Wales per thousand is 12, but Merthyr Tydfil, which had a death rate of 22.1, the highest in the island, showed a natural increase of 16.2, which indicates that the virility of the people is still unimpared. Great attention is now devoted to housing, and the rate of infantile mortality will no doubt be lowered in the years to come.

The number of marriages in England and Wales during 1905 was 260,489, a slight increase over the record for 1904.

The money spent by the Russian treasury in the two years of the Russo-Japanese war is calculated by the Militar-Wochenblatt, the organ of the general staff of the German army, as 1,677,000,000 rubles ($855,270,000). This does not include the expenses which follow the war, viz., the support and return of Russian troops and of Japanese prisoners, which cost 405,375,775 rubles ($206,741,644). To these two sume is to be added the loss in ships, besides transports and other auxiliaries, which includes fourteen ships of the line, three armored coast defenders, two armored gunboats, four armored cruisers, six protected cruisers, seven unprotected cruisers, and 34 minor vessels, including torpedo-boats, which were valued at 260,000,000 rubles $132,600,000), making a grand total of $1,194,611,644. According to the same authority, the actual expenses of the war to the Japanese may be set at $3,155,114,085, but this does not include the loss of war-ships, of which no public estimate has been published.

United States Vice-Consul Albert W. Brickwood, Jr., writes from Nogales concerning a proposed sanitarium to be established in Mexico, on the coast of the Gulf of California, for the treatment of tuberculosis. The climate and other things are said to be favorable for such an institution.

COAST SEAMEN'S JOURNAL

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THE SAILORS' UNION OF THE PACIFIC
Established in 1887

W. MACARTHUR, Editor | P. SCHARRENBERG, Mgr.

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

ALLIED PRINTING TRADES UNION LABEL COUNCIL SAN FRANCISCO

WEDNESDAY - - - JULY 4, 1906.

TACTICS OF THE ASSOCIATION.

The tactics of the United Shipping and Transportation Association in its crusade against the seamen's unions afford the clearest possible proof of the character of that body and disclose the real motive that inspires its present attitude.

The refusal of the seamen's unions to sail for less than the wages determined upon, after four months of patient negotiation, was immediately followed by a lockout of all men employed on the Association vessels. Thousands of men in no way affected by the dispute were victimized and their families submitted to hardships in addition to that already suffered as a result of the earthquake and fire, for no other reason, so far as has been made public, than that of anticipating a strike on the part of the latter. The real motive of the Association for this step was to divide the forces of organized labor and to prejudice the public against the seamen. This object, although successful for the moment, was quickly frustrated by the withdrawal of the seamen's unions from the City Front Federation, thus freeing the latter from all connection with the seamen's strike, and at the same time destroying the gauzy pretext of the Association for its unscrupulous action.

Another example of Association tactics is seen in its action to compel the independent shipowners to join hands with it against the seamen. A number of steam-schooners the owners of which were willingly paying the wages asked by the seamen, have been forced to discharge their union crews and go out of commission, under threats of being refused cargoes. All in the name of the sacred right to "run one's own business," of course!

The United Shipping and Transportation Association, true to the methods and mandates of its prototype and ally, the Citizens' Alliance, is "fighting the devil with fire." That is to say, the Association proposes to relieve the shipowners from the "despotism of the unions" by establishing a despotism of its own! Possibly the shipowner may enjoy the change from frying-pan to fire, but we doubt it. At any rate, the public is not likely to tolerate the inconvenience imposed upon it any more patiently because the boycott placed upon the independent ship-owner is inspired by an organization of fellow-shipowners rather than by a mere labor organization.

The Association has by no means exhausted its resources of force and intimidation. It is prepared to go to further lengths in the direction of tying up shipping, if such be necessary to accomplish its object. It is at this moment, and has been for some time past, engaged in an effort to secure the support of the sailing-ship owners. The latter have been urged to discharge their union crews and "run their own business"—at the dictates of the Association and Alliance. The tactics of these joint conspirators involve nothing less than the complete paralysis of the shipping of San Francisco. If, when that is accomplished, further steps be necessary, the Association and Alliance are doubtless prepared to tie up the shipping of the whole Coast. Indeed, it may safely be said that the Association and Alliance will stop at nothing to accomplish the object of their existence, namely, the establishing of the "Open Shop" and the consequent destruction of trade-unionism.

Many other things, several of which are quite important in themselves, may be established and destroyed in the course of the existing struggle, even although the Association be not entirely successful in its object. A disposition greater than any ever dreamed of by the rankest labor agitator may be established. Again, the power of labor to protect itself may be largely destroyed and industrial conditions be thereby subjected to greed on the one hand and passion on the other, between which elements, as between the upper and nether millstones, all considerations of public welfare may be ground to dust.

What care the Association and Alliance! In the calculations of these bodies no remedy, however, desperate, can possibly be worse than the disease of "trade-union despotism." The Association and Alliance propose to establish a despotism immeasurably more galling than any ever conceived or practiced by a trade-union, but it will be their own despotism, not that of a trade-union! Those shipowners and other employers who are disposed to judge the proposals of the Association and Alliance upon their merits, rather than upon consideration of their origin, will pay their money and take their choice—if any choice be left them.

THE PRESS ON ARBITRATION.

The press of San Francisco has been outspoken in its demand for arbitration of the dispute between seamen and shipowners. For this the press is to be commended. Now that the question of arbitration has been disposed of by the point-blank declaration of the United Shipping and Transportation Association that there is "nothing to arbitrate" it is to be hoped that the press will be equally outspoken in condemnation of that party responsible for the continuance of the dispute. The seamen's unions have agreed to go into artibration and to abide by the the result. The Assocation has refused to arbitrate. The press can have absolutely no difficulty in identifying the party at fault.

The whole principle of arbitration is at stake in the present dispute. The labor movement is committed to that principle and endeavors at all times to put it into effect. The employing class, too, professes faith in arbitration. In fact, everybody seems to favor that method of adjusting disputes between labor and capital. If, after all that has been said on the subject in the present instance, the party responsible for the failure to get together in a reasonable effort to settle the points in issue, shall escape its due meed of condemnation, the appeal to arbitrate will in future carry no weight with either side and least of all with the side that is wrong, since that is the side that is usually least willing to submit its case to the public.

Thus far the press of San Francisco has bestowed its criticism equally upon seamen and shipowners; indeed, it has given the latter somewhat the better of its comments. This was proper enough and natural enough, under the circumstances. Just as it would have been improper on the part of the press to declare for either side while urging both sides to submit to trial, it is now improper on the part of that institution to remain silent upon the merits of the case. Still less can the press take the position that the needs of the public are superior to the rights of either side. It is very easy to dilate upon the inconvenience caused by the tie-up of shipping and to insist that condition shall cease forthwith. Such a course would be popular by reason of its appeal to the public as the "injured innocent" in the case. That course is apt to be effective, too, for the reason that the seamen, being most closely associated with the public—that is, most get-at-able by the public—would be most affected by public opinion. The cry, "Let us have lumber at any cost," if adopted by the press and echoed by the public, would simply mean that in the final test justice stands no show with "public convenience."

It will not do to cite the conditions now existing in San Francisco as justification for the cry of "lumber at any cost." These conditions do not constitute a public emergency, in the proper sense of that term. Whenever a public emergency exists neither the seamen's unions nor any other similar body need be urged to their duty; that duty will be done before the press or public realizes its existence. The conditions now existing in San Francisco, as regards the tie-up of commerce, are simply these: Certain classes of seamen, not alone of San Francisco, but of the whole Coast, have asked for an increase of wages. The shipowners affected by this request, although notified five months ago, have taken advantage of the recent earthquake and fire to justify their refusal to concede the seamen's request and, under cover of that assumed justification, have inaugurated a campaign, the real, and in fact avowed, purpose of which is the destruction of the unions immediately involved.

These are the real conditions which the press and public must recognize in its treatment of the shipowners' refusal to arbitrate. To say that, notwithstanding these conditions, the public must have "lumber at any cost" is to say simply a good deal more than is said. It is to imply that any body of employers may be assured of public support if only it can pinch the public to the point of squealing. It is to imply, too, that henceforth the trade-union is at the mercy of the sympathetic tie-up or lockout. Of course, labor will not remain silent under such implication; it will be heard from further and possibly at a fitter time.

The attempt of the United Shipping and Transportation Association to destroy the seamen's unions is foredoomed to failure. These organizations thrive on destruction of the sort administered by the Association. The Association is defeated at the outset.

The editor of the JOURNAL acknowledges with thanks the receipt of the Mariners' Pocketbook, a handy reference work for navigators, yachtsmen and seamen of all classes. The Pocketbook is the production of Lieutenant Ernest K. Roden, principal of the navigation department of the International Correspondence Schools, of Scranton, Pa. As its name indicates, the work is intended for the everyday, practical use of all classes engaged in the navigation or handling of vessels. The Pocketbook contains over 300 pages of information upon almost every conceivable question of interest to seamen in every branch of the business. It is handsomely bound in leather, clearly printed, well indexed and fully illustrated. We commend the Mariners' Pocketbook to all seamen who desire to perfect themselves in the study of their profession, or who, having already done so, feel the need of a means of "freshening the nip" occasionally.

The United Shipping and Transportation Association, in its reply to Mayor Schmitz, rejecting the latter's request for arbitration with the seamen, bases its refusal to arbitrate upon the alleged ground that the seamen affected are already better paid than their fellows in other parts of the world. If this comparison is meant to be relative, it is false; if it is meant to be relative, it is no more than might be said of any other class of labor in these parts. As a matter of fact, the wages of seamen in the class of vessels affected by the strike are, relatively to the cost of living and amount of work required, lower than those paid in many other localities of the world. As a further matter of fact, the seamen's wages, relatively to the present standard of wages and cost of living among land workers on the Pacific Coast, are lower than they were ten years ago. These are facts which an arbitrator would take into consideration. Which is precisely why the Association insists there is "nothing to arbitrate."

The "Comment of the Press" published in the Journal from week to week, shows clearly that the seamen have the sympathy of the labor movement throughout the Coast. Our contemporaries understand the situation, and are therefore outspoken in their condemnation of the attack upon the seamen's unions. A word or two from such sources counts for more than columns of daily press generalization on the subject of nothing at all.

"Young Americans" desirous of "seeing the world" are advised to take a street-car. They may go further and fare worse, especially if they permit themselves to be trapped into going on board a steam-schooner bound for China.

We are in receipt of the American Marine Engineer, published monthly at Chicago by the National Marine Engineers' Beneficial Association. The Marine Engineer, now in its sixth month of publication, is a substantial paper containing a large amount of matter, technical and general, accompanied by numerous illustrations. Our new contemporary in the field of maritime journalism seems destined to fill a much-needed requirement on the part of the engine room force. The JOURNAL wishes the Marine Engineer a long life of usefulness and prosperity.

Demand the union label on all products!

The opponents of the seamen are indulging the ancient practice of "divide and conquer." On the one hand the sailors are told that they can get what they are fighting for if they will but "drop the cooks." On the other hand, the firemen are assured that everything will be all right if they will break away from the cooks and sailors. It's an old game. The sailors, firemen and cooks are old fish, however; too old to be caught by such transparent baits. The men in question are "all in one boat," literally as well as figuratively, and they are determined to sink or swim together. Try some other trick, gentlemen.

The ten days' grace recently offered by Manager Pearce of the Pacific Coast Steamship Company, has expired, and all the locked-out employes of that concern, including the "good fellows," are still "in the wet." If bluffs were clubs or guns, they might be more effective in the hands of Mr. Pearce. That individual, by his declaration for the "Open Shop," has simply given away the real object of the Association's attack on the seamen's unions. Manager Pearce has his uses after all.

The cold-blooded murder of Comrade Andrew Kelner by a gun-fighter hired and armed for that purpose is an evidence of the lengths to which the Association is prepared to go in its insane and futile campaign against the seamen's unions. What shall be said of a campaign which depends for its success upon such methods? And what shall be said of the gentlemen—the very respectable not to say patriotic gentlemen—who are responsible for these methods?

Even admitting that the increased wages demanded by the seamen's unions must be charged to the consumer, the amount per capita would be so small as to be imperceptible to the naked eye. Yet, to save that cost, the shipowners have attempted to tie up shipping so that consumers can not procure commodities at any price!

The United Shipping and Transportation Association insists that the present is an "inopportune" time to make a demand for increased wages. Presumably we must wait until the Association notifies us that the time is "opportune." Which simply means that the time will never be "opportune."

As things now stand, the day is not far distant when the labor movement and the public generally of San Francisco will have cause to compliment the seamen's unions upon their courage in withstanding the "gouging" tendencies of the local employing class.

The United Shipping and Transportation Association denies its affiliation with the Citizens' Alliance. The Association had better watch out or the Journal will publish the documents. Come to think of it, we shall probably print the documents anyway.

When purchasing cigars, see that the box from which you are served bears the label (in light blue) of the Cigarmakers' International Union.

DIED.

Jonas Jonasen, No. 559, a native of Norway, aged 46, died at Aberdeen, Wash., on June 29, 1906.

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., July 2, 1906.
Regular weekly meeting was called to order at 7:30 p. m. A. Seaman presided. Secretary reported shipping medium. The Committee on Quarters reported that work on the new building will commence on Friday, July 6. The amendment to Article 13 1-2, relating to strike benefit, was declared carried. The Executive Committee reported the strike situation in fine shape; the few vessels moving are mostly steered by officers and the so-called "crews" are composed of greenhorns, utterly void of experience. In most instances these unfortunates are taken to sea against their will and quit just as soon as an opportunity presents itself.
Folsom-street Dock. A. FURUSETH, Secretary.

Tacoma Agency, June 25, 1906.
No meeting; no quorum. Men still very scarce.
H. L. PETTERSON, Agent.
3004 McCarver St. Tel. Main 808.

Seattle Agency, June 25, 1906.
Shipping fair.
P. B. GILL, Agent.
1312 Western Ave., P. O. box 65. Tel. James 3031.

Port Townsend Agency, June 25, 1906.
No meeting; no quorum. Shipping continues fair. WM. THORBECK, Agent.
114 Quincy St. P. O. Box 48. Tel. 443.

Aberdeen Agency, June 25, 1906.
Shipping medium. WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

Portland (Or.) Agency, June 25, 1906.
Shipping fair.
D. W. PAUL, Agent pro tem.
40 Union Ave. Tel. East 4912.

Eureka (Cal.) Agency, June 25, 1906.
Shipping quiet; prospects uncertain.
CHAS. SORENSEN, Agent.
222 C St. P. O. Box 327, Tel. Main 566.

San Pedro Agency, June 25, 1906.
Shipping dull.
HARRY OHLSEN, Agent.
P. O. Box 2380. Tel Main 774.

Honolulu (H. T.) Agency, June 18, 1906.
Shipping medium.
C. COLDIN, Agent.
821 Alakea St. Tel. Main 96.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, Cal., June 28, 1906.
Regular weekly meeting was called to order at 7 p. m. Eugene Burke in the chair. Secretary reported situation unchanged, the owners being unable to obtain efficient crews for their vessels. Balloting for officers was proceeded with.
EUGENE STEIDLE, Secretary.

Seattle, Wash., Agency, June 21, 1906.
Situation fair.
LEONARD NORKGANER, Agent.

San Pedro, Cal., Agency, June 21, 1906.
No meeting; shipping slow.
CHAS. M. DAWSON, Agent.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, June 25, 1906.
General situation fair.
WM. PENJE, Secretary.

MARINE COOKS' AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters, Buffalo, N. Y., June 25, 1906.
Shipping quiet. R. H. WALKER, Sec'y.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., June 25, 1906.
Shipping fair.
WM. H. FRAZIER, Secretary.
1 1-2 Lewis St.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters, New York, N. Y., June 20, 1906.
Shipping very good.
H. P. GRIFFIN, Secretary.

ATLANTIC COAST MARINE FIREMEN'S UNION.

Headquarters, Brooklyn, N. Y., June 22, 1906.
Shipping fair. Situation very good. Men scarce.
DANIEL SULLIVAN, Secretary.

ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)

TO COMPEL TOWAGE.

Owing to the number of accidents which have occurred in the streams tributary to the various Lakes since the opening of navigation, it is understood that the United States officials have under consideration a rule to compel the larger boats to use tugs in the various harbors around the Lakes. One Government engineer has made the assertion that he has made a recommendation of that character to the chief of engineers at Washington, and other engineers have the project under consideration.

Many of the smaller boats have not been using tugs for the past two or three years. Larger boats which could get along without the use of tugs, have been trying to do so where the harbor conditions are at all favorable. It is now said by the Government engineers that most of the disasters in the various rivers have been occasioned by the big boats trying to run without tugs. Government engineers have the supervision of all such channels, and are empowered to make recommendations governing the action of the boats.

It is on the theory that boats going aground, and meeting disasters in the rivers, blocking navigation, that the Government engineers are disposed to have a rule issued, compelling the larger steamers to use one or more tugs in streams tributary to the various Lakes.

TONNAGE AND APPROPRIATIONS.

Major Judson, Government engineer at Milwaukee, has prepared a table showing the registered tonnage of the five leading ports on the Great Lakes and also showing the appropriations up to the present year, which have been made for these five harbors, together with the estimates of the sums necessary to complete improvements. The tables are as follows:

Total registered tonnage, 1905:	
Buffalo	$11,574,171
Chicago and South Chicago	14,783,619
Cleveland	10,538,320
Duluth	14,506,408
Superior and West Superior	9,108,330
Milwaukee	12,901,196
Harbor appropriations to 1906:	
Buffalo	$6,112,492
Chicago and South Chicago	5,665,350
Cleveland	5,023,575
Duluth	5,149,403
Milwaukee	1,868,124
Estimate to complete harbors:	
Buffalo	$317,643
Chicago and South Chicago	792,440
Duluth	300,000
Cleveland	3,207,356
Milwaukee	218,581

The hard coal receipts in Milwaukee up to a recent date were approximately 60,000 tons short of the normal receipts for Milwaukee up to the same period in average years. This shortage was nearly all made during the month of May, when very little hard coal was received. Unless the trust in the East lets go of more coal than it is at present doing, Milwaukee dealers will be considerably short of normal supplies at the close of the season of navigation.

SMALLEST PACKAGE FREIGHTERS.

The package freighter Ogdensburg, which was built at the Cleveland yard of the American Shipbuilding Company, was recently turned over to her owners, the Rutland Transit Company. The Ogdensburg is the first of two package freight boats built by the American Shipbuilding Company for the Rutland Transit Company to go into commission. The second boat, Rutland, was launched three weeks previously, and will be in commission in a few weeks. These boats are sister ships, and are built Welland Canal size, being 256 feet long.

The Ogdensburg is the smallest package freight steamer built on the Great Lakes in a number of years. Vesselmen in general pronounce her the prettiest boat ever turned out of the local yard, and her owners are exceptionally proud of her. She has a graceful sheer, and her lines fore and aft are especially fine. The interior of her cabins is finished throughout in natural oak, with the exception of the parlor in the passenger cabin, which is in cherry. Considering the size of the boat, her passenger accommodations are exceptionally fine. Each suite consists of three rooms, including parlor, bedroom and bath. These rooms are luxuriously furnished, and are complete in every detail.

The Ogdensburg will be sailed by Captain W. H. Williams, ex-Superintendent of the Rutland line. Lorenzo Willix will be in charge of her engines.

LIGHTHOUSE DELAYED.

The United States Senate, having passed the $100,000 appropriation for a new lighthouse on the Milwaukee breakwater pier, no difficulty is apprehended in securing favorable concurrence in the House of Representatives. Major W. V. Judson, the United States engineer in charge of the Milwaukee District, declares, however, that active work tending to the erection of the building, the tenative plans for which already have been drawn, will not be undertaken until disposition has been made of Congressman Otjen's bill, recently introduced in Congress, for the extension of the breakwater pier to a line almost parallel with the harbor entrance pier. Action on the passage of this bill undoubtedly will be deferred until the next sesion of Congress, which will be convened in December. It would be bad policy, says Major Judson, to construct so large and ornamental a building as the plans for the new lighthouse specify, and then be obliged in a year or two to remove it to another point in the harbor. The specifications of the structure designate a solid cement superstructure, extending sixteen feet above the water line. The lighthouse must of necessity stand at the head of the breakwater and should the present harbor protection be extended the lighthouse, of course, will go along.

The Canadian steamer Erin, which was cut in two and sunk in the St. Clair River in collision with the steamer John B. Cowle, will be raised and taken to the Toledo Shipbuilding Company's plant for repairs. As yet nothing has been done toward raising the steamer or to try to recover the bodies supposed to be imprisoned in the sunken boat.

MORE NEW TONNAGE.

James C. Wallace, President of the American Shipbuilding Company, has closed a contract with Superior and Marquette parties for a freight steamer for 1907 delivery. The new boat, which will cost $290,000, will be a duplicate of the steamers William G. Pollock and Joshua Rhodes, which the American Shipbuilding Company is building for W. H. Becker, of Cleveland.

She will be 440 feet over all, 420 feet keel, 52 feet beam and 28 feet deep. She will have triple expansion engines with cylinders 22, 33 and 58 inches, with 42-inch stroke. Steam will be furnished by two Scotch boilers, 13 feet 2 inches in diameter and 11 1-2 feet long. The boilers, which will be allowed 175 pounds pressure, will be fitted with the Ellis & Eaves draft.

Captain D. Sullivan, of Chicago, some time ago, ordered two steamers of this class. They will come out next season. The three big steamers for the Western Transit Company will be built at Lorain and South Chicago, but the officials of the Shipbuilding Company have not decided where the keels for the other boats that have been ordered for next year's delivery will be laid.

The American Shipbuilding Company has contracts for nine freight steamers and one passenger steamer to come out next season.

TWO NEW FREIGHTERS.

The American Shipbuilding Company recently closed contracts for two more freighters, making six orders for steamers that the Company has booked in a little more than a week. The last orders were placed by the Gilchrist Transportation Company, of Cleveland (O.), and the new ships will be the largest in that big fleet. The deal was closed by President Wallace and J. C. Gilchrist, who is President of the transportation company.

The boats, which will cost $370,000 each, will come out at the opening of navigation next spring. They will be six feet longer than the steamers John Sherwin and J. B. Wood of the Gilchrist fleet, which were turned out at the Bay City plant of the American Shipbuilding Company this season.

The steamers will be 540 feet over all, 520 feet keel, 54 feet beam, and 31 feet deep. They will have triple expansion engines with cylinders 22 1-2, 36 and 60 inches, with 42-inch stroke. The boilers will be of the Scotch type, 13 feet 9 inches in diameter and 11 1-2 feet long. The boilers, which will be fitted with the Ellis & Eaves draft, will be all round 180 pounds pressure. Each of the steamers will have a carrying capacity of 9,500 tons.

The new boats will be of arch construction, and a number of changes from the steamers Sherwan and Wood will be made. They will have 24-foot center hatches, but the hatches will be 12 feet wide instead of 9 feet, and they will have steel hatch covers. The waterbottoms of the new steamers will be 6 feet deep which is a foot deeper than the waterbottoms of the latest steamers built by the Gilchrist Company.

The officials of the Shipbuilding Company have not decided where the last six boats that were ordered will be built.

MARINE NOTES.

Another Cleveland Cliffs Company boat was launched at the Ecorse yards of the Great Lakes Engineering Company, June 26.

Captain William McElroy, aged twenty-eight, master of the Steel Trust steamer W. P. Palmer, is said to be the youngest master of a steel freighter on the Lakes.

The steamer which G. A. Tomlinson of Duluth recently purchased from the Toledo Shipbuilding Company, is about one-third in frame. She will come out in September.

Captain C. A. Anderson, of the steamer Centurian, reports passing through ten miles of shell ice, on the course between Au Sable and Marquette on Monday, June 11.

The schooner Keweenaw, lumber laden, for Tonawanda, was waterlogged off Grand Island in a gale on June 11, but got safely into Munising, Mich., where she sank at the dock.

The barge Manila, wrecked last fall in Lake Superior, has been raised and sent to Lake Erie in tow of the steamer Bunsen. She was steered by the tugs Boynton and Enith to the Soo.

Bids for raising the steamer Bulgaria, which recently ran aground on Fisherman's Shoal and sank, have been asked. The Bulgaria's bow is in 12 feet of water and her stern in 24 feet.

A libel for $2500 against the steamer James B. Colgate has been filed in the Detroit Federal courts by the administrators of the estate of James Roberts, owner of the schooner J. Duvall, which was sunk last November by the Colgate.

United States Engineer Davis, of Detroit, says that the Lake Erie Dredging Company's dump scow, sunk at Six Mile Point, St. Mary's River, has been marked by a red light at night and by a float with tripod by day. The scow is so badly damaged it has been abandoned. It is lying in twenty-five feet of water.

The Great Lakes Dredge Company, of Port Arthur, has five dredges at work on Government improvements in the harbor at Fort William, and the contract, which is on the continuous plan, is the largest individual dredging job on the Lakes, involving the removal of about 15,000,000 cubic yards.

The Pittsburg Steamship Company's steamer Juliet, bound down with a cargo of iron ore, collided with a dredge in Hay Lake on June 11. The dredge was sunk, and a hole stove in the bow of the Juliet. The latter was beached on Six Mile Point, and temporary repairs made. The steamer then proceeded on her way.

It is probable that the keel of the new steamer for the D. and C. line, to come out early in 1907, will be laid at the Wyandotte yards of the American Shipbuilding Company about July 25. The keel will occupy the berth to be made vacant by the launching of the new Pickands-Moore boat, now designed as hull No. 165.

Lake Letter List.

(Marine Postoffice, Detroit, Mich.

June 22, 1906.

Ames, W. J. (J. T. Hutchinson).
Anderson, Erik (Starke).
Adams, W. J. (Nyanza).
Annunnesem, Jens
Ackerman, H. (Jno. Owen).
Adamson, Simeon (Fritz)
Briggs, W. H.—2 (A. C. Eddy).
Bridges, Capt. W. H.
Bowes, Frank (Uganda).
Bennett, Harry (Lewiston).
Brooks, John (Wm. Mather).
Bufton, John (Nyanza).
Brant, Mrs. Anous—2
Conoway, Harry
Carr, George (Rand).
Carlson, Oscar (Paine).
Caysh, Will
Cuff, Wm.
Chapman, Mrs. F. J.
Crouch, Herbert—2 (Baroness).
Carlson, G. A.
Cooper, Thos.
Davidson, Wm. (Wade).
Diem, Wm.
Dibble, Denis
Day, Harry L.
Dempsey, James (Aurania.)
Dorothy, Arthur
Doehrel, Harry
Duffeck, Henry (Ball Brothers).
Fox, George (Colonel).
French, F. B.
Farris, Harry—2
Gilbert, Jno. (Melvina).
Galagher, Michael, (Aurania).
Graves, Edw.
Helmert, John (Norton).
Holmes, Alvin R.
Holmes, Wm.—2 (Presque Isle).
Henderson, John (Weeks)
Harvard, A.
Hone, E. R.
Iverson, Oscar (Volunteer).
Jessie, Joseph (Hopkins).
Johnson, Fred (Woodruff).
Jackson, Gus (Norton).
Kramer, Herman—2 (Yosemite).
King, Chas. O.
Longway, W. E. (Corona)
Laraseur, Geo.
Lenox, Will M.—2
Lindale, T.
Murphy, Jno. (Packard).
Moss, Wm.
Marvin, Richard (Aurania).
Mayes, Jno.
Moss, E. C. (Cowle).
Morrissey, T. J.
McLean, Wm.—2 (Norton).
Nelson, Jack (Wilkinson).
O'Mar, P. J. (Lozen).
Palm, Ed (Pend White).
Peterson, P. K.—2 (Sacramento).
Pederson, E. R.
Payne, Mrs. S. E.
Parly, Bert
Preinau, Elmer (Penobscot).
Redington, Chas. (J. Laughlin).
Reed, Henry (F. Gilchrist).
Reed, Nelson (F. Gilchrist).
Stewart, W. S.
Sua, Geo. (Coralia).
Speed, Jno.
Samden, Fred (Van Hise)
St Peter, Frank (Bay City).
Stevens, eGo. (Alaska).
Smith, Chas. F. (Aurania).
Smith, Russelil (Cuddy)
Sedlock, Will (Colonel).
Scott, Irving L. (W. H. Mack).
Thoos, C. M. (Hand).
Trost, Alfred—2 (Str. Case).
Vinnecomb, Mr. (Yosemite).
Woodrow, Clarence (Williamson).
Witzone, Jno.
Whiteside, R. C.
Webb, Mrs. May S.
Watson, J. C.

June 16, 1906.

Atkinson, Andrew F. Lansing
Angwall, Ernest 2 W. H. Gilbert.
Anderson, J. D.
Brehl, Nick J. Str. Scranton.
Burgoon, John, R. Mills.
Bliss, Harry, 2 Manchester.
Bell, Thos. J. Capt.
Bearden, Chas.
Carlyle, George
Cady, Frcd, Str. Gilchrist.
Downey, Wm., F. Ball.
Downey, Wm., Parent.
Down, Geo. E.
Dubuque, Charlie, J. J. Hill.
Grappin, Geo., Bunsen.
Greiner, Vincent
Guindon, Nestor
Harlick, Wallace, Sup. City.
Hume, Hugh, Tecumseh.
Jameison, John, F. W. Gilchrist.
Knuf, Jas. T., D. M. Whitney.
Kennedy, Jno. F.
Kuehne, Leo. J., Empire City.
Look, Wm., McDougall.
Ledene, Frank, H. W. Rogers.
Lalonde, Levi, M. Wilson.
Martin, Peter
Matthews, Geo., Jas. Dandson.
Miller, Wm., W. W. Brown.
Morrison, Frank, Sawyer.
McMann, Frank A. Devereaux.
McIntyre, Angus
McEachran, Roy, Hill
Nilson, John, M. Wilson.
Proctor, Alf.
Peltey, Teles
Payne, Mrs. S. E.
Poor, Elmer M.
Russin, Paddy, L. Bell.
Reilly, J. L.
Richards, Harry
Smith, Wallace
Schmidt, Albert
Saunders, Leonard
Sterling, Edw., Cowle.
Stewart, Hebert L.
Sadler, Harry
Sousa, Frank
Upleger, Albert
Ward, Edw. W.
Walker, Harry.

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Ashland Phone 1563.

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Duluth, Minn.	Milwaukee, Wis.
Erie, Pa.	Saginaw, Mich.
Escanaba, Mich.	Sandusky, O.
Grand Haven, Mich.	Sault Ste. Marie, Mich.
Green Bay, Wis.	Sheboygan, Mich.
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C. W. Post, Manufacturer of Grape Nuts and Postum Cereal, Battle Creek, Mich.
Lehmaier-Swartz & Co., New York City.

COMMENTS OF THE PRESS.

(Continued From Page 2.)

tied up and San Francisco is badly in need of material. But the battle might as well be fought out over the ashes of the stricken city as any other time. The shipowners must have their greed curbed sooner or later anyway. Since the disaster they have raised their shipping rates and are assured of a tremendous business for many years. Prior to the destruction of the city the Sailors asked for $5.00 a month more wages, and they would have received it but for the earthquake that severed all further negotiations. Now that the city is in trouble and with the view of forcing the responsibility upon the sailors the owners have refused the raise and locked the sailors out.—Union Label, San Jose, Cal.

MODERN MARINE MARVELS.

It is a far cry from the caravals of Columbus to the latest creations of naval architecture now building for the Cunard Steamship Company, Ltd., and the difference in types is no less remarkable than the voyage, when the great Italian sailor discovered America and the trips scheduled for the new 25-knot Cunarders, next year.

The advent of the ships will mark the fourth notable Trans-Atlantic voyage of history and when compared with the logs of the 100-ton "Santa Maria," 1492, crossing in 68 days, the 350-ton "Savanah" in 1819, 32 days and the 13,344-ton "Great Eastern" in 1858, 12 days; the four-day (or better) passage will furnish world-wide public interest. Indeed, it will not be surprising to find the new record reduced to 3 1-2 days, as it is a curious fact that almost all vessels equipped with turbine engines have greatly exceeded their contract speed. This advantage had great weight with the British Admiralty when deciding to adopt this type of rotary engine for the great battleship, "Dreadnaught," now under construction for his royal highness, King Edward's navy.

Leviathans so huge and so completely equipped with all modern devices making for economy of time and human comfort such as unheard of speed, wireless communication with shore during entire passage, a daily newspaper, passenger elevators and even electric curling irons in the lady's cabin-de-luxe, would probably have no existence for the next ten years, but for the substantial assistance of his majesty's government in loaning $10,000,000 at 2 per cent for their construction. The Cunard Company in return has pledged itself to remain a purely British undertaking for a period of twenty years, regarding the management, shares and ships of the company. They further agree to adhere to reasonable rates and refrain from preferential terms to foreigners. The British Government will pay the company $750,000 per annum, and has specified Admiralty requirements for a heavy battery of quick-firing guns, which can be readily mounted should possible war conditions warrant conversion of these swift vessels to armed commerce destroyers. These vessels are the result of a struggle for commercial supremacy and are the last words that mechanical genius, naval construction and cash payments can say in modern marine progress. They will be the most complex machines the mind of man has conceived, and between mast head, trucks and cellular bottoms, almost every art and trade is represented. Like a dwelling, they must be lighted and cared for, but unlike most houses, they each will require 225 tons of paint for a single "coat." Almost 800 officers and men will form the crew of each vessel, and the mechanical equipment will include an ice-making plant of 7 tons daily capacity, evaporators producing 20,000 gallons of fresh water, Marconi wireless system, submarine telephone, electric system for light, heat and various operations formerly executed by hand or steam, and innumerable other devices superior to any yet installed on board ship; besides the four Parsons' turbine engines. Engineering records are eclipsed in constructional details, such as the rudders weighing 79 tons, which will require 95 tons of molten metal in the making. The building of these liners will occupy 2 1-2 years and the total work involved will be greater than that entailed in the designing and building of a first-class battleship.

The engineering problems involved in breaking away from old standards are more difficult of solution than those encountered in any other branch of the profession. In the building of bridges the strain of varying winds has to be calculated to a nicety in connection with other computations. But in this case there is an immense structure representing a greater area of rigid iron and steel than that of any building firmly planted on land, which must go at railway speed thousands of miles through the roughest seas, tossed about, buffeted, and yet unscathed.

The largest ship now afloat, the Baltic, has a length of 725 feet, 75 feet less than these new ships and a beam of 75 feet against 88 for the new ones. But the Baltic has only 18,000 horsepower and makes a pace of only little more than sixteen miles an hour. The best speed of the German boats is only a trifle over twenty-three miles an hour.

It is one of the laws of steamship construction that the greater the speed the greater the strain upon the structure. The great increase in length, 94 feet more than the Kaiser William II, further increases the strain to be calculated upon. The German ship has only 40,000 horsepower, and her displacement is 30,000 tons, against 43,000 tons for the new Cunarders. The plated depth of the new ships is sixty feet, the plating being carried up one deck higher than usual as one means of strengthening the structure longitudinally. Where the plates lap, their thickness is three inches. The extreme draft for 36 feet will not be available at the port of New York until the new channel has been completely dredged out. But the Government has promised sufficient depth by the time the Cunarders are ready, to enable them to enter and depart, drawing 33 1-2 feet of water. There are two striking new departures in the construction of the hulls of these new ships. They are the first to depart from the accepted standard of measurement, in that they exceed in beam the proportions of the Great Eastern. There is a double bottom, of unusual depth, 5 feet 6 inches between the outer and inner shells, which grows shallower from the curve at the bilge keel, until it ends on a level with the first of the eight decks. This double bottom is the chief new means of strengthening the enormous hull.

The great width of the ship makes it possible to place four of the largest-sized boilers abreast and still have room for large coal bunkers. The great beam of the ship permits the four propellers to be located in a novel manner. The inner pair will be just forward of the rudder in the usual position, and the outside pair forward of the inner pair. The practicability of all these innovations in size, structure and power has been demonstrated by

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Affiliated with the
AMERICAN FEDERATION OF LABOR.

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The Coast Seamen's Journal

Can be procured by seamen at
Any of the above-mentioned places;
also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALIA
29 Erskine Street, Sydney, N. S. W.

a 50-foot working model subjected to every possible test.

But what is of especial interest to ocean travelers, are the new features designed for their comfort, whether steerage or first-cabin passengers. In the first place, the height of six full decks for the use of first-class passengers, demands the introduction of passenger elevators as much as do apartment houses and hotels of an equal number of stories. There is an elevator shaft on each side of the ship, connecting all the decks. As first-cabin passenger staterooms are located as far down from the library and smoking room as would be equivalent to four stories on land, these elevators seem to be a real necessity in the construction of steamships of this size. They eliminate all stair climbing, except from the promenade to the boat deck.

The lowest of the eight decks, just above the boiler rooms, will be used for carrying the ship's stores, baggage, express matter, etc., above is the lower deck, devoted mainly to third-class passengers.

Special attention has been paid to the ventilation of third-class spaces, the air of which can be completely changed every five minutes, and heated or cooled as required. The third is called the main deck and is given up wholly to first-class staterooms, single and en suite, with their accompaniment of baths, dressing rooms, etc. Then comes the upper decks, which contain the floor of the great dining saloon, which is 80 feet wide and 125 feet long and will seat 500 persons. The central portion of the dining saloon has the height of two full decks and is covered with a vast dome of cathedral glass. Also on this deck are suites of cabin de luxe.

The fifth, or shelter deck, completes the molded portion of the vessel. Above this are the bridge deck, the promenade deck and the boat deck, all of which are devoted to the accommodations of first-class passengers. On each side of the central tiers of staterooms they have a broad promenade, open to the weather.

One of the most interesting features of these monster new passenger steamships, is that they represent the established conviction on the part of their owners that ocean travelers of the future will demand practically all the same comforts and luxuries while crossing the Atlantic which they enjoy in their own homes, or in the best hotels.

Except in the case of a few cabins de luxe aboard the best of existing liners, the private and purely personal accommodations are still cramped and difficult to endure by persons used to plenty of elbow room. Many staterooms have still the berths fixed to the wall, one above another as in sleeping cars, with opportunities for dressing, and the toilet hardly better than aboard a Pullman.

But on these new Cunarders, all the first-class cabins will be 50 per cent larger than on any other vessels. They will be fine, square rooms, single and ensuite, with toilet conveniences and bedroom furniture on a par with first-class hotel rooms. If one is not troubled with seasickness, he may go from his home or his apartments, aboard one of these ships and cross the ocean without missing any of "the comforts of home."

The new Cunarders, which will increase the speed standard to more than 25 knots, create a situation in ocean traffic that has no parallel since 1889, when the City of New York and the City of Paris, the first twin-screw ships to be seen in the Atlantic service, were hailed as "ocean greyhounds."—Nick J. Quirk.

CHURCH AND WORKINGMEN.

"The hour that has witnessed the entrance of the Labor party upon a career of decisive political influence," laments the London Guardian (Church of England), "has found that party uninspired by any specially religious ideal." This fact gives peculiar timeliness and interest to a new volume of essays having the title "Christianity and the Working Class," and edited by Mr. George Haw. The eleven essays are by English clergymen and laymen closely engaged in the problems of the life and religious needs of the working class. On some points all the writers are agreed. All, as The Guardian points out, confess that there is a cleavage between the beliefs and sympathies of the working man and what he finds or thinks in the Christianity of the church; and nearly all agree that the cleavage is serious and goes very deep. Nearly all, again, admit that the working man is repelled by the churches because of the gap he discerns between their preaching and their practice. Says The Guardian:

> This accusation of hypocrisy turns almost always on questions of social reform or of some outstanding inequality or injustice which the church is believed to be able to set right. The words of a few of the writers are very bitter and burning on points like these; and, to cite one instance, we can not but feel that Mr. George Lansbury, in his frank indictment of certain blemishes in current Christian practice, has much right on his side. But altho the church's social activity is a most important aspect of her work, it is not the only aspect, even if it is the only thing that seems to matter to the working man. That is just the significance of this book, and the reason why we do well to listen and learn from it. It is written to show us what the working man is actually thinking about us. We may feel as we read that he is sometimes forgetful, and often curiously unobservant, or prone only to observe what displeases him. That is another matter. At least he has his definite objections against the ways of the Church of England and of other Christian bodies, and in these essays we are told what those objections are. They are sufficiently serious, and from his point of view justifiable, to explain the coldness and shyness of which all clergy and church-workers are distressfully conscious.
>
> Yet there is a brighter side which we are also allowed to see. With one voice all the essayists tell us that it is against certain expressions of Christianity, but not against Christianity itself, that the working classes are prejudiced. The name of Jesus Christ is had in almost universal reverence among them; the gospel and the Sermon on the Mount are admired and in a measure believed in.

The Christian Commonwealth (Independent, London) maintains that the real lesson of "this extraordinary new book" is that the working classes are "turning away from the churches straight to Christ." The book has evoked almost as much comment in this country as in England. "Are we in the first swirl of the rapids above the Niagara whose distant roar tends rather to lull us to sleep than to rouse us to the possibilities and perils of the not distant future?" asks The Christian Register (Unitarian, Boston), which adds: "The movement that passes from an ideal to a religion for the masses is akin to the great forces of nature. . . . It is both destructive and creative." The Congregationalist (Boston) thinks that "Christian truth and life are suffering loss to-day from too much talk about the church's relation to the labor problem," as though Christianity had a peculiar mission for any particular class. The Churchman (Protestant Episcopal, New York), says editorially:

> The problem, though differing somewhat in its conditions, is ours also. . . . The causes of the alienation are much the same in England as in America. The remedy is the same everywhere—a return to Christian fellowship, to a more faithful following of our Lord. . . . .
>
> What Mr. Haw says of the attitude of the laboring classes is probably true of men in all walks of life, rich and poor, employed and unemployed. The vast majority of men even in Christian lands would probably say that they do not look primarily to organized Christianity for helpful, self-sacrificing fellowship. The judgment may be too sweeping, but to the extent that it has foundation in fact, it is the most damaging that could be made.

One of the contributors to Mr. Haw's volume is Mr. Arthur Henderson, M. P., chairman of the Labor Representation Committee. He argues that the churches should seek to destroy the great social defects of our day and to demonstrate the "adaptability of Christianity to the complete chapter of human life." He says in part:

> I admit freely that, primarily, the mission of the churches is to redeem the world and bring peace to the individual soul through surrender to Christ, but the exclusive concern of the churches should not be with a future state of existence. Rather should they be concerned with this world. Their mission should be to bring to pass here a kingdom of righteousness and peace, and to carry redemption into our social relationships. . . . . .
>
> Having regard to the relations between the moral and spiritual and the social and economic conditions, how essential it is that the churches should ever be seeking to regulate, humanize, and change environment for the promotion of the common good! Recognizing the common good as the true Christian guide in social and economic progress, they should assist as far as practicable in creating laws and institutions, not for the continuance of vested interests or selfish monopolies, but with an eye fixed steadily on the promotion of the common good.
>
> We labor men are not unmindful of the vast amount of effort the churches are making: visiting the sick, clothing the naked, feeding the hungry ,comforting the sorrowing. What we deplore is the fact that, coincident with such relief, the churches have not attempted to get at the root-cause of all the evil and distress. If they would display the same amount of energy in seeking to eradicate from our collective life the evil it contains, that they have shown in seeking to deliver the individual life from sin, there would have been less call for their relief work. The people are longing as never before to be delivered from oppressive social anomalies, and if only the churches would bring their vast and varied machinery to operate against these evils much might be accomplished, and the gratitude and cooperation of the multitude secured.

The churches, says Mr. Haw, have ceased to speak the language of the people, who, meanwhile, see them "clinging to men-made forms and men-made traditions, and quarreling over these trumpery things."

Mr. Haw himself believes that "the people are destined to breathe a new life into the churches," and that "the indifference of the people to Christianity is but the reflection of the indifference of the churches to Christianity." And that, says The Churchman, seems to be the general burden of the eleven writers whose essays he has gathered.

Amber is supposed to be gum which exuded from trees that in some former geological age covered certain parts of the earth's surface, but of which now not a vestage remains. In corroboration of this theory, we have the evidence of insects found imbedded in the amber, showing every evidence of having struggled hard to free themselves from the sticky substance upon which they had alighted or been driven.

The shores of the Baltic Sea are the world's principal source of amber. Here a large number of people earn a precarious livelihood by gathering the precious substance along the shore. They work only in rough weather, for it is only then that the boulders are tossed and tumbled on the bottom and great quanities of submarine vegetables dislodged, hidden among the roots and branches of which are lumps of the precious gum. At some points along the coast divers search the bottom of the sea for lumps of amber hidden in seaweed or jammed between rocks.

The largest piece ever found weighed eighteen pounds, valued at $30,000. It is now in the Royal Museum in Berlin. — Technical World Magazine.

News From Abroad

Special dispatches to the Russky Slovo, of Moscow, say that two regiments at Yelizabethpol have refused to fire on strikers.

Another police officer was shot dead at Warsaw, Russia, on June 23. This is the 120th victim of the vengeance upon the police since January, 1905.

The British battleship Agamemnon, of 16,500 tons, was launched at Glasgow, Scotland on June 23, The Agememnon will have cost about $7,500,000 when completed.

The peasants of the Nishi Noogorod Province of Russia are said to be not only annexing the land of the gentry, but are taking portions of the lands of the well-to-do peasants.

The Foreign Minister in the lower house of the Holland Parliament on June 27 formally announced that the second international peace conference would not be held during the present year.

Mylius Erickson's expedition, which will attempt to explore the northeastern coast of Greenland, sailed from Copenhagen, Denmark, on June 24. The expedition expects to return in the autumn of 1908.

Just before the arrival of the King and Queen of Italy at Anaeona, on June 23, three bombs, ready for use, were found in the house of an anarchist named Aurelio Landi, at the village of Castelferretti.

The peasants of the village of Krutnyagorki, Russia, enraged at the killing of a cow by two members of the rural police, recently, called a commune meeting, formally condemned the two men to death and executed the sentence.

The last considerable echelon of the Russian army of occupation has departed from Harbin, Manchuria, for Russia. A small force of railroad and frontier guards remains. There will be no further withdrawals before May, 1907.

The French Council of Ministers has decided to denounce the commercial treaty between France and Spain owing to the increased duties under the new Spanish tariff. The maximum French rates will be applied against Spain from July 1.

Violent earthquake shocks were felt throughout South Wales on June 27. Houses rocked and many of the cheaper ones were damaged. Hundreds of chimneys fell, occupants of dwellings were thrown to the ground and people fled from their houses, shrieking in panic.

The correspondent at Peking of the London Times states that the British claims against China growing out of the rioting at Nanchang in February of this year, resulting in the death of a child of an English missionary and the destruction of mission buildings, have been settled except as to formalities.

Walter Wellman, leader of the Wellman Chicago Record-Herald Arctic expedition, arrived at Thomsoe, Norway, on June 29, accompanied by three French acronauts and several mechanics. The airship material reached Tromsoe on the 30th, and all the party will go to Spitzbergen this week.

The German Foreign Office denies the reports that Germany and Austria are strengthening their military forces on the Russian frontier, in view of the Russian disorders, adding that Germany does not need to increase the strength of her garrisons, as they are already ample enough for all purposes.

In the Supreme Court at Paris, France, on June 25, Procurator-General Bandoin began his argument in the Dreyfus case. He declared that he was convinced that Dreyfus was innocent and that Major Count Esterhazy was guilty. He therefore urged the quashing of the entire proceedings without retrial.

Under the influence of recent developments touching the loyalty of the troops and the conviction that the policy of inaction had reached its ultimate limit, the reactionary faction in the Russian Ministry has revived the plan for the dissolution of Parliament and stamping out revolutionary activity in the country by armed force while such force is still available.

Okomotu, a Japanese, and Lorenzo Colon, a native of Porto Rico, both uxoricides, were hanged at Honolulu, T. H., on June 28. The Japanese, in a speech from the gallows, begged the pardon of his home Government for having disgraced the nation, and the local Government for causing it the trouble of executing him. Both men confessed to having murdered their wives.

The commander of the ultra-loyal Prebrajensky Regiment, to which belong the men who recently held a meeting in the guard camp at Krasnoye-Selo and drew up resolutions addressed to their commander upholding all the actions of the Russian Parliament and declaring that they want no more police duty entailing the slaying of brothers or fathers, has been severely reprimanded by the Emperor.

The Cuban Senate has passed the House Van Horn railroad subsidy bill, appropriating $6,000 per kilometer for the construction of twelve branch railroad lines which will be feeders for the Van Horn system.

The entire Ninth Regiment of Russian infantry has refused to do any duty until the members of two companies who were arrested on account of their refusal to fire on an assembly of workmen are released. The men are still behaving in an orderly manner.

The trial of the natives concerned in the attack of June 13 on the party of five British officials while the latter were pigeon shooting at the village of Dwshewai, near Tantah, Egypt, resulting in the killing of one of the officers and the serious maltreatment of the others, has resulted in four natives being sentenced to death, four to penal servitude for life, three to fifteen years' penal servitude, six to seven years, and three to one year and five to receive fifty lashes. Thirty-one of the accused were acquitted.

INFORMATION WANTED.

James Barron, late of the British ship Whitlieburn, is inquired for by his wife. Any one knowing his present whereabouts please address Coast Seamen's Journal.

John A. McLeod, aged 23, who was one of the crew of the ship Khyber, of Liverpool, which arrived at Cardiff from Portland, Oregon, on the 8th of March, 1903, is anxiously inquired for by his father, at North Sydney, Nova Scotia. Any one knowing his whereabouts will please communicate with the JOURNAL office.

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INFORMATION WANTED.

Harry B. Douville is inquired for by his mother. Kindly communicate with the Journal office.

Peter W. Anderson, a native of Copenhagen, Denmark, formerly a cabinet-maker, is inquired for. Address, Coast Seamen's Journal.

Ronald Miller, aged 18, a native of England, left the British ship "County of Merioneth" at Adelaide, Australia, in April, 1905, now supposed to be on the Pacific Coast, is inquired for by relatives. Kindly communicate with the Journal office.

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World's Workers

The Irish Laborers' Cottage bill passed its second reading in the British House of Commons on June 14. The bill authorizes a loan of $22,500,000 to provide Irish laborers with cottages.

The strike of French coal miners in the Pas-de-Calais came to an end on May 7, and in the Nord there remain very few men still on strike. The strike in the Loire district terminated on April 18.

Work in the British woolen trades continues good, and is better than a year ago. Returns from firms employing 28,288 workpeople shows an increase of 6.3 per cent in the wages paid, compared with a year ago.

Cotton Trade workers in Great Britain report that employment continues very good, and is better than a year ago. Reurns from firms employing 142,408 workpeople show an increase of 4.7 per cent in the wages paid, compared with a year ago.

Returns from certain selected ports (at which 80 per cent of the total British tonnage in the foreign trade is entered and cleared) show that during April 34,868 seamen, of whom 4,363 (or 12.5 per cent) were foreigners, were shipped on foreign-going vessels.

Returns relating to the state of employment in Germany during the first quarter of 1906 were supplied to the Imperial Statistical Office by trade-unions with an aggregate membership of 1,221,760. Of these 12,653, or 1.1 per cent, were described in the returns as unemployed.

Employment continues good in the chief shipbuilding centers of Great Britain, and is considerably better than a year ago. The percentage of trade-union members unemployed at the end of April was 5.1, as compared with 5.6 per cent at the end of March and 12.2 per cent a year ago.

There are many disputes now in progress in France with the object of obtaining an eight-hour day without dimunition of the present wages. The disputes affect nearly every branch of industry, and are taking place in many parts of the country. In Paris alone nearly 100,000 men are said to be affected.

According to reports made to the Belgian Labor Department, out of a total membership of 37,884 in the 146 trade-unions which made returns, 676, or 2.1 per cent, were out of work toward the latter part of March. The figures do not include particulars relating to miners, home-workers, or agricultural laborers.

Out of 220,316 members of 1,202 trade-unions which made returns to the French Labor Department as to the state of employment, 20,629, or 9.4 per cent, were out of work in March, as compared with 11.5 per cent in the previous month, and 10.9 per cent in March, 1905. These figures are exclusive of the miners' unions in the Pas-de-Calais and Nord departments.

Ninety-five disputes were reported to the Italian Labor Department as having occurred during March, as compared with 59 in the previous month. Out of 55 disputes which came to an end in the month, 12 (involving 2,989 workers) terminated in favor of the workers, 20 (18 of which involved 3,176 workers) in favor of the employers, while 23 (involving 8,541) workers) were compromised.

Ten cases of recourse to the law on conciliation and arbitration were reported to the French Labor Department as having taken place in March, the Justice of the Peace taking the initiative in seven cases and the workpeople in three cases. In six cases committees of conciliation were formed, resulting in the direct or eventual settlement of four disputes. In the remaining four cases the employers refused to take part in any conciliation proceedings.

Thirty new disputes began in the British labor world in April, compared with 20 in March, and 28 in April, 1905. The total number of workers affected by disputes which began or were in progress during April, 1906, was 12,712, or 16,041 less than in March, 1906, and 197 more than in April, 1905. The aggregate duration of all the disputes of the month, new and old, amounted to 128,500 working days, or 53,300 less than in March, 1906, and 17,200 less than in April, 1905. Definite results were reported during April in the case of 32 disputes, new and old, affecting 7,397 persons. Of these 32 disputes, 13 were decided in favor of the workers, 8 in favor of the employers, and 11 were compromised.

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Labor News.

The Train Dispatchers' Association in convention at Buffalo, N. Y., on June 21, elected P. H. Riggs, of McFarland, Kans., vice-president, and T. W. Kane, of Los Angeles, a member of the executive committee.

The strike of bituminous miners in the Michigan district, which has been in force since April 1, came to an end on June 23. The wage scale for 1903 has been restored and the union initiation fee reduced from $50 to $25.

A majority of the soft coal mines which shut down on April 1 in Missouri, Kansas, Indian Territory and Arkansas resumed operations on June 18 under the agreement recently reached between the miners and operators.

The annual convention of the Industrial Steel and Copper Printers' Union at Washington, D. C., on June 23 elected Wiliam Foley, President, and T. L. Mahan, of Washington, Secretary-Treasurer. The next convention will be held at Chicago.

Railway mail clerks are said to be resigning in larger numbers than at any time in the history of the service. The cause is the heavy character of the work and the strain of making long runs after doing considerable work before starting out on the rails.

By a unanimous vote the executive board of the Western Federation of Miners has turned down the application of the coal-miners of Ohio and Illinois, affiliated with the United Mine Workers of America, for admission to the Federation, pending the consummation of a plan for general amalgamation.

The troubles between the railroads and freight handlers were practically adjusted on June 19. The Lake Shore, Santa Fe and Michigan Central roads offered the men an increase of 1 cent an hour, just half the increase they demanded. It is understood that if this is accepted by the men the other roads will follow suit.

A strike of motormen and conductors of the Lehigh Valley Transit Company, at Allentown, Pa., on June 24 led to disturbances that ended in the Mayor ordering out the entire police force. The strikers demand the recognition of their union and the reinstatement of fifteen men discharged for belonging to the organization.

Without a dissenting vote the union textile workers of Fall River, Mass., on June 21, refused to accept the offer the cotton manufacturers made to the Textile Council after the latter body had demanded for the operatives wages to the scale in force prior to July 25, 1904. The offer of the Manufacturers' association was a guarantee of a weekly dividend to each employe of at least 5 per cent of the amount of his wages.

Reporting to the Executive Council regarding the strike of the agricultural workers in Porto Rico, President Gompers commended .their conduct. He declared that the Chief of Police there had issued orders by which meetings had been dispersed, innocent persons unmercifully attacked and arrested on groundless charges and the workmen clubbed and forced to work, with the only alternative of police brutality and imprisonment. The case has already been taken up with the President of the United States, who promised to make an investigation, and the case will be taken up again with him in the near future, when further complaints and affidavits will be submitted, charging continuance of grievances.

San Francisco Letter List.

Letters are advertised for six months and kept at the Sailors' Union Office for twelve months, all told. If not called for at the expiration of one year letters will be returned to the Postoffice.

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Boulin-Leichner Co., 519 Filbert St.
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Brunt, W. N. Co., 336 Main St.
Buckley & Curtin, 1735 Dolores St.
Bulletin, The.
Calkins Newspaper Syndicate, Clay St., near East.
Call, The.
Collins, C. J., 3358 Twenty-second St.
Cooper, F. J., Adv. Agency, Eighth and Brannan Sts.
Chronicle, The.
Coast Seamen's Journal.
Daily News, Ninth St., near Folsom.
Dettner-Wilson Press, 530 Telegraph ave., Oakland.
Eastman & Co., 2792 Pine street.
Eastman, Frank & Co., 2259 Jackson street.
Examiner, The.
Fisk & Slyter, 684 San Jose Ave., corner Twenty-ninth St.
Gate City Printing Co., 2303½ Bush street.
Golden West Press.
Greater San Francisco Printing Co., 14 Leavenworth St.
Hancock Bros., 567 Williams St., Oakland.
Hicks-Judd Company, 1000A Golden Gate Ave.
Hughes, E. C. Co., 725 Folsom St.
Labor Clarion, 2089 Fifteenth St.
Latham & Emanuel, 971 Howard St.
Liss, H. C., 500 Utah St.
Lynch & Hurley, 3476 Twentieth St.
Majestic Press, 1919 Ellis St.
Mitchell, John J., 2317 Webster St., Berkeley.
Monahan, John, 208 Noe St.
Morris & Blair, 3232 Mission St.
Nevin, C. W. & Co., 404 Seventh St., Oakland.
Pacific Heights Printery, 2438 Sacramento St.
Post, The Evening.
Roesch Co., Louis, 2513 Howard St.
Rooney, J. V. Co., 3237 Nineteenth St.
Sanders Printing Co., 2631 Clay St.
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Van Cott, W. S., 1651 Post St.
Walden, Edward, 426 Fulton St.
Wale Printing Co., Fillmore and Bush streets.
Williams, Jos., 1329 Ellis St.

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Sierra Engraving Co., 560 Ninth St., Oakland.

Domestic and Naval

The United States drydock Dewey arrived at Singapore on June 21. She had a slight collision with the Glacier and Caesar while anchoring.

The Senate on June 21 took a position in accord with the President and House of Representatives, declaring for a lock canal across the Isthmus of Panama.

The platform adopted by the Illinois Democratic State Convention on June 28 strongly indorses William J. Bryan as the Democratic candidate for President in 1908.

The Allan line has decided on the active development of its American service, and as a beginning contracts have already been drawn up for the construction of two new turbine liners larger than the Virginian and Victorian, lately built for the Canadian traffic.

The Hamburg-American line intends starting in July a service between Liban and Rover and New York in competition with the Russian line of vessels of the fleet which will inaugurate its services with the sailing from Liban on August 8th of the steamer Smolensk.

The Cramps, of Philadelphia, were the lowest bidders on June 23 for ships of the Michigan and South Carolina type with the machinery as prescribed by the Navy Department. The Cramps offered to build one ship for $3,540,000. The New York Shipbuilding Company offered the next lowest bid in this class, $3,585,000.

Through the State and Navy Departments Rear-Admiral Goodrich, United States Navy, has been thanked by the Mexican Government for his assistance in stamping out an epidemic of diphtheria in Magdalena Bay, Mexico. Admiral Goodrich sent surgeons of the Pacific squadron ashore to minister to the sick and assist local physicians in fighting the scourge.

The court-martial in connection with the recent grounding of the United States battleship Rhode Island found Lieutenant-Commander Witherspoon guilty of the several charges and sentenced him to lose ten numbers in his grade and to be publicly reprimanded by the Secretary of the Navy. The Secretary approved the proceedings, finding and sentence of the court, but remitted that portion of the sentence involving a public reprimand.

The Boston bark Benjamin F. Hunt, Jr., on her arrival at Baltimore recently, from Turk's Island, just completed a voyage of 21,000 miles. She sailed from Boston on June 16, 1905, loaded with lumber for Rosario. After discharging at the latter port, she took on a cargo of hay for the west coast of Africa, where she discharged and sailed on February 23 in ballast for Barbados. From that port she sailed for Turk's Island to load salt for Baltimore.

Secretary Bonaparte has completed his review of the case of Captain Perry Garst, United States Navy, and has approved the finding of the court martial, with a modification in the sentence. The court sentenced Captain Garst to suspension of duty for one year, with one-half sea pay, and the loss of five numbers for allowing the United States battleship Rhode Island to go aground. The Secretary reduces the suspension to six months.

The Senate on June 18 passed the bill providing for the construction of a ship canal between Lake Erie and the Ohio River.

With the Wits.

Off and On at Stations.—"Yes, he works off and on."

"Why, I heard he had a good steady job."

"So he has, but he's a railroad conductor."

The Only One That Counts.—"She thinks her husband is one man in a thousand."

"Yes; and what's more, she thinks he is not only the 1 in the 1000, but that all the others are represented by 000."

Went the Same Road.—"Do you know where my poor little ugly duckling is?" asked the distressed mother duck.

"Ah! madam," replied the polite but still hungry fox, 'I have inside information on that point; you will soon meet your little one."

As Often Happens.—"That'll be quite a swell wedding at your house to-night. Of course, you'll give your daughter away?" said the old friend of the family.

"No,' replied the father of the girl. "I guess I'll only be lending her. They'll be back to live with us, I expect."

It is not alone the American of the cities or of the brisk West or social Pullman smoker who is a native story-teller. The dweller in the isolated valley of the Southern mountains, who knows not the shriek of the locomotive, and whose experience of this world is bounded by the red-clay roads in his home country, likes his little joke as well as the best farceur of them all. Two gentlemen were traveling in one of the hill counties of Kentucky not long ago, bound on an exploration for pitch pine. They had been driving for two hours without encountering a human being, when they came in sight of a cabin in a clearing. It was very still. The hogs lay where they had fallen, the thin claybank mule grazed 'round and 'round in a neat circle, to save the trouble of walking, and one lean, lank man, whose garments were the color of the claybank mule, leaned against a tree and let time roll by.

"Wonder if he can speak," said one traveler to the other.

The two approached the man, whose yellowish eyes regarded them without apparent curiosity.

"How do you do?" said the Northerner.

"Howdy?" remarked the Southerner, languidly.

"Pleasant country."

"Fur them thet likes it."

"Lived here all your life?"

The Southerner spat pensively in the dust.

"Not yit,' he said.—The Reader.

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COAST SEAMEN'S JOURNAL



FOR THE SEAFARING PEOPLE OF THE WORLD.

Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XIX. No. 42. SAN FRANCISCO, WEDNESDAY, JULY 11, 1906. Whole No. 978.

THE PROOF OF THE PLOT.

THAT the present lockout of seamen on the Pacific Coast is not due solely, nor even materially, to a disagreement on the question of wages or any other condition of employment, but is inspired by a much larger object, namely, the destruction of the seamen's unions, has been openly asserted by the seamen and other observers in a position to pass intelligent judgment on the situation. Of course, this assertion has been bluntly denied by the shipowners and their allies. The denial of the truth has one merit. It shows that those who make denial recognize in the truth a thing to be ashamed of.

Denials are futile in face of the proofs, and the proofs are easily accessible. Before presenting the proofs, however, it may be well to briefly outline the course of the negotiations carried on between seamen and shipowners prior to the lockout.

The agreement between the Steamship Association and the unions of Sailors, Firemen, and Cooks and Stewards expired on January 31 of the present year. Some time prior to that date the representatives of these bodies met for the purpose of arranging a renewal of the agreement. The representatives of the unions presented certain proposals, which were rejected by the Association, upon the ground that the condition of the shipping business did not justify such concessions.

The unions' proposals were then "shaved down" to the minimum, and again presented to the Steamship Association. The result was the same as in the previous instance; the seamen's representatives were informed that the shipowners could not grant any increase of wages, either large or small.

These negotiations occupied several months. Finally, about the middle of April, the Board of Directors of the Steamship Association informed the committee representing the Sailors, Firemen, and Cooks and Stewards that it (the Board) was unable to sign any agreement providing for an increase of wages without first securing the consent of the United Shipping and Transportation Association, with which body the Steamship Association is affiliated.

This, of course, was news to the representatives of the seamen. The latter had been proceeding throughout the entire negotiations upon the understanding that they were dealing with a principal, with a body possessed of power and authority to do whatever its own judgment approved of. Now the seamen were informed that the Board of Directors of the Steamship Association was merely an agent whose acts were subject to approval, or otherwise, by parties whom they (the seamen) had never recognized and of whose existence they had had no definite knowledge.

The revelation made by the Board of Directors of the Steamship Association was a great surprise to the seamen, but not so great a surprise as was probably intended. The existence of the United Shipping and Transportation Association had long been unofficially known in shipping circles. The membership and purposes of that body were also suspected, with a suspicion amounting to certainty. In a word, all that was known concerning the United Shipping and Transportation Association was a matter of rumor and suspicion, since that body, for reasons best known to itself, has never, even to this day, come into the open.

Thus the information imparted by the Steamship Association to the seamen's representatives had in a measure been anticipated. More than that, the seamen had previously secured information of the existence of a much larger scheme of operations than that implied by the relations between the Steamship Association and the United Shipping and Transportation Association. This information pointed to the real source of inspiration in the unreasonable attitude of the shipowners toward the seamen. By pure accident the seamen had learned that the United Shipping and Transportation Association was affiliated with the Citizens' Alliance, that it was subject to the control of the latter body and was, in fact, a part and parcel of that body.

The representatives of the seamen, after recovering from the shock occasioned by the official disclosure and confession of the relations existing between the Steamship Association and the United Shipping and Transportation Association, made a disclosure on their own account. The seamen disclosed their knowledge of the pact existing between the United Shipping and Transportation Association and the Citizens' Alliance. The representatives of the Steamship Association persistently denied the soft impeachment; they declared that the Citizens' Alliance has no connection with or authority over the negotiations between shipowners and seamen. This position the Steamship Association has maintained throughout the entire controversy. Let the records speak for themselves.

The seamen's authority for the charge that the United Shipping and Transportation Association is in collusion with the Citizens' Alliance and is practically controlled by the latter body consists in the articles of agreement of the Association, a verbatim et literatim copy of which is here printed, as follows:

AGREEMENT.

Owing to trifling difference and misunderstanding not necessary to mention, Stevedores, Steamship Companies and Shippers of San Francisco have not pulled together as they should in times of strike troubles. In order to spare expense and gain all that can come from thorough organization, it is very desirable that all get together at this time in order to enable each and every man to secure unrestricted possession of their business to the end that the OPEN SHOP PRINCIPLE may sooner or later prevail.

THEREFORE, the undersigned shipping and transportation interests of the city of San Francisco hereby agree to and do form an association known as the UNITED SHIPPING AND TRANSPORTATION ASSOCIATION OF SAN FRANCISCO, to handle exclusively the questions of INDUSTRIAL CONDITIONS and we further agree to name an Executive Committee from our ranks to act with the President of the Citizens' Alliance of San Francisco and to abide by their joint action in the adjustment of the differences arising between the members of the interests above named and the various labor unions of San Francisco, and as an evidence of our good intentions we hereby deposit with the said President of the CITIZENS' ALLIANCE OF SAN FRANCISCO the sum of five thousand ($5000.00) dollars and agree that the said sum so deposited by each of us with the said President shall be paid by him to E. R. Diamond, Treasurer of the Finance Committee of the Citizens' Alliance of San Francisco for its use in the event that we violate the rules and regulations adopted by the Association, which same are attached hereto and made a part of the agreement.

It is further agreed that, should any of the undersigned violate the terms of this agreement the one so doing shall forfeit his deposit aforesaid as liquidated damages.

IN WITNESS WHEREOF, we have hereunto set our hands this 15th day of April, A. D. 1905.

It is hereby understood that signatures that follow are void in case of failure to make this list complete as per lists attached unless otherwise agreed upon.

Master Stevedores Association of S. F. Geo. E. Dennett, Sec'y. J. C. Eschen, President. Representing the California, San Francisco and Pacific Stevedoring Company.

Pacific Mail Steamship Company. By R. P. Schwerin, V. P. & G. M.

Occidental & Oriental S. S. Co. By R. P. Schwerin, Pres.

S. F. & Portland S. S. Co. By R. P. Schwerin, V. P. & G. M.

American Hawaiian S. S. Co. By William Diamond & Co., Agents.

The Pacific Coast S. S. Co. By W. E. Pierce, V. P. & G. M.

Oceanic S. S. Co. John D. Spreckels, President.

Rules and Regulations governing action of the "UNITED SHIPPING AND TRANSPORTATION ASSOCIATION" of San Francisco in times of strike.

1. Members must abide by the decision of a majority of the Association.

2. No member will be allowed to make individual settlement with strikes and all strike settlements must be with the knowledge and consent of the Executive Committee and the President of the Citizens' Alliance.

3. Members must avoid hiring each others help in time of trouble.

4. Efforts to profit by the misfortune of any member by trying to get business away from him is absolutely forbidden.

5. Members agree to assist each other to the utmost by remaining loyal to the principle that "the injury of one is the concern of all."

6. No discrimination shall be made in the matter of hiring men—that is to say, no one will be declined because he is not a member of the union, and no man will be declined work simply because he belongs to a union.

7. Members are forbidden negotiations with walking delegates, but on consent of a majority of members, a committee from any union or association may be met by the Executive Committee and demands, schedules, etc., be considered.

8. Violation of these rules subjects members to forfeiture of deposit or expulsion or both as may be decided upon by a majority of the Executive Committee and the President of the Citizens' Alliance.

9. Members of this Association must not use it to beat down prices or lengthen hours. The

(Continued on Page 7.)

GERMAN RAG INDUSTRY.

United States Consular-Clerk Leute, at Mannheim, makes a report on the German rag industry, which is an interesting subject at the present time on account of the German paper manufaeturers' complaint about the increase in priees, owing to the heavy and unrestricted export of rags, mainly to the United States. Mr. Leute writes:

Among the more important industries in the Mannheim consular district is that of rags and cuttings. Though the number of firms in this branch exporting to the United States is small, their aggregate exportation is large. The Mannheim consular district is especially a ehemieal, color and leather producing one. These articles together form about two-thirds of the entire exports to the United States. But of the many other articles only one is of more importance in point of export value than that of rags and cuttings. This export amounts to about $350,000 annually to the United States alone, while large quantities are shipped to other eountries, England being, perhaps, the largest buyer among them. During 1905, 18,345 tons of rage left Mannheim and 6,616 tons arrived, whieh shows the importanee of the rag industry.

The industry is earried on principally by firms at Mannheim and Karlsruhe. Branch factories are situated in different parts of the state. As the labor employed is drawn mainly from the peasant class, it is obvious that the faetory must be within easy reach of a number of small eountry towns. The two largest factories are well equipped, that at Karlsruhe being especially modern. It is a double-winged, four-story building fitted with elevators, electric light, electric presses, shredding machines, and contains storerooms, the offiees, dining, locker and bath rooms for the employes, disinfecting room, etc. Apart from these buildings is another where the woolen rags are ehemieally treated to decompose all vegetable matter. The principal factory at Mannheim is smaller but is also well equipped, having electrie light, steam heating, etc. Both factories have railway sidings in or alongside their buildings to allow direct loading and unloading from the railway ears and also have generâting plants for their supply of electricity.

The number of persons employed in this branch in this district is perhaps 1,500. The sorters, who are recruited mostly from the peasant elass, are exclusively women and girls. Local law requires them to be at least 15 years of age. Their work consists mainly of sorting the rags, cuttings, string, etc. aceording to color and kind, and in removing every partiele of foreign matter, such as leather, rubber, eardboard, etc. The learners earn about 35 cents a day. After becoming more skilled they are put on pieeework and earn 50 to 90 eents a day. The boys are emin feeding the presses and their wages range from 35 to 50 cents. The men do hauling of the bales and earn about 75 eents to $1 a day. Neither the labor of men nor boys is skilled, the foreman alone being versed, as a rule, as to quality and kind of the rags.

As sorting is not overly lucrative or remunerative unless the sorter works very diligently, some difficulties have been experienced of late in getting enough help among the German girls and women. They usually prefer working in less dustyworking in less dusty factories and farther in town. As a result, outside help has had to be secured. This has come from Galicia. Upward of 100 Galician girls and women (also a few boys) have been imported by one firm in this district and with good results, it is elaimed. These people are secured through an employment agency in Berlin. The importing firm must cover their traveling expenses, board and lodging, which are then deducted from the wages in small installments. Only a few of these immigrants understand German and many cannot even read or write their mother tongue. Local law now requires that such immigrants must each have his or her own bed and some difficulty has been met with in supplying adequate lodgings.

The uses to which the rags are put after going through the sorting, being baled, and shipped from the factory, are varied. Old rags from the rag picker are used for making the cheaper grades of packing paper, etc. The new cotton cuttings come from corset, shoe, and doll factories, tailor shops, dressmaking establishments, etc., and are, in part, shredded and spun into cotton sewing thread, or, to some extent, woven into artificial cotton cloth, and are used, in part, for making better grades of paper. They are sorted according to color, rendering a special dying proeess in some cases unnecessary.

Woolen rags are treated with acids to decompose all vegetable matter, are then shredded, spun, and woven into cloth. This cloth is used for the cheaper grades of dress goods and suitings. Rope, string, bagging, etc., are used prineipally for paper making, the different kinds, as hemp, manila, flax, etc., being separated. A faet whieh seems surprising at first is to be told, on confronting a bale of great, thick ropes, that they are used for making cigarette paper.

The question of utilizing the waste products has not yet been fully solved. The rubber has almost no value commereially. The small pieces of leather found among the cuttings from the factories are used, to some extent in making leather for upholstering purposes. Until recently the dust and fuzz which falls through the sorters' tables and that drawn out of the sorting rooms through exhaust pipes had to be thrown away as worthless. A proeess has, however, been recently invented whereby it can be made into roofing paper, and it is now carefully collected. The utilization of these waste products would seem to be a fairly rieh field for invention.

MOTOR BOATS IN ICELAND.

A remarkable feature in the Icelandic fishing industry is the introduction of motor boats for the coasting fisheries. During the last year the number of these boats has greatly increased, some being built in Iceland with imported motors, besides a good many motor boats brought from Denmark. They are mostly used at Seydisfjord, Isafjord, and Oefjord, some for the transport of goods. Most of the boats are open, but some people buy them deeked for deep-sea fisheries.

Automobiles and motor boats have made their way to Helsingfors, Finland, reports the British consul there, who says that everything points to the fact that in the coming season the use of these will be greatly extended, several agencies having been appointed in Helsingfors and Abo.

When the steamer now building at Toledo for G. A. Tomlinson of Duluth is launched, another one will be started for Messrs. Smith & Wilkinson. She will be a 7500-ton vessel, about 458 feet long and 52 feet beam.

DID CHINESE DISCOVER COMPASS?

Some Asian people, perhaps the Chinese, discovered, many centuries ago, that a kind of iron ore possessed a very peculiar quality. We call this ore magnetic, or, in more common language, loadstone, and it is very widely distributed, especially in the older crystalline rocks. It was found that if a bit of loadstone were placed in water upon a piece of cork or straw braid it would turn till the axis of the stone assumed a north and south position. A phenomenon of magnetism had been discovered by means of an ore that is peculiarly susceptible to magnetic influence.

It is an open question whether the Chinese utilized the directive power of the loadstone but it is certain that the first rude compass was not used on European vessels before the twelfth century of our era. By that time the true magnetie compass had been evolved through the discovery that if an iron or steel needle were stroked on a piece of loadstone it would receive the atractive and directive power of this ore. With this wonderful applianee plaeed at the service of navigation, the vessels that had hugged the coasts soon dared to venture even out of sight of land. A new impetus was gradually given to chartography, for now the true direetions of the eoast lines might be charted with some approach of accuracy. It was the happy fortune of Italian sailors to make the surprisingly excellent surveys of the directions and lengths of the Blaek Sea and Mediterranean coasts and along the Atlantie to British waters that have eome down to us in the so-called Portulan maps.—Harper's Magazine.

REGARDING ACCIDENTS.

The foregoing list of accidents appears in the Cleveland Plain Dealer of June 17th. What does not appear is mueh more signifieant. No watch is kept on many of the steamers and vessels running at night or in thiek weather, in the feverish rush of the officers of each vessel to get more work out of their crew than the officers of other vessels, the watehman, instead of being on the lookout at night and in thick weather, is kept at work, painting or scrubbing, and the lives of the crew and the loss of the vessel are placed in jeopardy through the all-consuming ambition of some officer for advancement over his fellows. A well-known master reeently gave me a list of vessels he met in Lake Huron in this same fog, running full speed and half of them not blowing, he could not be certain of the identity of all of them, in faet only a few of them, but that does not alter the ease. The master of one of the Gilchrist steamers was called on deck in this thiek weather. He was very mueh surprised to find the watehman painting in the hallway forward. He asked the mate what the watchman was doing there, and why he was not on lookout. The mate said there was a lot of work to be done. The watchman was ordered on lookout, as the master could not see why she should be painted if they were going to sink her.

Conneaut ,O. W. H. J.

The Allan line has decided on the active development of its transatlantic serviee, and, as a beginning, contracts have already been drawn up for the eonstruetion of two turbine liners larger than the Virginian and Victorian, whieh went into commission last year.

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions)

PADRONE GRAFT.

John N. Bogart, Commissioner of Licenses of New York, has sent to Mayor McClellan a lengthy report in which he makes complaint of the difficulty of enforcing the license laws and ordinances against the Italian padrones and other contract labor employment agencies. He says that laborers sent to the South and West by these agencies are treated with cruelty and that such agencies operated without legal re-such agencies operated without legal restriction so long that they now regard an attempt to enforce the laws as an unwarranted interference with their business.

Of the Italian padrones the Commissioner says in his report:

"The Italian immigrants are too generally the victims of the padrone. It is characteristic of the Italian immigrant that he looks with suspicion upon everybody but his own countryman, and in him he puts a confidence that is almost incredible. The padrone has practically instituted the salve system among his countrymen. He hires the immigrants by the hundred to go out of the city to work on contracts, furnishes the workmen with food and lodging, deducting the cost from their wages.

As the padrone is the sole arbiter of the cost of these necessaries, it can be imagined how much the ignorant immigrant obtains as the net result of his labor. Care is usually taken when he is sent quite a distance out of the city to work, perhaps in some malarial swamp or disease ridden locality, that he never obtains enough money to pay his transportation back again until the job is completed. Sometimes the location of the place where he is sent to work is concealed from him lest he balk at being sent too great a distance from his friends.

In recent cases brought to the attention of the Commissioner of Licenses it was shown that hundreds of Italian immigrants who believed they were going to Philadelphia or Pittsburg were really landed in the swamps of Florida and the wilds of North Carolina, where they were kept on railroad construction work under the surveillance of armed guards until they became too sick to be of value, when they were turned loose to make their way back to New York as best they could.

It is very difficult for the Commissioner to remedy this evil, except by widespread publicity of the facts as a warning to laborers. It is hard to prove legally that the New York employment agencies give false information to applicants as to the character and conditions surrounding the work at the point of destination, and the stories of ill-treatment by the employing companies are flatly denied by them and their agents."

The seven-masted schooner Thomas W. Lawson, which has been chartered for a term of five years to carry oil between Port Arthur, Texas, and Philadelphia and other Northern ports, is now at the shipyards in Newport News, where she will be fitted with tanks.

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ANOTHER CANAL PROJECT.

Congress has authorized the appointment of a commission to examine and report upon a suitable route for the construction of a deep waterway to connect the Chesapeake and Delaware bays. There is already a Chesapeake and Delaware canal, but it is an old-fashioned canal-boat affair. Baltimoreans would be glad of a short cut as nearly as possible in a straight line that would greatly shorten the route from that city to Europe. But it is said that this would be so costly that the national Government is unlikely to view it with favor. If anything is done it will probably be by enlargement of the existing canal. The prime motive of the national Government in this enterprise will not be to open a shorter route to the sea for Baltimore commerce, although any deep canal will do this, but to complete an important link in a projected line of intercoastal waterways from Pamlico Sound in North Carolina to Long Island Sound, forming a strategic chain of protected inland water communication of high value in a military view. About a hundred years ago President Madison started an agitation for a deep water canal between the Chesapeake and Delaware Bays, and the idea has received attention from time to time ever since, although we do not know that any so serious a step looking to its construction has before been taken. The report of the commission, if it demonstrates the practicability of the scheme within a reasonable limit of cost, will interest the whole country.—Boston Herald.

Conspicuous among the statements of labor unionists made to the Massachusetts Bureau of Statistics and Labor, and published recently in the first installment of the report for 1906 on the apprenticeship system in this State, is the following:

"Sub-division of labor in the shoe trade has to a large extent eliminated skill.

"In the shoe factory system of to-day the all-around workman is at a decided disadvantage as compared with a man who is trained in one particular small branch of the trade.

"The all-around workman, as we understood him twenty years ago, does not exist in the shoe trade to-day, and if he did exist and applied for employment and stated that he was an all-around workman, it is a foregone conclusion that the employer would tell him that he had no place for him, but that he could use a puller-over, lasting machine operator, lining cutter, trimming cutter, outside cutter, edge setter, heel trimmer, heel shaver, heel scourer, heel slugger or one of fifty other specialists.

"Then the all-around workman would conclude that he had better go selling industrial insurance or take some other equally uncertain employment."

The emblem of the International Seamen's Union of America, the Neptune and Niades, is becoming more familiar every day. It has now been added to the designs of the tattoers along the water front and the Bowery of New York.

AN "OPEN SHOP" DECISION.

Highly important is the decision of the Court of Appeals definitely overthrowing as unconstitutional the "labor union law"—the section of the penal code which forbids an empolyer to enter into an agreement with an employe binding the employe not to join a labor organization.

The declared purpose of this Act was to prevent the practice of intimidation upon employes—that sort of intimidation which takes advantage of a man's need of employment, and says to him: "Bind yourself not to join a union, or you shall not have a job." The legislation was adopted without serious protest, and not as a party measure.

District Attorney Jerome had a skirt-maker in this city fined $5 for entering into such an agreement with his employes. The fined man appealed, on the ground that the law was contrary to the State constitution, which leaves contracts between employer and employe free unless they interfere with public health and safety. The Appellate Division reversed the action of the local court and declared the law unconstitutional; and this decision is now affirmed by the Court of Appeals.

Labor organizations will maintain that this decision is destructive of the union principle itself, and of the freedom of labor to organize, since employers, by taking advantage of seasons of pressure for work, when men will bind themselves to almost anything to give bread to their families, may practically close their shops against union men. It will result, beyond doubt, in strengthening the movement for a separate labor party.—New York Globe.

BOSTON HARBOR NOTES.

The bark Low Wood has been towed down from the Mystic to an anchorage, and will sail in a few days for the River Platte as soon as a crew can be secured. Men are very scarce at the present time.

A four-masted schooner has started on the long journey from Boston to Beunos Ayres. She will try to overhaul the ship Timanda, which has a twenty-four-hour start of her, bound for the same port.

The labor organizations of Boston and vicinity are raising a fund for the purpose of placing a monument over the grave of George E. McNeil. Brother McNeil devoted his life to the cause of labor, and is known as "the Father of the Eight-Hour Day." He was a speaker, a thinker, a writer and a worker.

Governor Guild, of Massachusetts, has signed the bill to provide for the incorporation of interurban street railways and the bill for an eight-hour day for public employes. This latter bill is similar to the bill which Governor Bates vetoed on the ground of probable unconstitutionality, but since that veto the Supreme Court has rendered a decision to the effect that such a law would be constitutional, and Governor Guild therefore signed the bill.

Home News.

Nine deaths and fifty heat prostrations were recorded in Chicago, Ill., on June 29, as a result of heat.

The floating drydock Dewey, bound for the Philippines, paid $100,000 in dues for the privilege of using the Suez Canal.

The conference report on the bill creating a United States Court for China was adopted by the House of Representatives on June 28.

It is rumored that United States Embassador Whitelaw Reid will not continue the Embassadorship for more than a year longer.

Insurance companies are now charging as much as ten per cent to insure the temporary wooden buildings being erected in San Francisco.

Mayor Tom L. Johnson, of Cleveland, has accepted an invitation to preside at the reception to William J. Bryan in Madison-Square Garden on Bryan's return to this country.

John Feeley and John House pleaded guilty in the criminal court at Kansas City, Mo., on June 25 to voting illegally at the recent city election, and were sentenced to two years in the penitentiary.

An earthquake shock was felt at Manhattan, Kas., on June 25. The shock was of short duration, but was accompanied by a loud roaring noise and was quite distinct. No serious damage was reported.

Investigation by the Interstate Commerce Commission into complaints from independent oil dealers that transportation rates in Southern States are exorbitant and prohibitive, has been begun at New Orleans, La.

The City Council of Terre Haute, Ind. ,in the impeachment charges brought against Mayor Edward J. Bidaman, found him guilty as charged and declared him ousted from office. Bidaman was impeached for alleged failure to enforce city ordinances.

The directors of the Wells-Fargo Company have declared a semi-annual dividend of 5 per cent, placing the stock on an annual 10 per cent dividend basis. The dividend six months ago was 3 per cent and 1 per cent extra.

The Senate, in executive session on June 29, confirmed the nomination of Franklin K. Lane, of California, to be a member of the Interstate Commerce Commission, to succeed former Governor Joseph W. Fifer of Illinois.

General Grosvenor, chairman of the House Committee on Merchant Marine, has stated that the Ship Subsidy bill will be reported to the House of Representatives at the next session, and he has no doubt of its passage at that session.

In the Circuit Court at St. Louis, Mo., on June 25, Judge Ryan decided in favor of a purchaser who contended that he does not have to pay for goods which he voluntarily bought from a concern which, he alleges, is a member of a so-called trust.

Through the Japanese Embassy at Washington, D. C., the Red Cross Society has received another contribution of $36,000 for the relief of the San Francisco earthquake and fire sufferers, making the total subscription by the Japanese people $146,000.

Indictment of the presidents and leading officials of the various Chicago traction companies will be sought by Mayor Dunne if immediate and satisfactory explanations are not given him concerning the recent fatalities laid at the door of the street railway corporations.

A special to the State Capital from Tittzewah, Ok. T., states that the town was practically demolished by a tornado on June 27. Nearly every building in the place was torn from its foundations, and in most instances carried considerable distances. None of the citizens was seriously hurt.

Reports that a revolution is threatened in Spanish Honduras, that American residents there are making arrangements to leave the country, and that yellow fever quarantine precautions in force on the Honduras coast are in danger of demoralization from the anticipated political upheaval, were made public on June 28 by the Louisiana State Board of Health.

United States Attorney-General Moody has directed that suits be brought against a large number of railroad companies to recover penalties for violation of the Safety Appliance law through failure to keep their equipment in proper condition. The largest number of violations attributed to any road is fifty-two against the Atlantic Coast Line Railroad Company.

According to a cable message received at the Navy Department from Commander Hosley, commanding the drydock Dewey expedition, his squadron left Singapore on June 28 bound for the naval station of Olongapo, in Subig Bay, about forty miles north of Manila, P. I., which is to be the permanent station of the big dock. The distance from Singapore is about 1320 nautical miles.

After July 31 no more saloons than are in existence can be opened in Chicago until the population of the city is nearly double that of the present time, according to an ordinance recently passed by the City Council. The ordinance limits the issue of saloon licenses to those in force the last day of July, prohibiting any new ones until the population has so increased that no more licenses can be issued at the rate of one to every 500 persons. The measure received little opposition.

Captain Aubrey Crocker, 60 years old, one of the best-known yachting skippers in America, died at Cohasset, Mass., on June 24 of Bright's disease. In 1884 he was chosen to sail the Puritan, and remained on that boat for some years afterward. He sailed on the Volunteer and Mayflower in the America's cup races in an advisory capacity. He has figured in almost every important race since the Puritan came out, and was in the latter one season after she had won the America's cup.

Plans have been perfected by the Canadian Pacific Railroad to construct a bridge near Lethbridge, Alberta, which will be an engineering marvel and probably will be ranked as one of the world's wonders. The plans call for a structure slightly more than a mile long and 300 feet above the water level, As compared with other bridges of the world, the Brooklyn bridge is no longer, and is not more than half as high. The world-famed Tyne bridge in England, which was built by Robert Stephenson fifty years ago, is only half as long and less than half the height.

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Pacific Coast Marine.

The Norwegian steamer Otto sailed from San Francisco on July 11 for Vladivostok, via Portland, with a general cargo.

The steamer Harold Dollar will sail from San Francisco during the present week for the Arctic with supplies for the whaling vessels.

It is reported that the steamers Breakwater and Czarina have been purchased from the J. D. Spreckels Bros'. Co. by the Southern Pacific Railroad Company.

The barkentine Tropic Bird, Captain Barron, arrived at San Francisco on July 8 after a fast passage of three days from the Columbia River.

The schooner John F. Miller arrived at San Francisco on July 5, fourteen days from Port Bennett, Alaska, with a cargo of 84,000 codfish. On June 10 she spoke the schooner Czarina in Akato Bay with 34,000 codfish.

The tug Wizard, recently purchased by Captain Eschen, is at Boole's yard in Oakland, being remodelcd. An entire new deckhouse and pilothouse will be constructed.

Thick weather has caused a great deal of trouble during the past week, and in addition to the large number of accidents caused by the fog, the fleet lost considerable time. A half a dozen vessels were in collision and as many more went aground.

Captain Bouchard has been appointed master of the steamer Sea Foam, vice Captain Miller. Captain Hardwick of the Alliance has taken command of the steamer Thomas L. Wand, vice Captain Olson, and Chief Mate Kelly takes command of the Alliance.

Two vessels of the Gilchrist fleet were in collision at the head of Lake Superior Sunday. They were the steamer Merida and the barge Antrim. The Merida will make temporary repairs and come down with a cargo of ore, but it will take ten days to complete repairs on the Antrim.

The steamer Saturn, which was in collision with the little schooner Ontario on Lake Huron Sunday, arrived here recently. She was not damaged in the mix up. The steamer Steel King was badly damaged when she was hit by the steamer Manchester. The collision occurred on Lake Huron Sunday morning.

An unusually large shipment of $17,030,000 was taken for Honolulu, Gum and the Philippines by taken for Honolulu, Guam and the Philippines by the United States Army transport Sheridan, which sailed from San Francisco on July 5. All but $30,000 of the money was in paper currency, the remainder being newly coined pesos for use in the Philippines.

The steamer George W. Elder is reported to have come out of drydock at Portland (Or.), on July 9. The Elder was lately raised, after having been practically given up as lost in the Columbia River, and has become the property of C. P. Doe & Co., of San Francisco, who will place the vessel on the route connecting Portland with San Francisco and Port Los Angeles.

For the first time in at least twenty years there is no disengaged foreign or deep-water vessel in San Francisco. On July 5 the charter of the Norwegian ship Prince Robert was announced, and this removes the last of the disengaged vessels from the list. Vessels are numerous and business is good, and the passing of idle ships is looked upon as a good sign.

The protected cruiser Milwaukee, just completed by the Union Iron Works, at San Francisco, lies at anchor off the Potrero, ready to go on her builders' trial trip on the Bay. This will take place during the week, after the Milwaukee's bunkers are filled with coal. Captain George Harvey will have charge of the cruiser on the run, under the direction of the Naval Board.

The barkentine Portland, recently reported as having gone ashore near Heuneme (Cal.), on the way from the North to Redondo, was floated on June 30 with assistance, and was taken to Redondo in tow of the steamer Francis H. Leggett. Captain A. F. Pillsbury, surveyor for the San Francisco Board of Marine Underwriters, went to Hueneme to superintend the work of floating the Portland.

Nearly two score large steamers and forty-four sailing vessels are now on the way to San Francisco with material for the reconstruction of the burned district. The cargoes of the vessels consist largely of structural steel and cement, the greater number coming from New York, Philadelphia, London, Antwerp and Hamburg. A fleet of these vessels is soon to arrive, and their safe anchorage in port will be an encouragement to the builders here.

The steamer Wawatam of the Pittsburg Steam ship Co., which arrived at Lorain recently, was in collision with the steamer George J. Gould on Lake Huron early Sunday morning. The Gould, which was bound up with coal, passed the Soo at 11 o'clock in the morning. It is not known how badly she was damaged in the collision. The Wawatam got off easy, as she only has three damaged plates and repairs on her will be made in two or three days.

Wang Ho, the great Chinese junk, arrived at Port Los Angeles on June 30. This is the famous ship bought by H. E. Huntington and brought across the ocean for exhibition purposes off the coast of California. The Wang Ho is the first vessel of Chinese build to cross the Pacific. She is more than 200 years old and was used for more than a century in driving pirates from the shores of China. At her helm was Captain Hans Bort. The junk is seventy days out from China.

The steamer Merida and the schooner Antrim, both of the Gilchrist fleet, were in collision. Both ships were badly damaged. The Merida was coming down from the Mesaba ore docks and the Antrim was being towed to the dock by two tugs, the boats came together just north of the interstate bridge. The bulwarks on the port bow of the steamer were stove in and several plates on the port bow of the Antrim were broken. Temporary repairs are now being made.

In the heavy fog recently the steamer Henry ort struCck the wreck of the schooner Algeria outside the breakwater. The Cort, which had dropped her large bell at the entrance to the harbor, was on her way to Fairport when she ran into the wreck. The Cort hit the Algeria forward of the spar, which is still standing and she was stuck for about five hours. She was released by the tug Kennedy. The Cort was not damaged and went to Fairport to unload her ore cargo.

W. A. Boole & Son have begun the construction of a large steam schooner for the Sybil Marston Steamship Company. It will be named Sybil Marston, and is to be one of the largest of the steam schooner class on the Pacific, having a length of 215 feet, beam of 42 feet and depth of 16.6 feet, with a capacity for carrying considerably more than 1,000,000 feet of lumber. Some of the frames for the vessel were in place at the time of the earthquake, but were shattered, and all work is beginning anew.

The bark Nicholas Thayer has been finally posted at Lloyd's as missing, according to a telegram received from London. The vessel left Seattle on January 10 last for Seward, Alaska, and has never since been heard from. She was owned by a Seattle firm, commanded by a Captain Johnson, and did not carry a large crew. The Nicholas Thayer was a wooden vessel of 555 tons register, built in Thomaston, Me., in 1868. She was formerly well known at San Francisco as one of the Alaska Packers' Association fleet.

William H. Gately, a launch owner who left his disabled boat Anna moored at Bay Farm Island on June 22 while he went to San Francisco for another boat, has been sued for $250 salvage by Charles W. Keith, J. C. Beetle, C. A. Shattuck and Fred G. Mudgett, the men who came upon the launch and took it in charge. Gately, upon returning to Bay Farm Island, found that these men had taken the boat to Alameda, and upon following them he learned that they expected heavy salvage. The matter has now got into the courts. The launch is valued at $1,000.

Another coasting steamer has come from the Atlantic to ply in the North Pacific trade, probably between Puget Sound and Southeastern Alaska. This is the Saratoga, recently purchased by the Northwestern Steamship Company, of Seattle. The Saratoga arrived at San Francisco on July 8, fifty-nine days from New York, thirty-three days from Montevideo and nineteen days from Coronel, under command of Captain A. A. Moore. The Saratoga was formerly in the New York and Cuba service. She was built in 1878 by John Roach, at Chester (Pa.), and has a net tonnage of 1973, with a length of 298 feet, width of 38.6 feet and depth of 23.5 feet. Captain Moore reported upon arrival that the trip from New York, beginning on May 10, had been uneventful. The Saratoga brought a cargo of 800 tons of cement.

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INFORMATION WANTED.

Eugene Krogstad is inquired for by his parents. Address, Adolf Johnson, Seamen's Hall, Buffalo, N. Y.

Anders Slettengren, a native of Sweden, who arrived at San Francisco on the bark Calcutta, is inquired for by his mother. Address Frank Rose, steamer D. Z. Norton, Marine P. O., Detroit, Mich.

SMOKE IN LONDON.

The smoke nuisance, so prevalent in the large cities of Great Britain, is controlled to some extent by legislation and municipal regulations, but a new feature in this line is an official objection from the London commissioners of public works to the destructive effects in the emission of sulphurous and sulphuric acid from huge smokestacks, and from those of electric generators in particular.

The commissioners state that their attention has been called to the large number of bills introduced into Parliament this session for the grant of powers for the generation and supply of electrical energy in London, and that these involve the development of generating works. As the public department in charge of the royal parks and gardens, the commissioners state they have felt a growing apprehension as to possible injury from the products of combustion emitted by these extensive generating works to the life of the trees, plants, and flowers in the parks, and are not free from doubt whether the great national treasures in the museums and picture galleries are not exposed to danger from this same cause. They think it right, therefore, in view of the introduction of all these legislative schemes, to invite the attention of Parliment to the point, so that it may be fully taken account of in any injuiry upon those schemes. The case, they say is not entirely one of the emission or consumption of black smoke or sooty or tarry matters. The other products of combustion, such as sulphurous and sulphuric acid, with solid particles of mineral matter or ash, are very deleterious to vegetation, to buildings, and to pictures, marbles, metals, and other museum exhibits.

The commissioners proceed to point out that, although the owners of generating stations are liable to the ordinary law against the negligent emission of smoke, the position is somewhat different as to other products mentioned. They consider that the cluster of generating stations growing up in the near neighborhood of Regent's Park and other works may justifiably cause them peculiar uneasiness because of their situation. It would appear, the memorandum continues, that smoke with all its sooty and tarry particles can be so well consumed by proper apparatus that no danger ought to arise in that respect. Effectual means should be taken to secure that apparatus of the most approved character shall be employed for the cousumption of smoke. The use of dust-destructor refuse as fuel should be altogether prohibited. But the principal enemy to be combatted is the sulphuric acid, the production of which can be much diminished, if not entirely prevented, by pouring limewater on the coal before it goes into the furnaces; and the commissioners think that this condition, the fulfillment of which would involve small expense and not much labor, might reasonably be insisted upon.

The steamer Mexico, building at Cramps' for the Ward Line, sailed on her trial trip off the Delaware Capes on May 29. The Mexico, like her sister-ship, the Merida, is of 10,000 tons, and when completed will rank as one of the finest vessels engaged in the New York-Cuban service.

Milan has decided that at every street crossing eight signs made of brass letters shall be inserted in the pavement.

COAST SEAMEN'S JOURNAL

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THE SAILORS' UNION OF THE PACIFIC
Established in 1887

W. MACARTHUR, Editor | P. SCHARRENBERG, Mgr.

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

ALLIED PRINTING TRADES UNION LABEL COUNCIL SAN FRANCISCO

WEDNESDAY - - - JULY 11, 1906.

SHIPOWNERS STILL BLUFFING.

The rumors of arbitration between the shipowners and seamen are still nothing more than rumors. The latest developments in this connection are described by the San Francisco Chronicle of July 10, as follows:

If the shipowners live up to their declarations made to Mayor Schmitz yesterday, when a committee waited upon him to confer in regard to the water-front situation, a deadlock has been reached in the strike that can only be broken by capitulation or concessions on the part of the striking sailors.

This committtte, headed by several prominent members of the Association, met at the office of the Mayor, at his invitation, during the afternoon, and after threshing over the proposition with the chief executive from every angle for two hours, departed with the announcement that they would neither agree to arbitrate their differences nor concede anything more to the sailors than they had enjoyed under the former schedule.

The invitation from Mayor Schmitz to the shipowners to confer with him came only after the communications addressed by him to the Association had proved ineffective. The Mayor frankly expressed his disappointment at the unsatisfactory termination of the conference, but expressed the hope that the shipowners might be induced to change their views before the situation became aggravated. The Sailors' Union has repeatedly expressed a desire to meet with the owners, through the medium of a committee of arbitration appointed from the two respective bodies and strengthened by the addition of disinterested outsiders, and it was mainly with the hope of inducing the shipowners to agree to the formation of such a committee of arbitration that Mayor Schmitz requested the conference.

The situation is left practically where it was when the lockout took place. The owners refuse to grant anything except the old schedule of wages and the old hours. They announce that they are able to conduct their business without aid from the Sailors' Union, and express their confidence that the Union will come to see the unwisdom of its demands.

Speaking of the conference after the meeting, Mayor Schmitz said: "I am disappointed at the termination of this conference. I have tried letter writing, but it has proved unsatisfactory. I had thought that by holding a personal conference with the shipowners I might be able to induce them to agree to meet the sailors in arbitration, but they have refused to arbitrate. So far as concessions go, they state they have nothing to concede. They announce that only on the old footing will they consent to re-employ union men. It is an unfortunate thing that the shipowners should assume such a stubborn attitude at this time. For the immediate present, however, the situation will have to rest."

The Mayor did not say what further plans he had in regard to a settlement or adjustment of the water-front difficulty, but he stated that he was by no means discouraged at the lack of success which had attended his efforts to end the strike, and announced that he intended to persist in his endeavors to settle the complications.

It will be noted that the Association's hope of capitulation by the unions is based upon nothing more substantial than its own dictum concerning the attitude of the unions. The Association pretends to be confident that the Sailors' Union will come to see the "unwisdom of its demands." If the issue depends upon the question of wisdom or unwisdom in the unions' demands the hour of capitulation is likely to be indefinitely postponed. That question was well considered at the outset. No one, not even those most disposed to complain of the inconvenience caused by the tie-up, denies the wisdom—that is, the justice—of the seamen's demands. The shipowners are merely bluffing. The utmost they hope to accomplish is to tire out, or starve out, the seamen. In either case the shipowners are hoping against hope.

Public opinion, at first disposed to be doubtful, is now strongly in favor of the seamen, and is becoming more so every day. The lockout can be broken by force of public opinion, provided the latter be given adequate expression. If the "nothing-to-arbitrate" attitude had been assumed by the seamen there would have been no end of denunciation in the press and elsewhere. That attitude has been assumed entirely by the shipowners. Yet the press, which was vociferous in demanding that the parties "get together," remains practically silent regarding the refusal of the shipowners to submit their case to disinterested judgment. Let the voice of the public be heard, and we shall hear little more of the "nothing-to-arbitrate" cry. Meanwhile the seamen will continue the contest for justice, secure in the conviction that time will vindicate their course.

A number of labor contemporaries, in publishing the Legislative Platform of the American Federation of Labor, have made the mistake of stating the first plank in that document as "Compulsory Arbitration." It should be "Compulsory Education." The American Federation of Labor, so far from favoring compulsory arbitration, is strongly opposed to that institution, a position that is justified not only by reason, but also by the experience of those who have tried that method of settling, or rather of suppressing, labor troubles. The Federation stands for arbitration, first, last and all the time, but it must be voluntary arbitration—that is, it must be arbitration, not compulsion. In any event, it is important that the platform of the Federation be quoted correctly. "Compulsory Education," not "Compulsory Arbitration," is the thing.

Members of the Sailors' Union of the Pacific in port at San Francisco must report daily to the registration committee in order to qualify for Strike Benefit. Apart from the latter consideration, it is the duty of members to give their personal services in the present situation. Every man should take care that his record shall be such that he will be able to take pride in it "when the clouds roll by."

Strike Benefit will be paid to members of the Sailors' Union of the Pacific at Headquarters on Wednesday, Thursday and Friday of each week. In order to receive the benefit the registration and watch record of the members must be in keeping with the rules adopted by the Union.

For fair products of all kinds, see the JOURNAL's ad columns.

SCIENTIST AND SAILOR.

The Japanese scientist, Omari, will probably return to his own country with a bad opinion of American manners. He was the victim of an unprovoked assault in this city, for which some sort of reparation was made by punishing the assailant; but it cannot be said that the trouble he met with in Eureka was entirely uninvited. A man who undertakes to joke with a striking sailor takes a great many chances. That is what Mr. Omari did, and he suffered the consequences, which fortunately appear to have been more in the nature of an assault on his dignity than injury to his person.—San Francisco Chronicle.

Exactly. Professor Omari, being anxious to reach Eureka, stowed away on the Pacific Coast Steamship Company's steamer Corona. At any rate, he pretended to do so, and the master of the Corona, in order to carry out the farce, pretended to put the little brown scientist to work swabbing paint and in other light diversions known to steamboatmen. When Omari was hailed on the streets of Eureka he pled guilty to the charge of being a non-union sailor. Hence the assault on the gentleman's dignity. Without in the least condoning the treatment accorded Professor Omari, it remains to be said that anyone, no matter how distinguished, who pretends to be a non-union sailor, has little cause to complain if he is mistaken for what he pretends to be. On the contrary, Omari has reason to feel proud of the fact that he fooled the natives. We can only hope that the satisfaction of mind enjoyed by the distinguished scientist will more than offset any physical discomfort he may have suffered as a result of his adventure in the cause of science—and non-unionism.

If one may believe the charges made by the United Shipping and Transportation Association, to the effect that the seamen's unions are responsible for the tie-up of commerce, the seaman has suddenly assumed a position of great importance in the maritime world. Ordinarily, the seaman cuts no figure in shipping affairs; the shipowner, and he alone, is the individual required to insure the coming and going of ships, cargoes and passengers. Now we are told that this is a mistake, that the seaman—the "common sailor"—is the big mucky-muck in the business. And we are told this by no less an authority than the shipowner himself! This change in the relative importance of shipowner and seaman isn't so much of a change, after all; it is merely an acknowledgment of a fact long known to those acquainted with the business. A recognition of that fact in normal times would minimize the importance of the seaman in abnormal times. In other words, if the seaman's importance in maritime affairs were duly recognized by shipowners and the public while he is at work, it would not suddenly become a thing of so much importance when he quits his job.

The lockout of seamen by the United Shipping and Transportation Association is now a month old. The leading fact developed during that period is that the shipowners have not been able to secure a single seaman to take the place of the men forced out of employment in the attempt to destroy the seamen's unions.

The plight of the struck shipowners may be very well judged by the fact that they are forced to import "bad men" from the prairies in order to make a showing of manning their vessels.

A proposal has been made to establish a fish cannery at Ferndale, in Humboldt county, Cal., said cannery to be manned by Chinese labor. Naturally, the people of Humboldt county, who for twenty years have been free from the curse of Mongolian labor, are up in arms against the scheme. They contend that no advantages accruing from the establishment of a Chinese-labor industry can compensate for the danger of contamination by the Oriental vices and competition with the Oriental standard of living. In other words, the people of Ferndale and surrounding cities insist that if the proposed cannery can not succeed without Chinese labor, they, the people in question, must content themselves to get along without the cannery in question. The people of California at large and of the Pacific Coast will watch with interest and personal concern the result of the attempt to re-introduce Chinese labor into Humboldt county. For the sake of the movement to resist and finally remove the yellow and brown races from the industrial field of the West, it is to be earnestly hoped that that attempt will fail. If we do not greatly overestimate the caliber of the men and women of Humboldt the attempt to saddle them with a Chinese-labor problem is already as good as defeated.

The "Agreement" of the United Shipping and Transportation Association, published on page 1 of this issue, contains absolute proof of the plot to destroy the unions, not only of seamen, but of all other crafts, on the water front of San Francisco. Notwithstanding its platitudes on the "Open Shop" and its pretense of impartiality as between union and non-union men, the meaning of the "Agreement" is perfectly plain. Now that the fatuous and cowardly design of the Association is fully recognized, the justification, and indeed necessity, of the seamen's course will be apparent. The shipowners claim for themselves the right to organize, but they deny that right to their employes! That the plot of the Association will fail and that the seamen's unions will emerge triumphant from the contest with the forces of reaction is as certain as the law of organization is inescapable.

The plumbers of San Francisco have just won a strike for an increase in wages from $5 to $6 per day. A few weeks ago the bricklayers of that city were voluntarily granted an increase from $7 to $8 per day. The seamen, however, are still fighting for an increase from $1.50 to $1.65 per day. Of course, the seamen's wages include board, such as it is, and lodging, such as it isn't. These latter items increase the seamen's wages by, say, 50 cents per day. Thus the latter are still far below their fellows in the trades previously named, and in fact below every other trade involving like requirements of skill, endurance, etc. It is in order for someone to emit another roar against the "ill-advised and inopportune" action of the seamen in "tieing up the commerce of the port"!

Do your shopping before 6 p. m. on week days and 10 p. m. on Saturdays and evenings preceding holidays! Give the retail clerks an opportunity to become acquainted with their families.

THE PROOF OF THE PLOT.

(Continued From Page 1.)

purpose is to resist only encroachments that mean ruination in the way of demands hatched up by leaders anxious to "make good."

The Agreement carries its own conviction; its meaning and effect lie upon its face. No analysis is needed to demonstrate the purport of the document. In three essential particulars the proofs afforded by the Agreement are absolutely complete, first, that the Association is formed to establish the "Open Shop"; secondly, that the Association is pledged to "joint action" with the Citizens' Alliance; thirdly, that financial authority —the matter of forfeiting the bond of $5000— being vested in the President of the Citizens' Alliance, the latter is thereby constituted the final authority in the affairs of the United Shipping and Transportation Association.

So far as authority is divided, or shared, by Herbert George, President of the Citizens' Alliance, the situation is by no means improved. The "joint actor" for the United Shipping and Transportation Association is Mr. R. P. Scherwin, Vice-President and General Manager of the Pacific Mail Steamship Company, and, if anything, better known as a lover of Chinese labor and a hater of anything and everything in the nature of labor organization.

The charges, first, that the present dispute between shipowners and seamen is caused, not by the inability of the former to pay the wages demanded by the latter, but by a desire to destroy the seamen's organization, and, secondly, that the whole trouble was inspired and is maintained by the Citizens' Alliance, are proved by the records.

The Steamship Association, rather than concede a small increase of wages to its employes, to the men upon whose labor it depends for its own profits, has entered into a compact involving a much larger expenditure upon its own part, for the purpose of destroying the organizations of its employes. All done, of course, upon the plausible but exploded pretext of establishing the "Open Shop" principle(?). The Steamship Association is not willing to tolerate what it calls the "tyranny of the unions," but it apparently is willing to tolerate the much greater and more expensive tyranny of Messrs. George and Schwerin, neither of whom have the slightest interest in their affairs. Yet the shipowners pretend, and some of them possibly believe, that they are fighting for the liberty to "run their own business." Oh, Liberty, what paradoxes are committed in thy name!

STRIKES IN GERMANY.

Strikes increase in number every year in Germany. As shown by the published statistics, the average number of strikes for the years 1899 to 1903, inclusive was 1,242; in 1904 it rose to 1.870, and in 1905 to 2,057. Of much significance is the increasing number of lockouts, which show that combination among employers is also developing. The number of lockouts, which averaged only 42 for the period of 1899 to 1903, rose in 1904 to 120, and in 1905 to 200. It is expected that the figures for 1906 will show a further considerable increase. The industry most seriously affected by the movement at the present time is that of the metal-workers. The United Association of German Metal Industrialists has been considering the advisability of a general lockout of all the metal-workers.

From the many charges of bribery made against the members of the Massachusetts Legislature, and its own act of investigating itself in star chamber sessions, the laboring men of Massachusetts are commencing to understand why it has been so difficult heretofore to secure any beneficial legislation.

The price for which it is claimed some of the members of the Great and General Court have been bought has caused Thos. W. Lawson, the "frenzied-finance" writer, to amend his description of the Legislature.

Some time ago Mr. Lawson claimed that the Legislature could be bought like sausage or fish in the market. He has now amended ths statement by saying that the members of that body can be bought like rotten sausages and putrid fish at fertilizer prices.

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., July 9, 1906.
Regular weekly meeting was called to order at 7:30 p. m., E. A. Erickson presiding. Secretary reported shipping medium. The Executive Committee reported the strike situation all along the Coast favorable. Owners are finding it more and more difficult to obtain non-union men of any kind. The following officers were declared elected for the ensuing term: Treasurer, Ed Andersen; Secretary, A. Furuseth; Assistant Secretary, E. Ellison; First Patrolman, E. A. Erickson; Second Patrolman, H. G. Lundberg; Third Patrolman, R. Tunnell; Janitor, O. Hansen; Tacoma Agent, H. L. Petterson; Seattle Agent, P. G. Gill; Seattle Patrolman, Jos. Henriksen; Port Townsend Agent, Wm. Thorbeck; Aberdeen Agent, C. F. Hammarin; Portland Agent, D. W. Paul; Eureka Agent, C. Sorensen; San Pedro Agent, Hans Ohlsen; Honolulu Agent, C. W. Coldin; Editor Coast Seamen's Journal, W. Macarthur; Business Manager, P. Scharrenberg.
Folsom-street Dock. A. FURUSETH, Secretary.

Tacoma Agency, July 2, 1906.
No meeting; no quorum; no members ashore.
H. L. PETTERSON, Agent.
3004 McCarver St. Tel. Main 808.

Seattle Agency, July 2, 1906.
Situation fair.
P. B. GILL, Agent.
1312 Western Ave., P. O. box 65. Tel. James 3031.

Port Townsend Agency, July 2, 1906.
No meeting; no quorum; shipping and general situation unchanged.
WM. THORBECK, Agent.
114 Quiney St. P. O. Box 48. Tel. 443.

Aberdeen Agency, July 2, 1906.
Shipping fair; prospects good.
WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

Portland (Or.) Agency, July 2, 1906.
No meeting; no quorum; shipping slack.
D. W. PAUL, Agent pro tem.
40 Union Ave. Tel. East 4912.

Eureka (Cal.) Agency, July 3, 1906.
No meeting; no quorum; shipping fair.
CHAS. SORENSEN, Agent.
227 First St. P. O. Box 327, Tel. Main 566.

San Pedro Agency, July 2, 1906.
Shipping and prospects fair.
HARRY OHLSEN, Agent.
P. O. Box 2380. Tel Main 774.

Honolulu (H. T.) Agency, June 25, 1906.
Shipping medium; prospects uncertain; few members ashore.
C. COLDIN, Agent.
821 Alakea St. Tel. Main 96.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, Cal., July 5, 1906.
Regular weekly meeting was called to order at 7 p. m., Ed. Andersen in the chair. Secretary reported strike situation in very fine shape and vessels managing to move consume twice the time they would under ordinary circumstances. John Anderson, shipwrecked on the schooner Argus, was allowed the full benefit. The following officers were declared elected for the ensuing term: Secretary, Eugene Steidle; Treasurer, Ed Andersen; First Patrolman, Dan Fulton; Second Patrolman, Eugene Burke; Agent in Seattle, Leonard Norkgauer; Patrolman in Seattle, Ambrose Martin; Agent in San Pedro, Chas. M. Dawson.
EUGENE STEIDLE, Secretary.

Seattle (Wash.) Agency, June 28, 1906.
Shipping slack; good many men ashore.
LEONARD NORKGAUER, Agent.

San Pedro (Cal.) Agency, June 28, 1906.
No meeting; shipping on sailing vessels fair.
CHAS. M. DAWSON, Agent.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, July 2, 1906.
General situation fair.
143 W. Madison St. WM. PENJE, Secretary.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston (Mass.), July 5, 1906.
Shipping fair.
WM. H. FRAZIER, Secretary.
1½ A. Lewis St.

ATLANTIC COAST MARINE FIREMEN'S UNION.

Headquarters, Brooklyn (N. Y), June 27, 1906.
Situation fair; shipping very good.
15 Union St.
DANIEL SULLIVAN, Secretary.

ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)

NEW WRECKING VESSELS.

The Great Lakes Towing Company will build a powerful wrecking tug and a lighter that will have a capacity of 3000 tons. The two boats will cost about $225,000, and will be built at the Buffalo plant of the American Shipbuilding Company.

The expenditure of the amount of money for that purpose was authorized at a meeting of the executive committee recently. The new tug will be much larger and more powerful than anything of the kind on the lakes, and President Smith says that she will be the most complete wrecker on fresh water. It will be several weeks before all the details of the new boats will be worked out, but the officials of the company who have been at work on the matter for some time have a fair idea of what the boats will be like.

The tug will be equipped with all modern appliances for wrecking work. She will have grab buckets for lightering cargo, large anchors and a towing machine . She will have an electric lighting plant, and a compressed air outfit. Provisions will also be made for the repairing of damaged ships, and a blacksmith and machinist's outfit will be placed aboard the boat.

Work on the wrecker will be started as soon as possible and the officials of the company expect to have her completed and ready for business November 1. The tug will cost about $150,000. "The rapid growth of the freight vessels has made it necessary for us to take this move," said President Smith of the towing company in discussing the action taken by the executive committee. "Vessels of the class that are building now cannot be handled by small tugs when they are in trouble," said Mr. Smith. "Our new wrecker will be large and powerful enough to work in all kinds of weather and under all conditions, and when she gets ready to pull on a stranded vessel there will be something doing."

The new lighter, which will have capacity for not less than 3000 tons, will be much larger than the Newman and Rescue. Her construction will be different than the lighters now in commission, and she will be able to go outside in heavy weather. The lighter will not come out until next season.

President Smith is located at Buffalo and the members of the executive committee decided to have the boats built at that port, so that he could look after their construction.

The steamer Rutland, the second of the Rutland line boats to come out, will be in command of Captain Harvey Brown. Captain Williams brought the steamer Ogdensburg out. The command of the recent acquisitions to the Rutland fleet fell to Captains Williams and Brown, they being the oldest captains in point of service. Should a third boat come out she will fall to Captain William Shay, he being next in line of seniority.

Revenue cutters Tuscarora on Lake Michigan and the Morrill at Detroit are now fitting out. Government funds for their maintenance are not available until July 1, hence the delay in operation.

FUTURE FOR OLD BOATS.

For years the question of what shall be done with the old-style boats of small dimensions has been discussed. It is apparent that boats of 3000 to 4000 tons capacity rapidly were being relegated to the position of "has-beens." Boats of that size are now outclassed in the ore and coal trades by the new boats, which are able to carry from 8000 to 10,000 and 12,000 tons on a single trip. Freight rates and other charges have been readjusted on the basis of the needs of the larger boats, leaving the smaller vessels out of consideration. It has been a question of what shall be done with the smaller boats. Some few argued that it would be necessary for them to be run on the beach and broken up. Others have suggested that they might find lucrative employment in the lumber trade. A few of them have been cut over to meet that condition, but the lumber business is rapidly decreasing in volume, and the field is already fully occupied. Of late, however, it has been seen that the package freight trade has been found entirely to be inadequate to the needs. Boats have been transferred from other trades to package freight and yet the growing volume of that tonnage is greater than the apparent capacity of the fleet. It is understood now that a movement is on to cut the smaller bulk cargo freighters into package freighters. It is argued that these boats not only will find probable employment in package freight, but will be able to get a considerable amount of grain from the head of the lakes, inasmuch as the grain trade is increasing year by year, with the rapid development of the Canadian Northwest. Some of the shop yards, anticipating a movement of this character, are beginning to equip their plants to take care of the business when it comes. It is said that next winter a number of the smaller boats heretofore engaging in the bulk cargo trade will be remodeled to handle package freight.

NEW MARINE POSTOFFICE.

Fixtures for the marine postoffice which will open at the Sault Ste. Marie ship canal in July have been ordered, and the office will be ready for business at the appointed time. The appointment of the officer to take charge has not been made. The office will be located in the administration building, which stands between the locks, and will handle all mail destined for persons on passing lake crafts.

Captain C. H. Sinclair, underwriters' representative, has disposed of the coal cargo of the schooner Hattie Wells, consisting of 699 tons, to J. W. Thompson of Port Huron. The Wells is now at Port Huron and will be unloaded and repaired there. She was damaged in a blow on Lake Erie some days ago.

Few passenger boats in recent years have had their staterooms named after states and cities, the rooms being numbered instead. The new steamer Roosevelt, which has her staterooms named after various cities, revives the old custom.

WORKING ON THE WRECKS.

Work on the stranded steamer Mataafa has now reached the stage when she may be moved at any time. Six hundred tons of ore were jettisoned from the Mataafa recently. Nearly half of her cargo has gone overboard. If one-half of the ore is out of the boat, then she still has 3,200 tons. The work of jettisoning the ore will continue until the vessel is afloat.

It will be seen that this will not take very long if the work is not interrupted by northeasters. In fact the vessel may be floated at most any time, for there is about eighteen feet of water where she is on bottom.

A party of prominent steamship men recently visited the stranded steamer Edenborn at Split Rock, on the north shore, on the Reid tug Manistique. The party was composed of H. Coulby of Cleveland, A. B. Wolvin, G. A. Tomlinson, D. T. Helm, H. W. Brown and W. W. Watterson. The wrecking company has the contract for releasing the Edenborn, and the work will be undertaken as soon as the steamer Mataafa is disposed of.

BIG LUMBER CARRIER.

The schoner Ashland, purchased by the L. Edward Hines Lumber Company, of Chicago, this spring, arrived at the Tonawandas recently on her second trip of the season as a lumber carrier. Incidentally the vessel carried the largest cargo of lumber to arrive at the Tonawandas this season, a consignment of 1,215,000 feet of white pine being on board. Eli Jacques, master of the Ashland, considers the vessel the biggest lumber carrier on the Lakes. On the first trip the boat carried over 1,400,000 feet of green lumber from Two Harbors to Chicago. The vessel drew sixteen feet of water during that trip, which would make it impossible for her to come to the Tonawandas with such a cargo. When the Ashland arrived she drew thirteen feet eight inches. Captain Jacques said that the boat would easily carry 1,500,000 feet of dry lumber and he expects to load several cargoes of that size before the end of the season.

An important deal has been made at Douglas, Mich., which means another boat line is to be established between that place and other coast towns and Chicago, according to a representative of the Chicago, South Haven & Saugatuck Transportation Company. This company has purchased property from Weed and Gerber at Douglas and the Bird-Whitney Company at Saugatuck, on which is to be erected warehouses and other buildings required by a transportation company. It is the intention of the company to have the boat line in operation within a few weeks. The Michigan Steamship Company, of South Haven, and the Kalamazoo-South Haven Interurban Company are interested in the deal.

The Local Steamboat Inspectors have received notice that a white flash light has been installed on Washington Island, northern side of the entrance of Kenosha harbor, Lake Michigan, displacing the old light. The light is 51 feet above the Lake level and is visible 14½ miles.

MARINE NOTES.

During the week of June 9, Two Harbors shipped over 150,000 tons of iron ore.

The fog horn recently completed on the south pier at Waukegan has been placed in operation.

Herbert E. Rogers, of Duluth, has been appointed general manager of the Pittsburg Coal Company at Duluth.

Iron ore shipments in May were: Duluth, 1,140,761 tons; Two Harbors, 1,008,838 tons; Superior, 657,924. Total, 2,807,423.

The schooner Three Brothers, dismasted in a gale off W. Sister Island on June 8, has been taken to Lorain drydock for repairs.

According to instructions received by Captain John Dennett from the War Department, the revenue-cutter Tuscarora began her season's duties on July 1.

Believing it would cost more than she is worth, the owners of the schooner Lydia have abandoned her on the beach near Muskegon, where she was driven. The Lydia was repaired during the winter, but any effort to pull her off met with failure.

Whaleback barge 117, which was injured about the stern recently in collision, is at the Ecorse yard of the Great Lakes Engineering Works for repairs. The injury is above the water line, and will likely be repaired in three days.

Negaunee folk figure that the lighthouse at Grand Island, off Munising, is the highest on the Lakes, if not in the United States. Lake Superior's surface is 627 feet above sea level, while the light on Grand Island flashes from a tower erected on a cliff which rises 250 feet from the water.

The movement of ore for June will show a big increase over May, and the general opinion is that a gain of a million tons will be made. Some of the papers predict that a greater increase over May will be made, and that the shipments for June will reach 5,500,000. That will break all records for ore shipments. Last July the fleet moved 5,224,610 tons, which is the largest movement for a month up to date. It is expected that the record made last July will be smashed several times this season, and that the 6,000,000-ton mark will be reached.

Captain C. H. Westcott, Supervising Inspector of the Eighth District, was recently asked if the appointment of two assistant inspectors at Cleveland meant that the help so long petitioned for at various Lake ports had begun to arrive. "There is good authority for belief that more inspectors will be granted at other ports," said Captain Westcott. While he did not care to go further, it is known that more assistants is being planned for at Detroit, Chicago and possibly Grand Haven. There are already four men at Milwaukee. Inspector Westcott has been made by Secretary Metcalf of the Department of Commerce and Labor a member of the Executive Commitee of three which recently met in Washington to consider changes in rules which may be advisable.

Demand the Label on all products!

Lake Letter List.

(Marine Postoffice, Detroit, Mich.

June 22, 1906.

Ames, W. J. (J. T. Hutchinson).
Anderson, Erik (Starke).
Adams, W. J. (Nyanza).
Annunnesem, Jens
Ackerman, H. (Jno. Owen).
Adamson, Simeon (Fritz)
Briggs, W. H.—2 (A. C. Eddy).
Bridges, Capt. W. H.
Bowes, Frank (Uganda).
Bennett, Harry (Lewiston).
Brooks, John (Wm. Mather).
Bufton, John (Nyanza).
Brant, Mrs. Anous—2
Conoway, Harry
Carr, George (Rand).
Carlson, Oscar (Paine).
Caysh, Will
Cuff, Wm.
Chapman, Mrs. F. J.
Crouch, Herbert—2 (Baroness).
Carlson, G. A.
Cooper, Thos.
Davidson, Wm. (Wade).
Diem, Wm.
Dibble, Denis
Day, Harry L.
Dempsey, James (Aurania.)
Dorothy, Arthur
Doehrel, Harry
Duffeck, Henry (Ball Brothers).
Fox, George (Colonel).
French, F. B.
Farris, Harry—2
Gilbert, Jno. (Melvina).
Galagher, Michael, (Aurania).
Graves, Edw.
Helmert, John (Norton).
Holmes, Alvin R.
Holmes, Wm.—2 (Presque Isle).
Henderson, John (Weeks)
Harvard, A.
Hone, E. R.
Iverson, Oscar (Volunteer).
Jessie, Joseph (Hopkins).
Johnson, Fred (Woodruff).
Jackson, Gus (Norton).
Kramer, Herman—2 (Yosemite).
King, Chas. O.
Longway, W. E. (Corona)
Laraseur, Geo.
Lenox, Will M.—2
Lindale, T.
Murphy, Jno. (Packard).
Moss, Wm.
Marvin, Richard (Aurania).
Mayes, Jno.
Moss, E. C. (Cowle).
Morrissey, T. J.
McLean, Wm.—2 (Norton).
Nelson, Jack (Wilkinson).
O'Mar, P. J. (Lozen).
Palm, Ed (Pend White).
Peterson, P. K.—2 (Sacramento).
Pederson, E. R.
Payne, Mrs. S. E.
Parly, Bert
Premau, Elmer (Penobscot).
Redington, Chas. (J. Laughlin).
Reed, Henry (F. Gilchrist).
Reed, Nelson (F. Gilchrist).
Stewart, W. S.
Sua, Geo. (Coralia).
Speed, Jno.
Samden, Fred (Van Hise)
St. Peter, Frank (Bay City).
Stevens, eGo. (Alaska).
Smith, Chas. F. (Aurania).
Smith, Russelil (Cuddy)
Sedlock, Will (Colonel).
Scott, Irving L. (W. H. Mack).
Thoos, C. M. (Hand).
Trost, Alfred—2 (Str. Case).
Vinnecomb, Mr. (Yosemite).
Woodrow, Clarence (Williamson).
Witzone, Jno.
Whiteside, R. C.
Webb, Mrs. May S.
Watson, J. C.

June 16, 1906.

Atkinson, Andrew F. Lansing
Angwall, Ernest 2 W. H. Gilbert.
Anderson, J. D.
Brehl, Nick J. Str. Scranton.
Burgoon, John, R. Mills.
Bliss, Harry, 2 Manchester.
Bell, Thos. J. Capt.
Bearden, Chas.
Carlyle, George
Cady, Fred, Str. Gilchrist.
Downey, Wm., F. Ball.
Downey, Wm., Parent.
Down, Geo. E.
Dubuque, Charlie, J. J. Hill.
Grappin, Geo., Bunsen.
Greiner, Vincent
Guindon, Nestor
Harlick, Wallace, Sup. City.
Hume, Hugh, Tecumseh.
Jameison, John, F. W. Gilchrist.
Knuf, Jas. T., D. M. Whitney.
Kennedy, Jno. F.
Kuehne, Leo. J., Empire City.
Look, Wm., McDougall.
Ledene, Frank, H. W. Rogers.
Lalonde, Levi, M. Wilson.
Martin, Peter
Matthews, Geo., Jas. Dandson.
Miller, Wm., W. W. Brown.
Morrison, Frank, Sawyer.
McMann, Frank A. Devereaux.
McIntyre, Angus
McEachran, Roy, Hill
Nilson, John, M. Wilson.
Proctor, Alf.
Peltey, Teles
Payne, Mrs. S. E.
Poor, Elmer M.
Russin, Paddy, L. Bell.
Reilly, J. L.
Richards, Harry
Smith, Wallace
Schmidt, Albert
Saunders, Leonard
Sterling, Edw., Cowle.
Stewart, Hebert L.
Sadler, Harry
Sousa, Frank
Upleger, Albert
Ward, Edw. W.
Walker, Harry.

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Ashland Phone 1563.

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Telephone, Old Phone, 4428 L.

BAY CITY, MICH.....108 Third Street

OGDENSBURG, N. Y.....40 Ford Street

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Underwear—Oneita Knitting Mills, Utica, N. Y.
Woolens—Hartford Carpet Co., Thompsonville, Conn.; J. Capps & Son, Jacksonville, Ill.

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C. W. Post, Manufacturer of Grape Nuts and Postum Cereal, Battle Creek, Mich.
Lehmaier-Swartz & Co., New York City.

ALCOLHOLISM DECLINING.

United States Consul Frank W. Mahin, of Nottingham, in writing on the "Decrease of Drinking and Drunkenness in England," says:

The truth of such a statement would probably be doubted by the casual observer of the number of intoxicated people on the streets and of men and women entering public houses. But the evidence is derived from a comparative study of social conditions and from the Custom returns and the reports of beer-brewing companies. No doubt another trustworthy guide is the tendency of public sentiment, which is unquestionably in the direction of sobriety. Temperance societies in this country are growing in numbers and influence. Outside of these, the abuse of intoxicants in its relation to mental and physical health is receiving much attention. A special committee last year made an exhaustive investigation of the subject and reported to Parliament. The substance of this report was, at the request of temperance societies, published by the authorities of several London and provincial boroughs through placards posted on billboards and distributed in factories and workshops. The Nottingham placard, signed by the chairman of the City Council's health committee, the city's medical officer, and the Town Clerk, reads as follows:

The report of the committee presented to Parliament by command of His Majesty states that:

The abuse of alcoholic stimulants is a most potent and deadly agent of physical deterioration.

Alcoholic persons are specially liable to tuberculosis and all inflammatory disorders.

Evidence was placed before the committee showing that in abstinence is to be sought the source of muscular vigor and activity.

The lunacy figures show a large and increasing number of admissions of both sexes which are due to drink.

The following facts, recognized by the medical profession and placarded all over France by order of the Government, are published in order to carry out the recommendation of the committee and to bring home to men and women the fatal effects of alcohol on physical efficiency:

(1) Alcoholism is a chronic poisoning, resulting from the habitual use of alcohol (whether as spirits, wine or beer) which may never go as far as drunkenness.

(2) It is a mistake to say that those doing hard work require stimulants. As a fact no one requires alcohol as either food or tonic.

(3) Alcohol is really a narcotic, dulling the nerves, like laudanum or opium, but is more dangerous than either in that often its first effect is to weaken a man's self-control, while his passions are excited; hence the number of crimes which occur under its influence.

(4) Spirits, as these are usually taken, rapidly produce alcoholism, but milder alcoholic drinks, as beer, and even cider, drunk repeatedly every day produce, after a time, alcoholic poisoning with equal certainty.

(5) The habit of drinking leads to the ruin of families, the neglect of social duties, disgust for work, misery, theft, and crime. It leads also to the hospital, for alcohol produces the most various and the most fatal diseases, including paralysis, insanity, diseases of the stomach and liver, and dropsy. It also paves the way to consumption, and frequenters of public houses furnish a large proportion of the victims of this disease. It complicates and aggravates all acute diseases; typhoid fever, pneumonia, and erysipelas are rapidly fatal in the subject of alcoholism.

(6) The sins of alcoholic parents are visited on the children; if these survive infancy they are threatened with idiocy or epilepsy, and many are carried away by tuberculosis meningitis, or phthisis (consumption).

(7) In short, alcoholism is the most terrible enemy to personal health, to family happiness, and to national prosperity.

This action of city governments, chosen without reference to the temperance question, is the strongest possible indication of the trend of public sentiment, and, though in itself an effect, is likely to be a prime cause in furthering the temperance movement in this country.

PREVENTIVE FOR STRIKES.

United States Consul Miller, of Rheims, France, furnishes the following report on the relations that exist between the manufacturers of champagne and their workmen:

There are thousands of men employed in the great champagne industry. In recent years strikes have been unknown. The employers have discovered a preventative and have demonstrated its practicability. This is the bonus system. Every employe who merits it is paid annually a bonus in addition to his wages. The bonus is not made part of a contract between employer and employe, but it is well understood that employes who make good records will receive it. No employe knows what his standing with the firm is until the day for paying bonuses arrives. As pupils in the public schools have their standing in politeness, respect for and obedience to their teachers, punctuality, and ability written in their weekly "notes," so the employes of the champagne houses have their records carefully registered.

The head of one of the great manufacturing houses here, who is frequently in America and is an indirect employer of labor there to a certain extent, speaking about the frequent strikes in the United States, said: "While I have great respect for the skilled workmen in the United States and what he accomplishes, I regret that, generally speaking, the laboring people of your country have not been trained to respect their employer and demonstrate that loyal spirit toward the employing firm as they should have been, and often the employer does not respect them as he should."

The workingmen in the champagne trade have an organization to which their employers contribute liberally and otherwise encourage. The object of the society is for mutual help in case of sickness or misfortune. Every member's wife who has a child born has the doctor's bill paid, and in addition receives twenty francs ($4) with which to purchase the infant's first outfit of clothing.

H. G. Selfridge, of Chicago, announces the formation of a dry-goods corporation to do business in London, England, and to be known as Selfridge & Waring. The corporation, which will have a capital stock of $5,000,000, has secured a site on Oxford street and expects to open for business in September, 1907.

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OPERATION OF THE TURBINE.

While the turbine has been in existence from time immemorial, its application to ship propulsion dates back only 12 years, when the Hon. C. A. Parsons (son of Lord Rosse of telescope fame) bought out the 100-foot "Turbina," the first vessel using steam turbines, whose astounding record of 35 knots per hour, marked an epoch in marine-motor installation; and now the supreme test of this comparatively recent innovation will be exploited in the largest steamships ever designed.

The word turbine comes from the Italian "turbo," meaning whirlwind or revolution, and the translation of this term fully explains the action of the steam in the turbine engine. The shaft, the drum and the projecting blades or vanes are blown around at great speed with a smooth and even motion, and with a total absence of the vibration which is present even in the highest types and most perfectly balanced engines of the reciprocating variety.

The extreme simplicity of the turbine renders it difficult to describe. In construction, it is a hollow cylinder split longitudinally. Within this cylinderical shell is a drum fixed upon the shaft. The drum revolves, the cylinder remains stationary. Steam enters at one end of the cylinder and escapes at the other. There are no pistons, cams, eccentrics, connecting rods, or any of the complicated devices required on reciprocating engines to convert this form of motion into rotary. In the turbine, rotary motion is imparted direct to the shaft by the pressure of the steam. There are alternating rows of blades or vanes between the exterior face of the drum and the interior surface of the cylinder. The first row of blades is fixed to the circumference of the drum, the ends projecting outward and their faces placed diagonal to the axis of the shaft, which is the direction of the flow of steam as it first enters the cylinder. Close up to this first row of blades is another, but these are fixed to the inner surface of the cylinder and are set at a reverse angle to the first. Their office is merely to turn back the flow of steam, which has been deflected from its direct course by contact with the first row of blades on the drum, to its original direction. It then impinges on the second row of blades attached to the drum, is once more restored to its direct course by the second row of blades on the cylinder, and thus passes through the cylinder from one end to the other, at each change of direction exerting its full expansive force. As the cylinder is fixed and immovable, the force of the steam takes effect entirely upon the drum, which is caused to revolve with great rapidity, carrying with it the shaft to which it is attached. The propeller is fixed upon the after end of the shaft, and revolves with it in the water. The turbine may be said to consist of only two parts, the stationary cylinder and the rotating drum, with its shaft and propeller. No greater simplicity can be imagined in a source of power. There are 1,550,000 blades in the turbines of the Lusitania and Mauritania.

There is no friction in the turbine, no packing rings or stuffig boxes to obviate leakage of steam and no internal lubrication is required in the cylinder. Compounding the turbine engine is easily accomplished by making more cylinders and drums of larger diameter, with larger blades more widely separated. From the high to intermediate and low-pressure cylinders—as with the ordinary engine—the steam passes to the condenser and thence returns to the boiler in the form of feed water. Being free from cylinder oil it does not foul the condensers, and this is an additional advantage of the turbine over the reciprocating type.

The water turbine has been in existence from time immemorial, and countless generations of engineers have striven to devise some means of using steam in the same economical manner to drive a shaft. Hero, of Alexandria, who lived in 120 B. C., is believed to have been the first to attack the problem. He heated water in a hollow sphere, provided with escape nozzles set at the same tangential angle, and the steam imparted a rotary motion to the sphere. Branca, in 1629, advanced considerably further, approaching somewhat the present method, for he secured rotary motion by causing a jet of steam to impinge upon the blades or vanes of a wheel. These and other similar turbines that followed were more in the nature of scientific toys than machines for doing real work.

To the engineering profession, the adoption of turbine or rotary engines means increased speed for the same boiler power, due to reduced weight of machinery and increased economy in steam; the cost of up-keep is also less, while there will be a smaller engine room staff and a diminished bill for lubricants. The passenger, however, regards the matter from another standpoint. To him the adoption of turbines means an utter absence of all vibration, and hence greater comfort, while the smaller engine-room spaces and openings will ensure more commodious quarters and promenade space. To sum up—the mere fact that on the best expert advice the Cunard Company has adopted the steam turbine is proof positive that the rotary engine is the marine engine of the future and it is quite in keeping with Cunard traditions that they should have decided upon the system only after thoroughly convincing themselves that the steam turbine possesses economical advantages over the reciprocating engine, and that it is efficient, reliable and safe system of propulsion.

There is no known device, making for the safety of a ship at sea, which has not been provided in Lusitania and Mauritania. They are equipped with the Stone-Lloyd system of water-tight doors, which are a part of the heavy steel-plate partitions, dividing the ship into separate compartments. These doors can be instantly closed by clever hydraulic mechanism operated from the bridge, and in case of an accident the ship would instantaneously be rendered non-sinkable.

The latest safety device to be incorporated in these and other Cunard ships is the new system of submarine signaling. It is electric and telephonic and by it signals can be transmitted under water between steamships and light vessels or from ship to shore. These signals work perfectly during fogs when visual signals are useless. Many lightships are being equipped with submarine bells, and in thick or foggy weather these sound continually the known signal of their particular vessel. Approaching steamships provided with this apparatus are enabled to ascertain their exact location at all times and under all conditions. The sound of the bell as heard on the steamship, indicates its direction and, by the intensity, its approximate distance, water being a constant medium.—Nick J. Quirk.

A free port is to be established at Gothenburg, Sweeden, by a bonded warehouse company for re-export trade.

TESTING CUNARDERS' CABLES.

Since 1855 until the present year the chain cables for anchoring purposes made for the Great Eastern have held the record for size. These cables were made of iron 2⅞ inches in diameter, and at the time were considered enormous. With the construction of the two new mammoth Cunarders, Lusitania and Mauritonia, the anchoring cable record is broken along with many others.

The iron used in the Cunarders' cables is 3¾ inches thick at the smallest part, or ⅞ of an inch larger than that used for the Great Eastern. Each link is about 22½ inches long, and with the crucible cast-steel stud weighs 160 pounds. The weight of the main cable, which is about 2,000 feet long, is 100 tons, while the joining and anchor shackles weigh 500 pounds and 840 respectively. The chain is forged throughout.

Three links of the chain were subjected to severe tests. First, to the proof strain of 189.8 tons established by the British Admiralty. This resulted in a total elongation of the three links by ¼ of an inch. The chain then withstood the statutory breaking strain of 265.7 tons with a further elongation of ¾ of an inch resulting. Then the maximum capacity of the testing machine—over 370 tons—was applied and the links did not break under it, nor show any sign of fracture or defect on examination. The only result of the tests—the most severe ever applied to a chain cable—was an elongation of the three links by 6 inches above the length before testing.

NAMING A SHIP.

The names Lusitania and Mauritania, given to the two latest Cunarders, do not please The Scientific American, which suggests that the two vessels should have been named Britannia and Hibernia. To this the following response was made by Shipping Illustrated:

As a scientific suggestion these cognomina are especially enjoyable. There are at present on the mercantile no less than twenty-two Britannias, ranging in tonnage from a 6,525-ton P. &. O. steamer to a miserable 63-ton London tug. Hibernias are less numerous, the Green Isle being represented only by four units ranging in tonnage from 2,418 to 214 tons. Whatever criticism may be directed at the Cunard Company for the names chosen for their new steamers, the venerable British company deserves congratulation for not having further added to the confusion now existing in steamship nomelclature, by adopting names already borne by other craft. There is but one Lusitania on the British register, the other being German, while the name of Mauritania is so far unique. The custom of christening vessels after other craft is one which is fraught with danger, especially in the case of passenger steamers. Suppose an accident should happen to any of the twenty-two Britannias above mentioned, how many persons having relatives and friends aboard would know, were the mammoth Cunard steamer so named, that she had not been the victim of the mishap? There are, besides, countless reasons why any deep-sea vessel should have a distinctive name of her own to render confusion impossible.

The new steamer Kaiserin Auguste Victoria at New York on June 18 made the passage from Cherbourg to Sandy Hook in four hours less time than her maiden voyage in May.

News From Abroad

The French liner La Savoie arrived at Havre with a broken screw.

Former French Foreign Minister Delcasse is to visit this country.

Six new English peerages are created by the King's list of birthday honors.

Commander Booth-Tucker, of the Salvation Army, married Miss Minnie Reid in London.

The case of Doctor Adcock, a Christian Scientist, charged with manslaughter, was opened in London.

Four natives were hanged and five flogged in public in Egypt for an attack on a party of British officers.

The Pope has decided to hold a consistory toward the end of the year, at which cardinals will be created.

Two Pulajane chiefs, the last of the opponents to American rule in Cebu, Philippines, have surrendered.

The Tsar has reprimanded the commander of the Preobrajensky Regiment for listening to the demands of the mutinous men.

The American Minister at Guatemala City cables that the revolutionists are retiring into Salvador, and that the trouble is considered over.

Violent earth shocks in South Wales caused houses to rock and chimneys to fall. People fled from their homes in panic, but no one was hurt.

Reports from Korea describe fierce fighting between Japanese troops and the rebels. The former stormed the city of Hongzu, and utterly defeated the enemy.

Doctor Beattie, American missionary in China, reports that his house was robbed in Canton by thirty Chinese, who gagged and bound the occupants and escaped.

The Dominican Minister of Finance and Minister at Washington conferred with Secretary Root with a view to effecting changes in the administration of the island's finances.

The Tsar is finding difficulty in his search for a new Premier, the Constitutional Democrats refusing to join any mixed Ministry and demanding a fully responsible Cabinet.

The Right Hon. Charles Owen O'Conor Don, known as "The O'Conor Don," Lord Lieutenant of County Roscommon and for twenty years member of Parliament for Roscommon, is dead.

The public hearings on the question of the retrial of Dreyfus were begun in the Supreme Court of France. Dreyfus' lawyer argued against a retrial, demanding only his client's restitution to military rank.

Russian artillerymen at Vladikavkaz, Caucasus, bombarded the officers' club during a dance and caused a panic. The troops there have lost all discipline. The Tsar is planning a cruise to the Finnish archipelago.

The Colombian Minister has notified his intention of departing from Washington on leave of absence. It is known that Colombia is resentful of her failure to get payment from the United States for the loss of Panama.

The chairmen of the various Prussian chambers of agriculture and chambers of commerce held a conference at Posen, and adopted resolutions against American meats. The resolutions ask the Federal Council to forbid the importation of foreign pickled meats and pork altogether, and to order that prepared meats shall be imported only when their wholesomeness can be demonstrated.

A special to the Herald from Paris says: The event of the week has been a deficit in the budget of 1907, with a total expenditure of $802,000,000. This total is not comparable with that of the Government's which preceded the Republic, and which contented themselves with less than half.

Three hundred and fifty Sudanese were killed and 100 captured by the punitive expedition sent from El-Obeid to relieve the garrison at Talodi, which was attacked by native tribesmen early in June, resulting in the loss of forty Egyptians killed. No losses were sustained by the expedition.

An important step in medical education has been taken by the University of California in transferring from San Francisco to Berkeley all instruction in the first two years of the College of Medicine. Students desiring admission to the Medical Department of the University must have completed certain studies in physics, chemistry, zo-ology, German, and French which ordinarily require two years of residence at a university or college of good standing. The first two years of the strictly professional work is devoted to anatomy, physiology, and pathology. It is believed by the University that training in these disciplines may best be received at the seat of the University, where the opportunities of laboratories and libraries in allied subjects are immediately available, and where a thoroughly scientific atmosphere prevails.

These departments of anatomy, physiology, and pathology, with their very complete and thoroughly modern equipment, will be removed to Berkeley during the present summer. Instruction in these departments is given by men who devote their whole time to instruction and research, not engaging in practice. As heretofore, the work of the last two years of the medical course—the clinical years—will be carried on in San Francisco, in the affiliated college buildings overlooking Golden Gate park, the Golden Gate, and the ocean. The removal of the other departments to Berkeley will make available increased room in the medical building for clinical purposes. The Dispensary, heretofore situated in what is now the burned district of San Francisco, will now be established in the medical building. Jacques Loeb, professor of physiology, Joseph M. Flint, professor of anatomy, and Alonzo E. Taylor, professor of pathology, are the heads of the three departments affected by the change.

INFORMATION WANTED.

Geo. Miller, later on the schooner Mary Dodge, is inquired for. Address Mrs. E. Miller., General Delivery, Seattle, Wash.

James Barron, late of the British ship Whitliburn, is inquired for by his wife. Any one knowing his present whereabouts please address Coast Seamen's Journal.

John A. McLeod, aged 23, who was one of the crew of the ship Khyber, of Liverpool, which arrived at Cardiff from Portland, Oregon, on the 8th of March, 1903, is anxiously inquired for by his father, at North Sydney, Nova Scotia. Any one knowing his whereabouts will please communicate with the Journal office.

EUREKA, CAL.



A SQUARE DEAL FOR
UNION MEN

All of our clothing bears the union stamp. Our shirts, collars, neckwear and shoes are made by Fair houses.
Union men should insist upon looking for the label, and be sure that the goods you wear are right.

C. V. JACKSON

Headquarters for union-made clothing, shoes, hats, etc.

THE BUSY CORNER.
E AND SECOND STS., EUREKA, CAL.

SAWTELLE CLOTHING STORE

H. A. SCHWARTZ, Prop.

Headquarters for Seamen's Wearing Apparel.
A complete line of Union Made goods in Clothing, Shoes, Hats, Furnishing Goods, Oil Clothing, Rubber Boots, etc., etc., etc.

AGENTS FOR W. L. DOUGLAS SHOES——$3.00 TO $5.00, UNION MADE
Just around corner from Union office.
307 SECOND STREET, EUREKA, CAL.

HERMAN SCHULZE.
CIGAR MANUFACTURER.
Cigars at Wholesale and Retail.
439 SECOND STREET, COR. F.
EUREKA, CAL.
White Labor Only.

SMOKE
The "Popular Favorites," the "Little Beauty," the "Princess" and other high grade union-made cigars.
Manufactured by
C. O'CONNOR
532 Second St. EUREKA, CAL.

CITY OF COPENHAGEN
J. A. ANDERSON, Proprietor.
BOARD AND LODGING
$5.00 PER WEEK.
Neatest and Cleanest Place in Town.
CORNER FIRST AND D STREETS.

SCANDIA HOTEL
H. WENGORD, Proprietor.
FIRST-CLASS BOARD AND LODGING
Reasonable Rates.
Front Street, between C and D.
EUREKA, CAL.

PAVILION HOTEL
G. FENNELL, Proprietor.
FIRST-CLASS BOARD AND LODGING
$5.00 PER WEEK.
Corner Third and C Streets, next door to Sailors' Union Hall.
EUREKA, CALIFORNIA.

American Exchange Hotel
OSCAR SWANSON, Proprietor.
An old-time Union Man.
Board and lodging, $5 per week. Single meals, 25c. Beds, 25c and 50c.
322 First St., between D and E
EUREKA, CAL.

CITY SODA WORKS
DELANEY & YOUNG,
Manufacturers of all kinds of soda, Cider, Syrups, Sarsaparilla and Iron, etc. Sole agents for Jackson's Napa Soda. Also bottler and dealer in Enterprise Lager Beer.
318 F STREET, EUREKA, CAL.

THE PRIDE O'HUMBOLDT
Steam and Lager
Beer
BREWED BY
Humboldt Brewing Co.
EUREKA, CAL.
Promptly delivered and shipped to any part of the city, county and anywhere ALONG THE COAST.

J. Perry F. Hess
UNION TRANSFER
Baggage and Freight Shipped and Stored at Low Rates.
OFFICE 119 D STREET.
WESTERN HOTEL BLDG.
Phone Main 70. EUREKA, CAL.

FOR A
GOOD CUP OF COFFEE
OR
SQUARE MEAL
TRY
EUREKA CHOP HOUSE
Cor Second and D Streets, Eureka, Cal.
A. R. ABRAHAMSEN, Prop.

INFORMATION WANTED.

Harry B. Douville is inquired for by his mother. Kindly communicate with the Journal office.

PORTLAND, OR.

F. F. JOHNSON
Express and Storage
Stand, Burnside and Front Sts.
PORTLAND, ORE.
For Quick Work at Reasonable Prices.
Phone Pacific 462.

WORKINGMEN'S STORE
Clothing and Furnishing Goods
Boots, Shoes, Hats, Caps, Etc.
Union Label Goods
A. ROSENSTEIN, Prop.
23 N. Third St. Portland, Ore.
Phone Clay 685.

INFORMATION WANTED.

Harry B. Douville is inquired for by his mother. Kindly communicate with the Journal office.

Peter W. Anderson, a native of Copenhagen, Denmark, formerly a cabinet-maker, is inquired for. Address, Coast Seamen's Journal.

Ronald Miller, aged 18, a native of England, left the British ship "County of Merioneth" at Adelaide, Australia, in April, 1905, now supposed to be on the Pacific Coast, is inquired for by relatives. Kindly communicate with the Journal office.

TACOMA, WASH.

DICKSON BROS. CO.
(U. S. STORE.)
GENERAL OUTFITTERS FOR MEN AND BOYS
Clothing, Furnishing Goods, Hats, Caps, Shoes, Rubber Boots, Oilskins, Blankets and Quilts, Trunks, Bags, Pipes and Tobaccos, Cutlery and Notions.
Store Closes at 6 p. m.; Saturdays at 10 p. m.
UNION STORE, UNION GOODS CARRIED, AND ONLY UNION SALESMEN EMPLOYED.
1120-1122 PACIFIC AVENUE TACOMA, WASH.

McCORMACK BROS.
ONLY EXCLUSIVE UNION CLOTHING STORE IN TACOMA.
NEW STORE——NEW GOODS
All our Clothing, Hats, Caps, Shirts and Collars have the Union Label. Store closes at 6 p. m. except Saturdays.
COR. FIFTEENTH ST. AND PACIFIC AVE. TACOMA, WASH.

OLD TACOMA CIGAR STORE
J. A. DAVID, Prop.
A FULL LINE OF CIGARS, TOBACCOS AND SMOKERS' ARTICLES.
Union Made Goods a Specialty.
2319 NORTH 30th St.
OLD TACOMA, WASH.

WHEN IN PORT AT TACOMA
Visit
WALTER EHRLICHMAN
Where the Best Clothing, Furnishing Goods, Hats, Shoes, Rubber Boots and Oilskins can be had at reasonable prices.
Union Goods a Specialty.

BOOT & SHOE WORKERS UNION — UNION STAMP — Factory No.
Union Members, Be Consistent.
Buy Shoes Bearing the Union Stamp
Union Stamp Shoes for Men, Women and Children can be had if you insist. If you don't insist you are actually an employer of CONVICT, UNFAIR AND CITIZENS' ALLIANCE LABOR.
BOOT AND SHOE WORKERS' UNION.
246 SUMMER ST., BOSTON, MASS.

PORT TOWNSEND, WASH.

THE RED FRONT
CLOTHING AND FURNISHING GOODS
Boots, Shoes, Hats, Caps, Etc.
UNION LABEL GOODS
Port Townsend Washington

FRANK STHEVENS
Deals exclusively in union-made CIGARS, TOBACCO, ETC.
Call at his old Red Stand on WATER ST., PORT TOWNSEND,
Next door to Waterman & Katz, just around the corner from the Union Office.

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(Incorporated)
Wholesale and Retail Dealers in LIVE STOCK, FRESH MEATS AND VEGETABLES.
Shipping Supplied at Lowest Rates.
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PORT TOWNSEND MERCANTILE CO. (Inc.)
Wholesale and Retail
GROCERS
SHIPS PROVISIONED.
311-13 Water St., Port Townsend, Wash.
Warehouse: Bartlett Wharf.
Port Townsend, Wash.

WATERMAN & KATZ
Wholesale and Retail Dealers in GENERAL MERCHANDISE.
Complete stock of Ship Chandlery, Groceries, Dry Goods, Seamen's Supplies and Outfits, etc., etc. Honest and fair dealing is our motto.

MAX GERSON
Dealer in
Dry Gods, Clothing, Boots and Shoes, Hats and Caps, Gents' Furnishings and Sailors' Outfits.
315 Water St., next to Commercial Bank,
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HOFFMAN CIGAR STORE
Union Made Cigars and Tobacco.
No Asiatics Employed.
W. C. BERGIN, Proprietor.
Corner Hotel and Nuuanua Streets,
HONOLULU, H. T.

ABERDEEN, WASH.

BURNETT BROS.
JEWELERS AND CHRONOMETER MAKERS.
Union Made
WATCHES AND JEWELRY
Cor. of HERON & G STREETS,
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GRIGGS HARDWARE STORE
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ABERDEEN, - - - WASH.

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THE HUB Clothing and Furnishing Store, L. FOGEL, Prop.
Headquarters for Seamen's Outfits.
Everything from a pair of Rubber Boots to a Tailor-made Suit.
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MILWAUKEE, WIS.

SCOTTY'S MILWAUKEE
SWEATERS AND JACKETS
Have stood the test against all competitors.
Lake Faring Men All Know It.
SWEATERS SENT BY MAIL FOR $3.30.
Beware of Imitations.
WILLIAM LISLE
"Scotty"
262 South Water St., Milwaukee, Wis.

World's Workers

Bakers at Montreal (Que.) have had their wages increased from $10-$12 to $12-$15 per week.

The minimum wages of journeymen tailors at Halifax (N. S). have been fixed at $12.00 per week after a strike.

The wages of Chinese mill-hands at Victoria (B. C.), were recently increased from $1.25 to $1.35 per day.

Bricklayers and masons at Halifax (N. S.), have had their wages increased from 36 to 40 cents per hour from May 1, and at St. John (N. B.), from 33 1-3 to 40 cents per hour.

Members of the Quebec Ship Laborers' Society have been paid 37½ cents per hour with an eight-hour day for over thirty years past. The society was organized forty-five years ago.

At Sherbrooke (Que.), forty-seven printers have received a half-holiday on Saturdays, dating from May 1, the time being made up by starting half an hour earlier on the first five days of the week.

Industrial accidents occurring to 360 workpeople in Canada during the month of May were reported to the Department of Labor. Of these 114 were fatal and 246 resulted in serious injuries.

The Ironmolders of North America recently made a demand on the employers at Montreal (Que.) for a minimum day rate of $3.00, to go into effect on May 7. They are now working under protest in all shops where their demands have not been granted. The present day rate is $2.55.

Conductors and railway trainmen in the employ of the Canadian Pacific Railway Company on lines east of Fort William (Ont.), have received an increase in wages. Trainmen in the employ of the International Railway Company at Niagara Falls (Ont.) also had their wages increased.

The strike movement has spread to the sailors detailed for duty at the Government powder factory near St. Petersburg, Russia. The men refuse to return to the units, whence they were originally detailed, and are holding meetings in which the soldiers stationed in the vicinity are participating.

A strike of the employes of the Dominion Cotton Mills at Montreal (Que.) took place on April 30 and was settled during the following week, the operatives, to the number of 1,100 men and women, returning to work on May 7, the basis of settlement being a 10 to 15 per cent increase in prices on the finer grades of cotton.

Molders and machinists and their helpers in the employ of the Jencks Machine Company, the Rand Drill Company and the Sherbrooke Iron Company, at Sherbrooke (Que.), to the total number of 575, have received a half-holiday on Saturdays during the summer months, the time to be made up on the first five days of the week.

According to the Berlin journal Der Arbeitsmarkt, 60 disputes commenced in Germany in May, as compared with 67 in the previous month. Fourteen of the disputes were in the building trades, 11 in the printing trades, 7 in the stone and earthenware trades, 6 in the textile industry, 5 in the woodworking and in the transport trades, 2 each in mining and smelting, in the food trades, and in the clothing trades, one in the metal and engineering trades, and 5 in other trades.

Exclusive of seamen, the number of workpeople in Great Britain reported as killed in the course of their employment during May, 1906, was 206, a decrease of 30 as compared with April, and of 10 as compared with May, 1905. The mean number for May in the years 1901-1905 was 226, the maximum year in this period being 1901, with 281 deaths, and the minimum year 1904, with 195 deaths. The number of fatal accidents to seamen reported in May, 1906, was 117. The number reported in May of the years 1901-1905 varied from 58 in 1904 to 151 in 1902 the mean for the five years being 96.

From an article contained in the May issue of the journal of the French Labor Department, it appears that compared with 1904, a considerable decrease took place in 1905, both in the number of strikes and in the number of workpeople taking part in them. In both these respects, however, the average of the 12 previous years, for which statistics have been compiled, was exceeded. Eight hundred and thirty strikes were reported in 1905 as against 1,026 in the previous year, a decrease of 196 or 19 per cent. The number of strikers decreased from 271,097 in 1904 to 177,666 in 1905, a decline of 93,431 or 34 per cent. The aggregate number of working days lost by strikes during last year was 2,746,684, compared with 3,934,884 in 1904, a fall of 32 per cent.

Ninety-eight disputes were reported to the Italian Labor Department as having occurred during April, as compared with 95 in the previous month. The number of persons directly affected by 72 of these was 9,985, as compared with 19,743 who took part in 70 of the disputes of March. The group of trades in which the largest number of disputes occurred was the building; in this, there were 18 disputes, 15 of which involved 2,078 workpeople. The agricultural disputes, however, affected a greater number of workpeople, 2,205 being involved in 6 of the 7 disputes in this group. Other groups of trades considerably disturbed were the textile, with 17 disputes (13 of which affected 1,343 workpeople), and the stones, earth, clay, etc., trades, with 15 disputes, in 10 of which 823 persons were affected.

Returns received from certain selected British ports (at which 80 per cent of the total tonnage in the foreign trade is entered and cleared) show that during May 44,337 seamen, of whom 5,416 (or 12.2 per cent) were foreigners, were shipped on foreign-going vessels. In 10 instances there were increases, and in 7 there were decreases as compared with a year ago, the net result being an increase of 3,843 on the number shipped in May, 1905. The principal increases were at Liverpool, Glasgow, Southampton, and Bristol, and the principal decrease at London. During the five completed months of 1906, 185,464 seamen were shipped, of whom 25,313 (or 13.6 per cent) were foreigners. Compared with the corresponding period of 1905, the only considerable decrease was at Swansea, the net result being an increase on the number shipped of 8,233 (or 4.6 per cent). The principal increases were at Liverpool, Glasgow, Southampton, and Hull. Lascars, who are engaged in Asia, are not included in these figures.

Labor News.

Representative Gardner, Chairman of the House Committee on Labor, filed a favorable report on the Eight-Hour bill. The report in the main is a reprint of the previous report on the same bill.

Negotiations initiated by the authorities at Vienna, Austria, resulted in the settlement of the building trades strike, which began early in May and involved more than 150,000 workingmen, on the basis of an advance of 15 per cent in wages.

President Gompers of the American Federation of Labor, has sent representatives to Chicago to arrange for a "union exposition." The object of the fair is to celebrate the achievements of organized labor throughout the world and especially in the United States.

A question of long standing was settled at the recent convention of the International Steel and Copper Plate Printers' Union, when resolutions were adopted declaring that it would be detrimental to them to affiliate with any union of plate engravers until all local unions of that trade are amalgamated under the banner of the American Federation of Labor.

No less than 222 disputes, two of which were lockouts, were reported to the French Labor Department as having begun in April, of which 45 resulted from the demand of printers, affiliated to the Fernch Federation of Printers and Bookbinders, for a 9 hours' day without reduction of, or with an increase of wages, and which should consequently be considered as constituting a single movement.

Saturday half-holidays during the months of June, August and September have been granted by President Roosevelt to the skilled mechanics and laborers, and all employes in the classified services at the navy yards and naval stations of the United States. The same benefit is extended, in another general order, to the skilled mechanics, laborers and employes in the classified service of the Government Printing Office at Washington, D. C.

Judge R. E. Lewis in the United States District Court at Denver, Col., on June 22, dismissed the suit of Michael Gibbon, former Police Magistrate of Victor, Col., for $30,000 damages against the military commission appointed by Sherman M. Bell, Adjutant-General of the Colorado National Guard, to investigate the cases of prisoners who were thrown into the "bull pen" during the labor war of 1904 in the Cripple Creek mining district. The court decided that it could not go behind the Governor's proclamation of martial law.

The Executive Council of the American Fderation of Labor, at its meeting which adjourned on June 22, discussed the subject of a universal union label for the various international unions. President Gompers was authorized to sound the attitude of the unions and report the result to the Executive Council for action at the next general convention. The Executive Council discussed the political programme already inaugurated, and President Gompers, Vice-President Duncan and Treasurer Lennon were appointed a committee to report their views to the Executive Council and to keep the workmen of the country and their friends acquainted with the political movement.

San Francisco Letter List.

Letters are advertised for six months and kept at the Sailors' Union Office for twelve months, all told. If not called for at the expiration of one year letters will be returned to the Postoffice.

Aasprong, G.
Adman, Oscar
Ahlstron, E.
Alvens, Arthur
Alexander, Nels
Altonen, Fred
Anderson, Fred
Anderssen, -273
Andersen, -912
Andersen, -1233
Anderson, Henrik
Anderson, Emil
Anders, Fred
Andrews, R.
Andersen, -826
Andersson, -1213
Anderson, August
Anderson, C. S.
Anderson, Chas.
Andersson, C. H.
Anderson, David
Andersson, Edward
Arnsen, Henry
Anderson-1092
Andersen, Gust
Andersen-1310
Andersson-1254
Andersson-1039
Andersson-1232
Andersen-1305
Anderson-1099
Andersen, O. L.
Andersson, J. G.
Anderson, Ole
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Boulin-Leichner Co., 519 Filbert St.
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Brunt, W. N. Co., 336 Main St.
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Calkins Newspaper Syndicate, Clay St., near East.
Call, The.
Collins, C. J., 3358 Twenty-second St.
Cooper, F. J., Adv. Agency, Eighth and Brannan Sts.
Chronicle, The.
Coast Seamen's Journal.
Daily News, Ninth St., near Folsom.
Dettner-Wilson Press, 530 Telegraph ave., Oakland.
Eastman & Co., 2792 Pine street.
Eastman, Frank & Co., 2259 Jackson street.
Examiner, The.
Fisk & Slyter, 684 San Jose Ave., corner Twenty-ninth St.
Gate City Printing Co., 2303½ Bush street.
Golden West Press.
Greater San Francisco Printing Co., 14 Leavenworth St.
Hancock Bros., 567 Williams St., Oakland.
Hicks-Judd Company, 1000A Golden Gate Ave.
Hughes, E. C. Co., 725 Folsom St.
Labor Clarion, 2089 Fifteenth St.
Latham & Emanuel, 971 Howard St.
Liss, H. C., 500 Utah St.
Lynch & Hurley, 3476 Twentieth St.
Majestic Press, 1919 Ellis St.
Mitchell, John J., 2317 Webster St., Berkeley.
Monahan, John, 208 Noe St.
Morris & Blair, 3232 Mission St.
Nevin, C. W. & Co., 404 Seventh St., Oakland.
Pacific Heights Printery, 2438 Sacramento St.
Post, The Evening.
Roesch Co., Louis, 2513 Howard St.
Rooney, J. V. Co., 3237 Nineteenth St.
Sanders Printing Co., 2631 Clay St.
Springer & Co., 1532 Geary St.
Stanley-Taylor Co., 2308 California St.
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Sutter Press, 448 Haight St.
Upton & Williams, 112 Hayes St.
Vallean & Phillips Co., 686 Thirty-fourth St., Oakland.
Van Cott, W. S., 1651 Post St.
Walden, Edward, 426 Fulton St.
Wale Printing Co., Fillmore and Bush streets.
Williams, Jos., 1329 Ellis St.

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Davis, Nolan & Co., Market and Franklin Sts.
Phoenix Photo-Engraving Co., 325 Eighth St. Oakland.
Sierra Engraving Co., 560 Ninth St., Oakland.

Domestic and Naval

The Japanese steamers Ninode and Machei collided near Sasebo and twenty-seven of the members of the crews are missing.

Secretary Root will accept the hospitality of Chile and make part of the trip along the west coast of South America in a Chilean warship.

A cablegram from London says that the derelict schooner Lizzie Chadwick was passed on June 7, in latitude 38 N., longitude 38 W. The wreck was drifting in the track of vessels, and was reported very dangerous to navigation.

The bark Grace Deering arrived at Philadelphia recently from New York in tow of the tug Sommers N. Smith, to load a cargo of coal for Havana. The bark was recently purchased by the Berwind-White Coal Company, and after reaching Havana she will be converted into a barge.

The steamship Oscar II, of the Scandinavian-American Line, arrived at her dock in Hoboken recently, after one of the most remarkable trips in the history of the line. Her officers say that all the way over the ocean was like a lake, and they encountered no storm. However, the remarkable part of the trip, according to the officers, was that they spoke no ship nor saw a sail of any description on the entire trip. This is the first time in the memory of many of the officers that such a thing has occurred.

Captain Hank Haff, the veteran yachtmaster, died at his home at Islip, L. I., on June 30, aged 69 years. He suffered from a complication of diseases and had been failing ever since the death of his wife about a year ago. A report that he was dying was sent out a week ago, but the veteran lingered until tonight. Captain Haff was one of the most famous yacht handlers in this country. He sailed the Volunteer and Defender in the international races for the America cup and was master of the Vigilant when she went to the other side. He was also captain of the Independence and had handled many other yachts. Captain Haff is survived by two sons.

Detailed plans for the proposed Hudson-Fulton celebration were perfected recently at a meeting of the Executive Committee of the commission in charge. The plan includes a naval parade, a land parade, oratory, the dedication of memorials, the establishment of a park at Inwood with a memorial there, and the establishment of a State Park at Verplanck's Point. The plans for the naval parade include representation for the navies of the United States, Great Britain and the Netherlands, the merchant marine, excursion boats and yacht clubs. There will be fac-simile reproductions of the Half Moon and Clermont. The Government of Holland is requested to furnish the reproduction of the Hudson vessel, and the American steamboat interests the Clermont. Both ships, it is proposed, shall proceed north to Albany, stopping at local points for local celebrations.

Peter W. Anderson, a native of Copenhagen, Denmark, formerly a cabinet-maker, is inquired for. Address, Coast Seamen's Journal.

Ronald Miller, aged 18, a native of England, left the British ship "County of Merioneth" at Adelaide, Australia, in April, 1905, now supposed to be on the Pacific Coast, is inquired for by relatives. Kindly communicate with the Journal office.

With the Wits.

Judge—How old are you, Fraulein? (No answer.) Well, tell me how old you were ten years ago!

Two of 'Em.—Of amateurish singers
We know two kinds—just two.
They're those who can't and do not
And those who can't and do.

The Driver Explains.—"That's a very small piece of ice."

"Yes, ma'am, you're right, but ice is cold, and cold causes shrinkage. Geddap."

Plea for Clemency.—Five Ohio icemen had just been sentenced to jail.

"Your Honor," said their lawyer, "this is pretty severe. You know the hot season is on, and at present prices the jail authorities cannot afford to buy ice."

One Way to Learn.—"I think," said the gay youth's father, "it's about time you stopped this foolishness and began to acquire a little wisdom."

"My scheme," replied the youth, "is to acquire wisdom by first determining how foolish I can be."

Sure of That.—"I suppose,' said the tenderfoot, preparing to mount the bucking broncho, "this horse may behave all right with me and then again he may not."

"Well," replied the wise cowboy, "it's a toss up."

The Stingy One.—Jenks—He's almost as wealthy as you are, isn't he?

Richley—Almost, but he's horribly stingy.

Jenks—Why, he said he'd give $50 to that charity if you would.

Richley—Exactly; that just shows that he doesn't expect to contribute at all.

Also His Train.—"Hey, mister!" yelled the urchin, as Subbubs rushed by with his arms full of bundles.

"What is it?" asked the nervous commuter, stopping to examine his bundles. "What have I lost?"

"About two minutes," replied the boy, dodging out of the way.

Something Fierce.—"It seems to me my wife is always buying medicines."

"Well, mine doesn't go in much for that sort of thing, but she did buy me a cure for the tobacco habit today."

"Rather nervy of her to do that, wasn't it?"

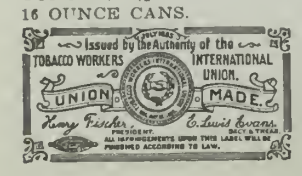
"Oh, she meant well. It was just a box of cigars she bought."

Han Stood the Test.—"What makes you think you are an actor?" said the manager coldly to the applicant.

"Burglars came into my room last night," replied the young man with an air of pride, "and I pretended to be asleep."

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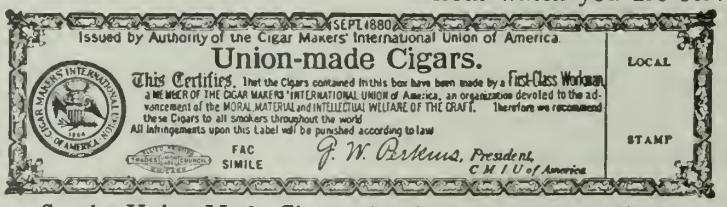
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COAST SEAMEN'S JOURNAL



FOR THE SEAFARING PEOPLE OF THE WORLD.

Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XIX. No. 43. SAN FRANCISCO, WEDNESDAY, JULY 18, 1906. Whole No. 979.

FURUSETH, DICTATOR!

FOR REASONS best known to itself the United Shipping and Transportation Association has come off the high horse long enough to make an explanation of its "nothing-to-arbitrate" attitude. Heretofore the Association has vouschafed the public nothing more than a curt refusal to meet the seamen. Presumably, the Association has found its dignity too painful to be maintained, so it has given out a statement of its reasons for refusing to arbitrate. The Association's statement is as follows:

On June 5 Mr. Furuseth succeeded in practically tying up the entire shipping interests of this city. Since that time the commerce of the port has about resumed its normal condition. The steamers of the several transpacific lines are arriving and departing as usual. The Pacific Coast Company is operating fourteen of its seventeen steamships. Of the fifty-seven steam-schooners in the lumber business that were tied up all of them that were not in need of repairs have been sent to sea and some of them have made as many as three round trips since that time.

Owners of several steam-schooners, whose obligations compelled them to run their vessels for the time being under Mr. Furuseth's rules and regulations, have found his conditions unbearable and are now employing sailors not connected with his organization.

The best evidence that the situation has been grossly misrepresented by Furuseth and that the steamship owners have been able to do business is the fact that during the month of June there has been delivered at this port a total of about 25,000,000 feet of lumber by the steamships of our organization, operating with non-union crews. Besides this a large amount of lumber has been carried to southern ports and elsewhere on the Coast.

The reports circulated that the steamship owners are willing to meet the sailors are not true. They consider Mr. Furuseth unreliable and know that he will not keep his contracts. Besides, they believe that he and his little band of "chair warmers" that hang around what he calls "headquarters" do not represent the sailors of this Coast. The steamship owners are not opposed to organized labor, but they believe that an American citizen, or for that matter any other decent man that desires to work, should have the privilege of going to sea on an American ship without asking permission from an organzation that admits that 97 per cent of its members are foreigners.

The owners do not propose to arbitrate with Mr. Furuseth or recognize him in any manner.

Whatever else may be said of the Association's explanation (?) no one can reasonably charge it with being at all high-toned; in this respect the latest statement suffers by comparison with that body's previous attitude of contemptuous silence. The statement here reproduced is, in fact, a falsification so palpable as to be positively ridiculous.

"On June 5 Mr. Furuseth succeeded in practically tying up the entire shipping interests of this city." That statement is a lie, and the Association knows it to be a lie. The tie-up was caused by the act of the Association in locking out a large number of men—longshoremen, as well as seamen—in no way affected by the seamen's demands. How could Furuseth possibly tie up the Pacific Mail steamers, which never have carried a single union seaman in their crews? How could Furuseth tie up the Pacific Coast Steamship Company's vessels, which were in no way involved in the dispute between steam-schooner seamen and steam-schooner owners? The Association knows, and in fact has admitted, that the lockout and consequent tie-up were caused by the Association itself, ostensibly as a means of anticipating the probable action of the seamen, but in reality as a means of bringing pressure to bear upon the latter to force them back to work on the steam-schooners upon the terms offered by the owners of these vessels—that is, upon the terms dictated by the Association and the Citizens' Alliance.

The Association's explanation (?) is equally false throughout, both in what it says and in what it implies. Referring to the statement concerning the owners of several steam-schooners "whose obligations compelled them to run their vessels for the time being under Mr. Furuseth's rules and regulations," the fact is that many, if not all, these owners were satisfied with the "rules and regulations," but were forced to lock out their union crews by the Association's threat that unless they did so they would be refused cargoes. The statement that these owners are "now employing sailors not connected with his (Furuseth's) organization" is contrary to the known facts of the case. The plain truth is that neither these owners nor any other owners operating under the "rules and regulations" of the Association are employing sailors of any kind. Not a single sailor or person of any sea experience has been secured by the Association, despite the most desperate, not to say expensive, efforts to secure that class of labor. The Association vessels are manned, so far as they are manned at all, by green hands, by landsmen, enticed on board under gross misrepresentation, frequently shanghaied outright, and then kept on board against their will by sheer force. In a word, the Association vessels are being run in direct violation of law.

Of course, the substance and animus of the Association's statement of its reasons for refusing to arbitrate with the seamen are obvious to every person of common intelligence. The Association dislikes Furuseth, and in order to "get even" with him it has embarked upon an enterprise to destroy "his organization." Thus the Association hopes to kill two birds with one stone, to accomplish the destruction of all maritime unions—the prime object of its existence—and to discredit the man who, more than any other in the labor movement, has incurred its hatred by compelling its respect and fear.

The position of the Association might be logical but for two things. First, the seamen's organization is not "Furuseth's organization"; secondly, that organization can not be destroyed by any method of attack, however successful, upon its members or officials.

The Association, in its attitude toward Furuseth and "his organization," shows a glaring lack of knowledge concerning the true character of the seamen's unions. The idea of the Association evidently is that the seamen are organized under the padrone system, entirely subservient to the will of a "boss," who, in the present instance, is Mr. Furuseth. When the Association says that Furuseth is "unreliable" and that he "will not keep his contracts," it apparently means that Furuseth can not be relied upon to supply a given amount of labor at any price contracted for between himself and the shipowner, just as though seamen were so much merchandise having no more interest in the question of wages or other conditions of employment than a bale of dry goods may be supposed to have in the market price of cotton or calico. It is natural, perhaps, that men accustomed, as are the leading spirits of the Association, to deal with Chinese should become impatient with anyone who is unable to "produce the goods." But the Association has only itself to blame in this connection. The trouble lies, not in Furuseth's "unreliability," but in the Association's mistaken conception of that individual's powers and functions as a member and official of the seamen's (not Furuseth's) organization. Furuseth has never made any contract such as is implied by the Association. How, then, can he be regarded as "unreliable" in the performance of such contract?

The seamen's unions, as in the case of the labor organization in general, are founded upon democratic principles. In the conduct of their business every member is entitled to, and in fact exercises, the freest possible voice and vote. The will of the majority, not that of any one or more officials governs in every action. Whatever influence may be wielded by Furuseth or any other member is derived from experience and ability, not from any authority, either assumed or delegated.

The United Shipping and Transportation Association may be ignorant of these facts, but those shipowners who have had business relations with the unions are well aware of them. These latter gentlemen know that Furuseth, so far from being a contractor of seamen's labor, is merely a servant of the unions, governed in all his acts by the instructions of the latter; they know, too, that, so far from being a "dictator" of the shipowners' affairs, Furuseth is essentially a conservative, disposed at all times to consult the shipowners' interests equally with those of his own associates. The shipowners of the Pacific Coast know in their heart of hearts, and admit in the moments of their self-communion, if not more openly, that in the matter of reasonable and profitable relations with their employes they owe more to Andrew Furuseth than to any other man, or even to themselves. The shipowners know that the assault now being made by the Association upon the Secretary of the Sailors' Union must, so far as it succeeds in its object, injure them even more than it injures Furuseth or the seamen's unions.

The Association can not hope to discredit Furuseth in the opinion of the seamen or the public. The utmost that body can hope to do is to demonstrate its own absolute lack of truthfulness or any other principle. The Association may succeed in putting Furuseth in jail, as it is now trying to do through the medium of the injunction process. But even that achievement will accomplish nothing, either to the advantage of the Association or to the injury of Furuseth or the seamen's unions.

In any event, the attacks upon Furuseth, whatever their results to the latter, are doomed to failure in their chief object, namely, the de-

struction of the seamen's unions. These organizations are not dependent for their existence upon any one official or set of officials; they are founded upon necessity and will live as long as they are needed. Which reminds us that the Association itself, by proving the need of organization on the part of the seamen, is one of the things that make the continued existence of the seamen's unions an absolute certainty.

COMMENT OF THE PRESS.

Who Is to Blame?

In the strike now on between the sailors and the shipowners, where so many interests suffer, the question of who is to blame for such a contest at this time is asked naturally. Some blame the sailors, others the shipowners, and still others blame one as much as the other. As a matter of fact, the real cause of the trouble goes straight back to the Citizen's Alliance organization, which has been defeated so often in their attempt to get control of both the political and the industrial situation of San Francisco. Being unable to operate longer with any success in the open, where the public sees what is going on, the union-smashing elements responsible for the formation of this organization have decreed to operate in secret, and are busily engaged in all kinds of underhand schemes aimed at the destruction of the labor unions so rapidly growing in power on this coast. The writer has witnessed with his own eyes documents that constitute conclusive proof that the present trouble is due to a contract existing between the shipowners and the United Shipping and Transportation Association, which places the control of the present situation, so far as the shipowners are concerned, in the hands of the Citizens' Alliance. Every shipowner concerned stands pledged in the present case to do the bidding of this arch enemy of unionism, and as a guarantee that he will live up to this pledge, each member affiliated with the association has posted a forfeit. The contest being waged is not of the small increase in wages asked for by the sailors. Were this the real and only question at stake the sailors would have been granted their $5 a month increase long ago. The real cause of the present struggle is due to a ravenous ambition on the part of the Citizen's Alliance to gain complete control over the labor market of San Francisco and the Pacific Coast in general. This can be realized only by destroying the power of organized labor and restoring in its place a spirit of Asiatic servility. The Sailors' Union of the Pacific is the object of attack at present, but if this organization could be put out of commission the attack will be extended to other organizations until one by one they all are destroyed. The Sailors' Union is to-day fighting the fight of all unions. A victory for them at this time will be a victory for all as truly as a defeat would mean a serious blow to every other labor organization.

The negotiations had been in progress for months before the strike was declared, and had not the earthquake disaster befallen San Francisco the chances are that the increase would have been granted ere this, as is shown by the fact that the shipowners began to pay the increase in a number of instances as soon as the time set by the sailors arrived. But, seeing the shattered condition in which the forces of labor were through being impoverished and burned out of house and home after the earthquake, the Citizens' Alliance concluded this would be an ideal time to deal a death-blow to the Sailors' Union, and incidentally weaken every other union. Hence the fierce fight being put up against the union, in which the enemies of the union go to the extreme of forcing vessels to discharge their union crews with whom they have no grievance. When the strike was declared the Citizens' Alliance did not want it settled because they considered this a most opportune time to get in their union-wrecking work. They hoped to gain the sympathy of the public and the support of some of the unions. But all indications now point toward the sailors being assured public sympathy in their struggle as well as the united support of all other organizations if it comes down to a fight to a finish. When the shipowners realize this they may be more disposed to settle than they were a month ago. The time may have looked favorable to the Citizens' Alliance for waging a successful battle against unionism, but the very elements that made victory look plausible to them in the beginning may be the means of bringing about their own defeat, as has been the case in so many instances before.—Labor News, Eureka, Cal.

Association's Crimping Methods.

The United Shipping and Transportation Association refuses emphatically to arbitrate the strike and lockout which is tying up the shipping business in this port. The shipowners assert that they can easily get men. Therefore, why should they arbitrate?

It is true that they can get men. Before there was a Sailors' Union shipowners got men in plenty—from sailor boarding houses. That method of getting men gave rise to endless trouble on the water front, and gave the port a bad name throughout the world. But it got the men, and that was the chief concern of the shippers.

And now, apparently, a return is to be made to the old conditions. A beginning has already been made. Young McCormick, a student of the University of California, who was drowned from the luckless Corinthian, was shanghaied along the water front since the beginning of the strike and shipped aboard a steam-schooner as a non-union sailor. The sailor boarding house people can secure more men in the same way. They may not, and probably will not, be able to supply crews for all the schooners, but it is always easy to pick up a few men on the water front at night and clap them aboard a steam-schooner which is ready for sea.

Thanks to the Sailors' Union, San Francisco has long been free from the sailor boarding houses and crimps. They flourish in other Pacific Coast ports, which, as a consequence, are avoided by shippers whenever possible. But they have long been out of business here, and the result has been that the port enjoys a good name throughout the world.

The action of the United Shipping and Transportation Association in refusing to arbitrate the strike can be based on nothing else than the belief that it will be able to secure its sailors through sailor boarding houses. There is no other way they can be supplied save through the Sailors' Union, and with the Sailors' Union the shipowners refuse to deal.

The story of young McCormick is a sufficient argument against any such plan of fighting the union. The members of the union, for their part, have agreed to arbitration. The justice may not be wholly on their side, but they are willing to leave that to be decided by others. The shipowners, in the interests of San Francisco, can in decency do nothing else.

A return to crimping and shangaiing is too high a price to pay for the partial resumption of traffic that can be brought about by ignoring the sailors and filling up ships the easiest way.—Examiner, San Francisco, Cal.

Refuse to Arbitrate.

Mayor Schmitz, of SanFrancisco, under date of June 20, addressed a communication to the Sailors' Union and one to the United Shipping Association, praying those bodies to arbitrate their differences in order to aid in the rebuilding of the stricken city. Immediately upon receipt of the Mayor's communication, Andrew Furuseth, Secretary of the Sailors' Union, acting for that body, notified the Mayor that the sailors were "heartily willing to arbitrate." The Shipping Association waited several days and then returned an answer that was equivalent to a refusal.

Again the Mayor addressed the Association, but no satisfactory answer has been returned. The Association has determined upon the destruction of the Sailors' Union and no question of humanity for the sufferers in San Francisco or of sympathy for the thousands in other ports who will be affected appeals to them.

The advance of civilization which has brought arbitration forward for the settlement of disputes is ignored or unknown to the Association. Its policy is rule or ruin and in this case it desires to do both. The sailors offer to submit the points in controversy to a joint committee. The Association refuses any settlement short of absolute submission upon the part of the men who do the work. The Egyptian tyrant who forced slaves to build the pyramids at the point of the knout was no more merciless than the members of the Association are.

An enlightened public sentiment finds nothing in the attitude of the Association worthy of support. The sailors have gained many supporters by the action of Secretary Furuseth. In this contest, the sailors deserve to win and will win.—Grays Harbor (Wash.) Post.

End of the Alliance.

The Citizens' Alliance of San Francisco was not shattered into fragments by the earthquake. The mercenary mob is still doing business at the old stand and is resorting to desperate measures to aid the shipping trust of the Pacific Coast in defeating the efforts of the Seamen's Union. The Citizens' Alliance of California will have its days of strength just as the Citizens' Allianee of Colorado. The seeds of its own destruction are planted in the organization, but before it becomes defunct in California organized labor will know that it lived and had its being.

The Citizens' Alliance is dead in Colorado, and that organization in California will breathe its last when the parasites wage war against each other for the spoils.—Miners' Magazine, Denver, Colo.

Public Favors the Seamen.

If union longshoremen "stand pat" in their present attitude—and we believe they will—the lockout of union sailors, firemen, and ship cooks and stewards will soon be a thing of the past—a costly memory to the Pacific Coast Company.

The shipowners say they "won't arbitrate," which means that they will be beaten in their fight against the Sailors' Union; for the public invariably gives the fellow who won't arbitrate to understand that it deems the other fellow right.—Seattle (Wash.) Union-Record.

The Matson Navigation Company, which recently established a line of steamers connecting San Francisco with Portland and Hawaiian ports, is to have a strong competitor in the American-Hawaiian line. The Nevadan, to sail this week, will call at Portland, going thence to Seattle, Tacoma, Honolulu, Kahului, Kaanapali and Hilo before returning to San Francisco. The Nevadan is loading a large amount of freight for the various ports.

Until a new register is secured for the steamer Montara the vessel now loaded with freight and ready to sail from Seattle, for San Francisco will be classed as denaturalized by the United States Government, and a fine of about $1600 is hanging over the ship. It came about as a result of the Montara putting into port from Japan without flag or register, and is the outcome of the seizure of the vessel by a Japanese war vessel.

Captain Alonzo Noble Moffat, who recently passed away, was buried on July 14, in Mountain View Cemetery, Oakland, the funeral being under the auspices of the Royal Arcanum. The deceased was 56 years old, and for the past ten years was identified with Coast shipping between San Francisco and Puget Sound. The second son of Captain Alonzo Moffat, James Moffat, is an officer on the liner Korea, now in the Orient.

According to advices received at Victoria, B. C., negotiations being carried on at Washington, D. C., for the cessation of pelagic sealing on the basis of the purchase of the Victoria and Hakodate sealing fleets and indemnification of the pelagic sealers for the loss of their industry, have been almost concluded.

On the charge of violating the Immigration laws, Captain E. S. Gaines, master of the British ship Lynden, was arrested at Seattle, Wash., on July 15. Captain Gaines allowed a sick seaman by the name of Frecrire to go ashore at Port Townsend, where the Lynden is lying, without the permission of the Immigration officials.

The Bureau of Equipment is making a contract for the establishment of naval wireless telegraph stations on the Pacific Coast, the first of the stations to be at Cape Flattery. Five other stations will be installed as soon as possible, the Navy Department expending for this purpose $65,000.

E. W. Tucker has filed a libel in the United States District Court at San Francisco, against the steamer Buckman for $542. He claims that that sum is due him for converting the furnaces on the Buckman from coal burners to oil burners.

The steamer Rosecrans, from St. Michael, Alaska, arrived at San Francisco on July 5 in ballast, having in tow the schooner Santiago. They went to the northern ports a month ago, oil laden.

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions)

IMPROVED WITH AGE.

The following is taken from the Boston Post:

The reconstructed steamer J. Putnam Bradlee, known now as the Adelaide, will begin running to Nahant on Sunday next.

The Bradlee will be remembered by Bostonians as the municipal steamer which ran about Boston Harbor for thirty years. Three years ago she was sold by the city because she was considered unsafe for 400 children, but now, renovated and repaired, she will be allowed to convey 700 passengers on each trip between Boston and Nahant.

The J. Putnam Bradlee cost the city $43,819 and was sold in 1905 for $2957 to New York parties, who sold her to John Damers & Co., ship brokers.

The latter firm claims to have spent over $9000 on her since they acquired her. The hull was repaired and the ship calked and strengthened; the boiler was thoroughly renovated and can now carry 45 pounds of steam. Besides this, new life preservers, fire hose, four metal life-boats and one new raft have been added to her equipment.

Despite these alterations and improvements, considerable surprise is expressed in shipping circles that a permit for 700 passengers should have been granted a boat that was formerly unsafe for 400.

Captain George Barbour, one of the owners of the new line, commented on this increase as follows:

"When I purchased the Adelaide I knew that she had formerly been known as the J. Putnam Bradlee, but I did not care about her past as long as she was safe and fast.

"I have been in the excursion business in Maine for fifteen years without an accident of any kind, and I think I know a safe boat when I see one. The Bradlee had a permit for 300 passengers because that was all they asked for. The Favorite, a smaller boat, which ran to Nahant last year, had a permit for 1000. We satisfied the Government Inspectors that the boat could carry 700 people and they granted us a permit."

Is it really necessary to comment further?

Organized labor of the city of Boston has protested against the appointment by Governor Guild of Wm. F. Dana, to be Associate Justice of the Superior Court. The appointment, however, was conferred by the Governor's Council.

Before taking a vote the Council gave a hearing to the protest of the Boston Central Labor Union. The protest is based upon the ground of Mr. Dana's record in the State Senate, of which he is at present the President, as being always against any and all labor measures, and it is believed that he is unable to go on the judicial bench with unbiased mind.

The Gloucester schooner Parthia, and the Boston schooner Raymah, which were seized on May 8 by the Canadian Government off Cape North charged with fishing within the three-mile limit in violation of treaty rights, have been released by the Canadian authorities upon payment of $1000 fine each.

FAILURE TO LOWER BOATS.

Captain Montague has been severely criticised for his failure to lower boats to aid the crew of the Erin, and in the litigation which is almost certain to precede the settlement of the case, his action will bear heavily against his company. However, prominent vesselmen state there are several important circumstances which governed his action and they must be recognized. In the first place, he was heavily laden. He was also going at practically full speed, and furthermore, the current at the point of collision is quite rapid. Some experienced men say that it would have been impossible for him to have stopped near the wreck of the Erin. Furthermore, he called to his mate to man the boats previous to striking the Erin, and told the watchman to call the men, so all three say. Captain Montague remained on the pilot house all the time giving necessary orders. His mate reported to him that the Cowles' forepeak was nearly full, and that it was hardly possible for the collision bulkhead to hold. Captain Montague had slowed down, but when he received this alarming information he edged over toward shore, believing it would be necessary to beach his boat. At this time, which was some fifteen minutes after the Cowles struck the Erin, his boats were in the water, but he was more than a mile below the wreck of the Erin. He learned that the Danforth had two boats overboard, and also that the Anchor line steamer Alaska was at the wreck of the Erin, and fearing he might sink, and seeing clearly that he could be of no assistance to the crew of the Erin, he kept on his course.

It is almost certain that under no circumstances could he have been of any service to the crew of the Erin, but sentiment will be against him, and one of the highest authorities in admiralty on the chain of Lakes believes that it will be a nice point in the settlement of the case.

NEW PASSENGER SERVICE.

With the resumption of direct service, Boston to St. John, on the International division, from Union wharf, a new steamer, the Huron, late of the Clyde line, joins the magnificent fleet of white flyers already in service between Boston and all points East, operated by the Eastern Steamship Company. The Huron goes in commission as a companion steamer to the St. Croix, plying coastwise in place of the Calvin Austin, between Boston and St. John, touching at Portland, Eastport and Lubec.

As in the case of all the other steamers of the Eastern Steamship Company, this new recruit has every modern appliance for comfort, luxury and safety. The Huron is a propeller, and was built in Philadelphia in 1902. She is 291 feet long, 43 feet breadth and 21 feet depth, with a gross tonnage of 2949 and 5000 horsepower. There are 75 staterooms, each comfortable, commodious and well appointed, of two berths each and sofa, chairs, etc. The dining-room, a large and very attractive apartment, is situated on the saloon deck. The ship also has two social halls, one on the promenade and one on the saloon deck, besides a large smoking hall on the promenade deck.

MISCELLANEOUS.

The Atlantic Coast Marine Firemen's Union recently held a meeting of its Executive Board in New York, for the purpose of considering important business of the organization.

In reply to a request for his influence to have union stone cutters employed at the Cathedral of St. John the Divine, now under construction at New York, Bishop Potter has written to the Central Federated Union of that city that he has no authority in the matter. He advised the central body to confer with the Rev. Dr. W. P. Huntington, chairman of the committee.

The British steamer Indrawadi recently arrived at Boston from the Orient with what might be called a "rainbow" crew; Chinese, Malay and a few Anglo-Saxons. The advantage to the shipowner of carrying Chinese can be best seen by comparing the following "bill of fare" furnished them, with what it takes to feed an Anglo-Saxon:

Each meal—2 pounds rice, 1-4 pound salt fish, 1-4 pound split peas, 1-4 ounce salt, 1 1-4 ounces all kinds of spices, 1 ounce of grease, 1-8 ounce tea, 2 ounces sugar, 6 ounces biscuits.

The master of the Indrawadi reports that during the voyage out he carried a passenger, a blase New Yorker, who taught the Chinese and Malays that beautiful ditty, "Everybody Works But Father," and now the crew uses the song as a hymn!

Charged with violating the Federal Eight-Hour law, William H. Ellis, a Boston contractor, was taken into custody recently by Deputy United States Marshal Waters, on complaint of W. Cameron, business agent of the Carpenters' District Council, of Boston. When arraigned before United States Commissioner Hayes, the defendant pleaded not guilty and was held in $100 on his personal recognizance for a hearing.

The complaint is the first of its kind ever made in the Federal Court. It alleges that Contractor Ellis willfully caused five of his workmen to labor nine hours on a Government contract, "no extraordinary emergency requiring said laborers to work on said public works more than eight hours on said day." Ellis claims, it is understood, that he was behind on his contract and that the men were willing to work.

For violations of the Federal Eight-Hour law the statute provides a fine of not more than $1000 or not more than six months' imprisonment, or both.

Two big five-stickers, the Nathaniel T. Palmer, in command of Captain Wormell, which took aboard 4,400 tons of coal at Norfolk, and the George R. Hudson (formerly the Fannie Palmer, of the Palmer fleet), Captain Gardner, from Newport News, left the Virginia Capes together in a friendly race up the Coast. The former craft reached Boston far ahead of the latter.

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Home News.

In an effort to stop the brutal criminal attacks on women and children which have been so prevalent in Chicago recently, the City Council has unanimously passed a resolution recommending capital punishment for such outrages.

The State Department has been directed by the President to appoint David Lubin, of Sacramento, Cal., permanent delegate to the International Institute of Agriculture at Rome, Italy.

The management of the Harriman lines, after experiments extending through long periods, has adopted steel as the material to be used in the construction of all passenger equipment and of all box cars and of other cars which will permit of such construction. In the case of freight cars or box cars the company is constructing them almost entirely of steel, the floors even being of this material.

It leaked out that through the rivalry among the 500 St. Louis Chinese and the information furnished by Frank Tape formerly of San Francisco, the immigration authorities have discovered that a mysterious syndicate, probably operating from Portland, Ore., is issuing to Chinese who have landed upon American soil since the exclusion act went into effect, counterfeit immigration certificates.

Promptly at 10 o'clock, on June 30, Vice-President Fairbanks in the Senate, and Speaker Cannon in the House declared the final adjournment of the session of the Fifty-ninth Congress. For the first time Congress adjourned on the day which closed the fiscal year. Other sessions had adjourned before and some after June 30, but the Fifty-ninth Congress ended its first session on the day when the Government strikes its balance and closes its books.

By the death of Governor John M. Pattison, at his home near Cincinnati, the Republican party comes into full control of Ohio. At the election last November the Republicans swept the State, as usual, electing the entire ticket, with the exception of Myron T. Herrick, who was overwhelmingly defeated for re-election to the Governorship. Now Lieutenant-Governor, Andrew L. Harris, succeeds to the chief executiveship, and the Ohio Democracy is left without a leader.

The Governors of a dozen States have accepted the invitation of the Iowa Legislature to appoint commissioners to attend the conference in Des Moines in September to devise means to secure an amendment to the Federal Constitution making United States Senators elective by the people instead of by legislatures. Among the tSates which have accepted the invitation issued by Governor Cummings on the authority of the Legislature are New York, Nebraska, Georgia and Kentucky.

The total appropriations made at this session of Congress, including those carried in the regular appropriation accounts, all deficiencies, miscellaneous matters and permanent annual appropriations, aggregate $880,-183,301. This is an apparent increase of $60,000,000 over the appropriations made at the last session of Congress. This is more than accounted for in the three following items. For the Isthmian canal, $42,447,000; under the statehood bill, $10,250,000; toward the construction of new buildings authorized at this session, $10,321,000, making a total of $63,018,000, to which might properly be added $5,000,000 for San Francisco.

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Pacific Coast Marine.

The American ship Agenor, previously reported as supposed to be ashore at Yokushima, Japan, was really ashore, and is now reported to be a total loss, according to a London (Eng.) telegram.

The oversea traffic between San Francisco and the Atlantic ports was twice as great in value, the merchandise exported amounting to nearly $65,000,000, and the incoming merchandise at $45,250,000. The traffic has gained steadily during a series of years, notwithstanding that the grain exports have been decreasing.

Samuel Bonnifield, who was master of the schooner J. B. Stetson when that vessel was in collision recently, off the coast of Washington, with the barkentine Jane L. Stanford, and whose license was suspended for six months by the Local Inspectors at Seattle, has appealed his case to Captain John Bermingham, Supervising Inspector.

The Pacific Mail liner Mongolia is in the drydock at Hunter's Point, San Francisco, where two new propellers are being placed in position. They are slightly larger than the old ones, and are expected to prove more economical as well as faster. The liner will return to the new Mail dock and begin to load a cargo for the Orient, sailing on Friday, July 20.

The new German steamer Setos, of the Kosmos line, arrived at San Francisco on July 11 from Hamburg by way of other European ports and the west coast of South and Central America and Mexico. Leaving Hamburg on March 2, the Setos called at thirty ports on the long run to San Francisco. She brought a cargo of 1720 tons of freight, including large shipments of nitrate and coffee.

The schooner Falcon has been purchased by Balfour, Guthrie & Co. from the Coast Shipping Company for $8500, and will be used to transport sheep from Juan Fernandez, otherwise known as Robinson Crusoe's Island, to the mainland of Chile. The Falcon is to first go to Grays Harbor and load a cargo of lumber for Valparaiso, where the master will deliver the vessel to her new owners.

The Japanese government has enacted legislation for the protection of fur seals, specifying close areas and close seasons for fur seals and sea otter, and also restricting the nature of the hunting boats and apparatus, as well as the method of hunting. The ordinance also prohibits the killing of animals under a specified age limit. The law came into force at the commencement of July.

The British tramp steamer Sutherland, Captain Wallace, arrived at San Francisco on July 12, forty-nine days from Manila, P. I., thirty-six days from Iloilo and twenty-four days from Mororan, bringing an immense consignment of 147,830 bags of sugar for the Western Sugar Refinery, and a shipment of 2000 bales of hemp. Other sugar cargoes are said to have been purchased in the Far East by the same refinery.

Braving winds and storms, the ship Lisbeth, 140 days from Hamburg, arrived at San Pedro, Cal., on July 10. The Lisbeth carried nearly 25,000 barrels of cement, consigned to Los Angeles merchants. The vessel experienced great difficulty in rounding Cape Horn. The rigging was shattered, and for days the ship battled against the weather until repairs had been completed.

The ship Andre Theodore, at Honolulu, T. H., from Cardiff, Wales, reports having experienced a remarkable phenomenon, which was apparently caused by an earthquake, on the afternoon of April 18. The log entry made at that time shows that the vessel was violently agitated for forty-five seconds. The rough sea became suddenly confused. The vessel was south of Australia when the phenomenon was experienced.

First of the whaling barks to be heard from this season is the Alice Knowles, Captain Montgomery, which has reported at Hakodate, Japan, with a catch of 1200 pounds of bone, 100 barrels of oil and 500 barrels of sperm oil. The news comes by way of New Bedford, Mass., her home port. As the Knowles is still to cruise in the Okhotsk for right whales, it is likely that she will return with the best catch she has made in years.

A number of soda-water stands on the San Francisco water front were recently raided by the State Harbor policemen and Chief Wharfinger Welch, some of these places having begun to sell intoxicating liquors with ginger ale. All the whisky found by Chief Whrfinger Welch and his men was dumped into the street, and the dealers were informed that they would be driven from the water front if they again attempted to sell liquor without a license.

A dispatch from Japan says that three American sealers, one Britisher and one Japanese, who were imprisoned for sixteen months at Vladivostok, have returned to Japan after being released. One of the Americans was loaded with chains while in confinement. They were members of the crew of the Japanese sealing schooner Kyoichi Maru, which was sunk by Russian cruisers from Vladivostok off Saghalien in 1903, and the sealers were taken to Vladivostok on the cruiser Gromoboi.

The British steamer Dumbarton, owned by the Barneson-Hibberd Company, has finally reached Japan, but in an unseaworthy condition. A telegram from London announced that the steamer had arrived at Hakodate. Her tail shaft is defective, and all the remaining cargo will be discharged. The Dumbarton sailed from San Francisco on September 25 last for Nicolaefsk, but went ashore on November 7 in the Gulf of Tartary. She was floated recently and taken in tow for Japan.

The officers of the steamer Lansing, at San Francisco from Philadelphia, Pa., report that the old ferry boat Olympian, which left San Francisco last January in tow of the steamer Zealandia for New York, is still ashort in Magellan Straits, the tides having carried the old hulk at least 100 yards up on the beach from deep water. Consular Agent Braun, at Punta Arenas, told Captain Connor of the Lansing that he intended to float the Olympian, and could easily do so with fifty men.

The largest oil carrier in the Pacific is the steamer Lansing, which arrived at San Francisco on July 14, from Philadelphia, Pa., by way of Montevideo and the Straits of Magellan with a general cargo. The Lansing comes to enter the service of the Union Steamship Company, an adjunct of the Union Oil Company, and is to ply between San Francisco and Hawaii. Her capacity is 46,000 barrels of oil, or nearly twice as much as that of any other tank steamer now in the trade.

Henry Hackney, late third-mate of the American ship Atlas, arrived at San Francisco on July 15, as a passenger from Japan, on the United States Army transport Sherman. He brought a tale of cruelty that savors of the old hell-ship days, and of brutality so inhuman and pronounced that every member of the crew of the Atlas left the vessel upon her arrival in Japan. The Atlas, commanded by Captain Amberman, arrived at Honolulu, T. H., on July 15, where an investigation will probably be made.

During the year 1905 four hundred and twenty-nine steamers arrived at San Francisco from foreign ports, with a total cargo capacity of over 1,000,000 tons, and three hundred and twenty-three sailing vessels with over 400,000 tons. There sailed to foreign lands six hundred and ninety-four steamers with a capacity if nearly 1,000,000 tons. The increase annually in the value of exports to the Orient is over $10,000,000; it amounted to $10,000,000 during 1903, increased to $20,000,000 for 1904, and to $32,000,000 in 1905.

Laden with coal and supplies for the ice-bound whalers in the Arctic, the steamer Harold Dollar sailed from San Francisco on July 11, under command of Captain Milton Thwing, for Herschel Island. Captain Thwing expects to reach Herschel by August 10. Some of the whaling vessels may, however, be encountered before that time, but the opinion prevails that most, if not all, of the whalers will be unable to move until a fresh supply of coal is obtained. The Harold Dollar carries a very full and complete cargo of all kinds of supplies.

The Pacific Mail liner Mongolia went to a berth at one of the new Mail docks in San Francisco on July 4, and was the first steamer of the line to occupy a slip at the new wharves. It had been announced that the Mongolia would probably go to Oakland to discharge her eastern freight, but this order was countermanded, and the Mongolia sent to one of the new docks at the foot of Second street. Her cargo of 7,000 tons of Oriental freight will be discharged without delay, tracks connecting with the Southern Pacific Railroad having already been laid from the new docks.

Men in need of medicine go to City Front Drug Store, No. 10 Mission St., near East, S. F.

Get your Spring Blood Cleanser at the City Front Drug Store, 10 Mission street, opposite Sailors' Union Hall, San Francisco.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. Particular attention is paid to insurance claims. Room 207, Merchants' Exchange Building. Phone, Temporary 394.

INFORMATION WANTED.

Eugene Krogstad is inquired for by his parents. Address, Adolf Johnson, Seamen's Hall, Buffalo, N. Y.

Anders Slettengren, a native of Sweden, who arrived at San Francisco on the bark Calcutta, is inquired for by his mother. Address Frank Rose, steamer D. Z. Norton, Marine P. O., Detroit, Mich.

HIGH-SPEED SHIPS.

Among the advantages claimed for the increasing popular passenger ships of large size and moderate speed should be mentioned the fact that many of them are showing in regular service a rate of speed which is fully as high as that which they maintained on their trials in smooth water. Moreover, because of their great weight and momentum and their moderate speed they are not so greatly affected by adverse weather conditions as the faster ships, and their coming and going is marked by great regularity and a close adherence to the sailing schedule.

If a 23-knot ship runs into a heavy head sea it must make a much greater reduction in its speed than is necessary in a vessel, of, say, 15 to 17 knots speed, and, consequently, it will be more liable to miss a tide and suffer a night's detention, say, at Quarantine, New York, than a ship of the slower type. As showing how the big vessels of the intermediate type are running well up to their trial speeds we may take the case of the Amerika, which in a recent passage from Cherbourg to Sandy Hook of 3140 miles maintained an average speed of 17.31 miles an hour, while on its preceding easterly passage it covered a distance of 3088 miles in seven days six hours and twenty-four minutes, which works out as an average speed of 17.71 miles an hour. The high-speed liner, however, is not in any danger of being forced out of the field by its slower sisters, as witness the fact that the North German Lloyd has under construction a twin ship to the 23 1-2-knot Kaiser Wilhelm der Grosse, and that the Cunard Company will shortly put a pair of 24 1-2 to 25-knot vessels in service.

So rapid is the increase in the number of those who can afford to pay the highest rates for Atlantic travel, and so great is the demand for rapid transit on the part of those to whom time is an object that we look to see a limited number of 25-knot vessels built from time to time for the Atlantic service. The majority of the transatlantic liners of the future, however, will undoubtedly be of the Amerika and the Baltic type, for not only are these the ships upon which the companies depend for the greater part of their revenues, but because of their steadiness, absence of vibration and the more lengthy sea trip which they afford they are becoming increasingly popular with the traveling public.—Scientific American.

It is likely there will be established a line of steamers between the Baltic Sea ports, South Africa and Australia. The cargo steamer Bia, of the Swedish-South African Company, which left Newcastle recently for Spain, with a cargo of wheat, belongs to a line of four steamers which have hitherto traded to South Africa. Now it is reported that the company intends to build more ships and extend the service to Australia, the steamers loading at Baltic ports for the Cape, and then coming on here with part cargo. The steamers of the line all have great carrying capacity, and it is intended to provide two at least with refrigerated space for the carriage of produce from Australia.

Wages, as affected by the sugar bonus in New South Wales and Queensland (Australia), is the subject of a report from United States Consul F. W. Goding, of Newcastle. Able-bodied laborers earn $7.30 to $8.57 per week, without keep, and aboriginals $1.39 to $3.34. Contracting work pays more, or $3.77 per day, for cane handling.

COAST SEAMEN'S JOURNAL

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Established in 1887

W. MACARTHUR, Editor | P. SCHARRENBERG, Mgr.

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Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

ALLIED PRINTING TRADES UNION LABEL COUNCIL SAN FRANCISCO

WEDNESDAY, - - - JULY 18, 1906.

VICTORY FOR SEAMEN ASSURED.

The most important development of the week in the contest between the seamen's unions and the United Shipping and Transportation Association and Citizens' Alliance is the action of the Shipowners' Association of the Pacific Coast in voting to join the Transportation Association. The significance of this action is more apparent than real. As a matter of fact, the majority of the Shipowners' Association, who voted to join the fight against the seamen's unions, own but a small fraction of the tonnage represented in that body. The members of the larger firms, representing, say, 70 per cent of the sailing-ship tonnage, are averse to making war upon the organizations of their employes and will probably either join hands with the latter or maintain a neutral attitude. At any rate, it seems certain that the attempt of the Transportation Association to force a general lockout of all seamen, on sailing vessels as well as on steamers, has failed. The accession of a few sailing-ship owners to the ranks of the Transportation Association will simply increase the difficulty experienced by the latter body in finding crews for the vessels under its control. The Association has played its trump, and the latter has turned out to be a mere "rag." Now that the full strength of the Association has been developed, there seems to be "nothing to it," except victory for the unions in the very near future.

Of course, the Association has not ignored that favorite recourse of employers in time of labor disputes, namely, Government by Injunction. The hope—even if it be but a dim one—of putting Furuseth and other officials of the seamen's unions in jail is too sweet to forego. Injunctions are being sought in the Federal courts, nominally for the purpose of preventing interference by the seamen with the "property rights" of the shipowners, but actually for the purpose of securing the imprisonment of Secretary Furuseth. The ultimate purpose of this plot is, of course, to destroy "his (Furuseth's) organization." The futility of these hopes is apparent when it is recognized that the existence of the union does not depend upon any one man or set of men. Doubtless the shipowners are laboring under a real misconception on this score. The success of their scheme to put Furuseth in jail would be a good thing in itself, if only by way of proving that "his organization" can walk, and fight, by itself.

Despite the utmost efforts of the Association to secure non-union crews, the conditions in that respect remain as before. At the end of six weeks not a single seaman has been procured by the Association. The vessels under the control of that body are being sent to sea literally unmanned, the small number of men secured by the crimps being "greenies" of the rankest kind. The most desperate efforts have been made by the Association to procure men for its vessels. Crimps and employment agents have scoured every section of the country, the Gulf, the Lakes, the Atlantic Coast, and even Mexico. A considerable number of men have been picked up in this way and shipped West in care of the most notorious gun-fighters and professional strike-breakers in the country. But—but they haven't arrived in the West. Most of these "young Americans" have disembarked at various points in the Middle West, with the result that the "scarcity of labor" in that locality has been appreciably relieved. For all of which the farmers are doubtless very thankful to the shipowners. The few men who have actually set foot in San Francisco have at once declared their determination not to scab, preferring to clean bricks for an honest living.

The straits in which the Association finds itself may be judged by other tactics to which it has lately resorted. Union men have been assaulted without the slightest provocation, other than the fact that they are union men. Hired thugs in the pay of the Association and its allies in Grays Harbor, Wash., recently assaulted and nearly killed a member of the Sailors' Union while he was going on board his vessel at Slade's Mill, in Aberdeen. While ostensibly employed to guard the vessels against the imaginary violence of union seamen, these hired bravos of the Association are actually engaged in assaults upon the members of the unions, with the object, of course, of forcing the latter into submission through fear of their lives. And these are the same gentlemen who prate so loudly about the "maintenance of law and order"!

So far every sign points to an early victory for the seamen's unions. The only danger consists in over-confidence. Every member of the unions involved, be he sailor, fireman, cook, or steward, should do his individual duty in the present struggle in order that the largest possible results may be obtained, and that in the shortest possible time. Circumstances favor the seamen, but these alone won't win the fight. Only personal loyalty and hard work can do that. The prospect of winning the greatest labor victory in the history of the West should be sufficient of itself to inspire every man to the greatest exertion, so that he may be able to "point with pride" to his own record in the case.

Members of the seamen's unions locked out by the Transportation Association at San Francisco and other Coast ports should report daily at the respective headquarters and agencies for watch duty and other work necessary to the proper conduct of the contest. THIS MEANS YOU!

Demand the Union Label on all products!

CHILD LABOR LAW UPHELD.

The Child Labor law enacted by the California Legislature of 1905 has been declared constitutional by the State Supreme Court in its decision in the Despatch case. The case grew out of the explosion in the boiler-room of the steamer Despatch in San Francisco harbor, by which a young lad was killed and several other minors injured. State Labor Commissioner Stafford invoked the Child Labor law against those responsible for the employment of these minors and secured a conviction in the lower courts. The case was appealed, with the result just stated.

The points raised against the law were that it is special legislation, that it is discriminatory as against certain trades, and that it would deprive persons of the right to acquire and possess property. The Supreme Court ruled against each of these points. The gist of the Court's decision is as follows:

From their tender years, immature growth and lack of experience, and knowledge, minors are more subject to injury from excessive exertion and less capable of self protection than adults. They are therefore peculiarly entitled to legislative protection and form a class to which legislation may be exclusively directed without falling under the constitutional prohibitions of special legislation and unfair discrimination.

The first objection to the validity of the part of the section above stated is that it is discriminatory and special because it does not prohibit such employment of minors in all occupations, but only in those specifically mentioned; that work at other places, of which saloons, barber shops, railroads, ferries and warehouses are specified by counsel as instances, would be equally injurious, and that in order to be general and uniform they should be included in the prohibition. The objection is twofold; first, that the legislation constitutes an unfair discrimination against the particular trades mentioned; second, that it unduly and without reasonable cause restricts the right of minors to work at any and every occupation in which they may wish to engage. There is nothing in the Act to indicate a purpose on the part of the Legislature to make use of the laudable object of protecting children as a mere pretense under which to impose burdens upon some occupations or trades and favor others. It appears to have been framed in good faith and for the purpose of promoting the general welfare by protecting minors from injury by overwork and facilitating their attendance at schools. The Legislature may undoubtedly forbid the employment of children under the age of fourteen years at any regular occupation if the interests of the children and the general welfare of society will be thereby secured and promoted. The power to forbid their employment in certain occupations and not in all depends on the question whether or not any appreciable number of children are employed in the callings not forbidden, and whether or not those callings are injurious to them, or less injurious than those forbidden. If certain occupations are especially harmful to young children and others are not so, there can be no serious doubt that it is within the power of the Legislature to forbid their employment in one class and permit it in the other. The difference in the results would justify the classification with a view to the difference in the legislation. Also, if children are employed in certain occupations to their injury and are not employed at all in others, or so infrequently that the number is inappreciable and insignificant, the occupations regularly employing them have no ground to complain of discrimination. They compose the entire class to which the legislation is directed, the class which causes the injury to be prevented.

The vindication of the Child Labor law is gratifying to all who believe in stringent legislation for the protection of the rising generation. While the credit for the enactment of that law is due mainly to organized labor and its friends, the successful enforcement of the law is the work of Labor Commissioner Stafford and his efficient staff. Mr. Stafford has been indefatigable in the prosecution of offenders against the Child Labor law and has compelled general observance of that measure throughout the State. Reinforced by the decision of the Supreme Court, it is practically certain that there will be no further attempt to violate the law against the employment of children under sixteen years. In this connection mention should be made of the valuable services of Deputy Commissioner

John M. Eshleman. The successful prosecution of the Child Labor cases in the courts of the State was conducted by Mr. Eshleman, who has thus won a reputation that may well be envied by older members of the legal profession. The people of the State are to be congratulated upon the maintenance of a valuable law and upon the possession of a staff of officials who can be depended upon to put the law to the greatest possible use.

ANTI-SHANGHAIING LAW.

The much-talked-of Anti-Shanghaiing bill was passed by the session of Congress which recently adjourned, and is now the law of the land. The Act in question is here reproduced in full, as follows:

An Act to prohibit shanghaiing in the United States.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That whoever, with intent that any person shall perform service or labor of any kind on board of any vessel of any kind engaged in trade and commerce among the several States or with foreign nations, shall—

First. Procure or induce or attempt to procure or induce another by force, threats, or representations which the person making them knows or believes to be untrue, or while the person so induced or procured is intoxicated or under the influence of any drug, to go on board of any such vessel.

Second. Induce or procure or attempt to induce or procure another by force or threats, or by representations known or believed by the person making them to be untrue, or while the person so induced or procured is intoxicated or under the influence of any drug, to sign or in any wise enter into any agreement to go on board any such vessel to perform service or labor thereon, shall be fined not more than one thousand dollars or imprisonment for one year, or both.

Sec. 2. That whoever shall knowingly detain on board any such vessel any person induced to go on board thereof or to enter into an agreement to go on board thereof by any of the means defined in section one hereof shall be punished as provided in section one.

Sec. 3. That whoever shall knowingly aid or abet in the doing of any of the things declared unlawful by sections one and two of this Act shall be deemed a principal and punished accordingly.

Sec. 4. That sections four, six, and twenty-four of chapter twenty-eight of the Acts of Congress, approved December twenty-first, eighteen hundred and ninety-eight, shall apply to all vessels engaged in the taking of oysters, anything in section twenty-six of said last-mentioned Act to the contrary notwithstanding.

Approved, June 28, 1906.

The new law was conceived mainly with a view to remedying the disgraceful and barbarous conditions practiced among the oystermen of Chesapeake Bay. It is to be hoped that the measure will prove effective for the prevention of the shanghaiing practices heretofore so common in that trade and locality. The effect of the Anti-Shanghaiing law, if effective at all, should not be confined to any one instance of the evil aimed at, but should be equally beneficial in all instances. Instances of shanghaiing are by no means confined to the waters of any one locality, but are to be found in full force wherever employers of maritime labor find it difficult for any reason to induce or persuade men to accept employment upon the terms offered. San Francisco and other Pacific Coast ports, under present conditions, afford a striking example of the prevalence of shanghaiing. The new law, if honestly enforced, ought to make it easier to stop the glaring frauds now being perpetrated against men and boys by the United Shipping and Transportation Association and the crimps in its pay. While the terms of the new law, as is characteristic of most legislation of the kind, are somewhat vague, their intent is perfectly obvious. The law requires proof of knowledge on the part of the crimp that the terms he proposes to his prospective victims are false, but it should not be difficult to satisfy any intelligent judge or jury on this score, considering the glaring character of the frauds committed by the shipowners' procurers. In any event the new law will be tested to its fullest capacity at the first opportunity.

The allusion of the United Shipping and Transportation Association, in its explanation(?) of its refusal to arbitrate, to the fact that the Sailors' Union of the Pacific "admits that 97 per cent of its members are foreigners" is intended to be very cutting. As a matter of fact, it is simply very silly. The admission of the Sailors' Union concerning the nationality of its membership is merely an admission of the fact that the great majority of the seamen on the Pacific Coast are of foreign birth, a fact for which neither the seamen themselves nor the Sailors' Union is in any degree responsible. The responsibility for that fact rests elsewhere. In order to give any point at all to the fling of the Association that body must show that the Sailors' Union debars from membership or fails to secure the allegiance of men of American birth. Of course, the Association can not do this, for the reason that all the seamen—including all the "young Americans" of that calling—on the Coast are members of the Union. The Union simply organizes the material at hand, without reference to the accident of birth, color or creed. Come to think of it, there is a certain humor in the reference made to the nationality of the seamen on the Pacific Coast, considering the fact that that reference is made by the most notorious employer of Chinese labor in the whole country, namely, Schwerin, of the Pacific Mail Company.

The action of Mayor Schmitz in detailing a large number of extra police officers for duty on the water front of San Francisco has aroused much unfavorable comment. The Mayor had endeavored to secure the consent of the Transportation Association to submit its case against the seamen to arbitration, and, failing in that object, had thrown out a strong hint that he would adopt other measures to end the struggle between seamen and shipowners. The character of the measures which the Mayor proposed to use could only be conjectured. Now it appears that the Mayor's last resort is that of "police interference," the very thing that he was elected to prevent and which throughout his entire incumbency he has declaimed against. But, of course, the Mayor now dates history from April 18, the date upon which Labor was unhorsed and Capital placed in the saddle! The earthquake and conflagration in San Francisco worked many marvels, chief of which is their effect upon the memory of Mayor Schmitz. However, there still remain a large number of persons who vividly recall the industrial and political events of 1901, the more so by reason of the present tendency of history to repeat itself.

President Penje and Secretary-Treasurer Frazier, of the International Seamen's Union of America, are doing splendid work in preventing the shipment of non-unionists from the Lakes and Atlantic Coast to San Francisco. Aided by the officers and members of the seamen's unions in their respective localities, Comrades Penje and Frazier have rendered yeoman service in this regard, for which the seamen of the Pacific Coast are profoundly grateful.

Demand the Union Label on all products!

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., July 16, 1906.

Regular weekly meeting was called to order at 7:30 p. m., C. F. Hammarin, presiding. Secretary reported shipping medium. The Executive Committee reported the lockout situation improving generally. The attempt to import strike-breakers from Chicago has proved a total failure. Out of nearly 200 men shipped in Chicago less than six arrived at San Francisco, under guard of at least a dozen Pinkertons. The Banking Committee was elected for the ensuing term. The following were elected delegates to the San Francisco Labor Council: A. Furuseth, A. Seaman, E. Ellison, W. Macarthur, P. Scharrenberg, J. Kean, E. A. Erickson, H. G. Lundberg, A. Tunnell and C. Taucer.

A. FURUSETH,
Folsom-street Dock. Secretary.

Tacoma Agency, July 9, 1906.
No meeting; no quorum; men very scarce.
H. L. PETTERSON, Agent.
3004 McCarver St. Tel. Main 808.

Seattle Agency, July 9, 1906.
Situation good; shipping fair.
P. B. GILL, Agent.
1312 Western Ave., P. O. Box, 65. Tel. James 3031.

Port Townsend Agency, July 9, 1906.
No meeting; no quorum; situation quiet.
WM. THORBECK, Agent.
114 Quincy St. P. O. Box 48. Tel. 443.

Aberdeen Agency, July 9, 1906.
Shipping medium.
WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

Portland (Or.) Agency, July 9, 1906.
No meeting; no quorum; few members ashore.
D. W. PAUL, Agent pro tem.
40 Union Ave. Tel. East 4912.

Eureka (Cal.) Agency, July 9, 1906.
No meeting; no quorum; shipping quiet.
CHAS. SORENSEN, Agent.
227 First St. P. O. Box 327, Tel. Main 553.

San Pedro Agency, July 9, 1906.
Shipping medium.
HARRY OHLSEN, Agent.
P. O. Box 2380. Tel. Main 774.

Honolulu (H. T.) Agency, July 2, 1906.
Shipping good; prospects fair.
C. COLDIN, Agent.
821 Alakea St. Tel. Main 96.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, Cal., July 12, 1906.

Regular weekly meeting was called to order at 7 p. m. Eugene Burke in the chair. Secretary reported shipping on sailing vessels very good, the masters being very anxious to secure union cooks. The strike situation along the Coast very favorable, and the owners are finding it more and more difficult to obtain non-union men of any kind.

EUGENE STEIDLE, Secretary.

Folsom Street Dock.
Seattle (Wash.) Agency, July 5, 1906.
No meeting; shipping good.
LEONARD NORKGAUER, Agent.

San Pedro (Cal.) Agency, July 5, 1906.
No meeting; shipping fair.
CHAS. M. DAWSON, Agent.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, July 9, 1906.
Shipping good; men scarce.
143 W. Madison St. WM. PENJE, Secretary.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston (Mass.), July 11, 1906.
Shipping fair; men scarce.
WM. H. FRAZIER, Secretary.
1½A. Lewis St.

ATLANTIC COAST MARINE FIREMEN'S UNION.

Headquarters, Brooklyn (N. Y.), July 6, 1906.
Situation fair; shipping good.
15 Union St.
DANIEL SULLIVAN, Secretary.

ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)

DRYDOCKS AT CLEVELAND.

President James C. Wallace and other officers of the American Shipbuilding Company recently called upon President Springborn of the Board of Public Service to review with him tentative plans for a new drydock at the foot of W. 54th street, Cleveland. The building of the drydock would necessitate use by the shipbuilding company of a portion of the street.

Springborn told Wallace that it would be necessary for the Board of Public Service to get permission from the Council by ordinance or resolution before the street could be devoted to the purpose for which the Shipbuilding Company wants it. Springborn will take the matter up with the Council.

It is understood that it is the purpose of the Shipbuilding Company to build a drydock at the point named larger than any it now has in this harbor. The Company has been somewhat cramped for drydock space for some time on account of its growing business. Wallace would not discuss the plans of the company to any extent.

"We have formed no definite plans," he said. "It is our intention to increase our holdings; that is all I can say at present. I can't tell how soon we will be ready to go ahead with the deal if we decide to go ahead at all."

Another big drydock is badly needed at this end of the route in order to take care of the many large freighters that are coming out, and Cleveland, of course, is the best place on Lake Erie for it to be located. All the big docks at Lake Erie ports are occupied at present and some of them have all the business they will be able to take care of for the next two months.

Last week a big steel steamer was damaged at this end of the route and as all the docks were taken she had to go to the head of Lake Superior for repairs. If she was badly damaged and not in shape to make the trip up the Lakes, she would have to wait until repairs on vessels that were in the docks were completed.

Vessels are in the three local drydocks at present. The steamer Zimmerman, which was one of the worst wrecked boats that was ever brought to Cleveland, is in No. 1 dock and it will be some time before repairs on her are completel. The barge Manda, which was placed in No. 2 dock recently, will be a big job. She was on the rocks in the Detroit River and five of her tanks were punctured.

Repairs on the steamer Crescent City, which is in drydock at Lorain, will not be completed before August 1, and it will take from sixty to ninety days to make repairs on the barge Manila. She is in drydock at Toledo. The steamer Steel King is in the big drydock at Buffalo, where she will be for two weeks. The steamer Mataafa, which was wrecked last fall is still at the head of Lake Superior, but she may be brought to Cleveland for repairs. If the officials of the American Shipbuilding Company decide to build the new plant they will have four drydocks at Cleveland. The new dock at Lorain will be completed next fall and the company will then have two big docks at that port.

Demand the Union Label on all products!

IMPROVING TOLEDO SHIPYARD.

Extraordinary dispatch is making the work of transforming the yard of the Toledo Shipbuilding Company, at Toledo, into a most capacious plant. Work upon the new drydock did not begin until the weather opened, but the Great Lakes Dredge & Dock Company has already finished the dredging and is at work on the piling. The dock will be ready to go into commission on October 15. It will be 600 feet long, 105 feet wide at the top, 72 feet width of blocks, 80 feet width of gate. The portal will be of solid concrete and steel. This dock is designed to accommodate any ship up to 550 feet in length. The gate of the dock has been sufficiently wide to accommodate passenger boats without removing guard. Vessels will be launched into this dock from two berths ,one on either side of it. The berth to the right will be 110 feet wide, capable of accommodating the beamiest of passenger boats. The two berths and the dock will be commanded by a traveling crane capable of delivering material to any portion of the dock.

A modern punch shop, 240 feet long by 110 feet wide, will be built at the head of the new drydock, and will therefore be most advantageously located for the delivery of material to either of the building berths or the drydock. A pumping house, built entirely of concrete, will be erected to the left of the foot of the drydock for the purpose of filling and emptying the dock. The pump house will be connected by a tunnel with the second drydock, so that it will fill and empty both of them. The second drydock, which is to be an enlargement of the old Craig dock, will be 650 feet long, 110 feet wide on top, 72 feet wide on blocks with an 80-foot gate. A locomotive crane will be installed to the left of this drydock of ten tons' capacity at 50-foot reach for the purpose of handling heavy weights on repair jobs. Vessels will be launched into this drydock from a building berth on the right.

DETROIT RIVER TUNNEL.

Bids submitted by contractors for the construction of the Michigan Central's great international tunnel under the Detroit River have all been rejected by the officers of the Detroit River Tunnel Company, as the department of the road in charge of the work is called.

Great difficulty has been encountered in getting the contracts let. The first set of bids submitted were invalidated by the fact that a fundamental change in plan necessitating complete new figures was made. Revised bids were asked for and submitted about three weeks ago.

These were found to be all too high to suit the company, and they were rejected. The company is now attempting to drive bargains with the contractors on a different basis from that on which the first bids were submitted.

It has been definitely decided that the excavation of the open trench work on the Windsor side will be done by the company itself, instead of being let to outside contractors. The trench will be a ditch fifty feet below the present surface of the shore and will be used as an approach to the tunnel. Equipment is now being gathered for the work and operations will shortly begin.

FUTURE OF OLD BOATS.

Relative to a recent statement about the future for the older boats in the package freight business, one of the big ship operators said:

"The future for these boats is not as gloomy as might be supposed from all of the gossip that is going the rounds about them. We have heard from the strictly merchant fleets for a number of years that boats of 3,000 to 4,000 tons capacity are being pushed out of the trade and cannot be operated at a profit. But we are leaving a few things out of consideration. In the first place, it is not to be expected that these boats will earn as much as the big $400,000 boats. For one thing they did not cost as much and in addition have paid their way. If the boat owner had made proper charges to depreciation these boats would not stand the owner a dollar on his books today. If he has been really keeping books he will find that he has no boats whatever as far as that side of the ledger goes. Having a 3,000-ton boat which has not cost anything these vessels are able to make a pretty good sum of money in a year.

"There is another thing: Firms like the Steel Trust, Jones & Laughlin, Cambria, and Republic Iron and Steel are few. They take big tonnage and can afford to have their ore delivered in 10,000 lots. But there are hundreds of little fellows who buy small amounts of 30,000 to 50,000 tons a year. These do not want their ore delivered in three cargoes, but they want it to come along as they need mixtures, as 2,500 to 3,000 tons at a time. The little boats are mighty handy for that business. No more of the little boats will be built. When they are no longer in business we will have to take care of the little fellows in compartment boats. This can be done, but it is a slower and more tedious process. The comparatively small boat still has a good trade on the chain of Lakes."

Data available have developed the fact that the highest lighthouse in the United States is located in the upper peninsula of Michigan. This is at Grand Island, off Munishing, Alger county, in Lake Superior, where the North Point light flashes from a tower erected on a cliff that rises a sheer 250 feet above the level of the water. The surface of Lake Superior is 627 feet above the level of the sea, thirty-three feet higher than Lake Michigan and sixty-three feet higher than Lake Erie.

A contract has been closed between C. W. Elphicke, of Chicago, President, and Antonio C. Pessano, of the Great Lakes Engineering Company, of Detroit, calling for a 7,500 ton ore-carrier for 1907 delivery. The new boat will be 440 feet over all, 420 feet keel, 52 feet beam and 28 feet deep. She will be of arch construction and will be equipped with a triple expansion engine. Steam will be furnished by two Scotch boilers, equipped with induced draft.

Fixtures for the Marine Postoffice, which will open at the Detroit ship canal in July, were ordered recently, and the office will be ready for business at the appointed time. The appointment of the officer to take charge has not been made. The office will be located in the administration building, which stands between the locks, and will handle all mail destined for persons on passing Lake craft.

MARINE NOTES.

The name of the passenger steamer Belle has been changed to Fremont. She will run between Cedar Point and Fremont.

The steamer Crescent City will be repaired at Lorain. She will be docked this week. The Crescent City was ashore all winter at the head of Lake Superior.

A dispatch from W. H. Gill, keeper of the Thunder Bay light, says that the steamer Tempest Sunday afternoon found the wreck of the steamer Grecian in ninety feet of water, six miles south of Thunder Bay. The Grecian foundered recently.

The understanding at the Soo is that L. C. Sabin, now secretary of the international deep waterways commission, will become superintendent of the Soo locks. He was formerly located at the Soo, in connection with government work.

H. J. Pauly of Milwaukee is considering bids from various wrecking companies for the raising of the John Duncan on the bottom of Northport Harbor. The wrecked steamer is in no danger of further damage and does not in any way interfere with Lake traffic.

It will take from sixty to ninety days to repair the barge Manila, which is in drydock at Toledo. Three hundred men will work on her. It is said that one hole through her tank top is as large as the whole job on the steamer Zimmerman. All bottom plates must come off.

Captain Thomas J. Brady of Detroit has succeeded in command of the freight steamer Majestic in place of Captain H. C. McCallum, who resigned to become assistant inspector of hulls at Detroit. Captain Brady last year sailed the steamer Progress of the Corrigan fleet.

John Churchill of Buffalo is now chief engineer of the steamer Lyman C. Smith, succeeding George M. Milne, who has accepted the position of assistant inspector of boilers at Detroit. Engineer Churchill has been in charge of the steamer W. W. Brown for two years.

An official circular has been issued announcing the election of Edwin T. Evans of Buffalo as president of the Connecting Terminal Railroad Company and the Western Warehousing Company. He will take the place of Frank J. Firth of Philadelphia, who has declined re-election. Mr. Evans is at the head of the Erie & Western Transportation Company, otherwise known as the Anchor line, which controls the two companies of which he has been made the head.

Captain James Reid, who is preparing to release the stranded steamer Edenborn at Split Rock, says the vessel will have to be jacked a hundred feet before the water will be deep enough to afford any substantial buoyancy. The boat is high up on the shore and out of the water in places. There is only four feet of water on the side toward the lake. The Edenborn is in better condition than were either the Mataafa or the Crescent City. She had a dead weight of 3500 tons.

Lake Letter List.

June 28, 1906.

Basnow, Anthony (Lehigh)
Brown, Jno. J.— (Venezuela)
Bristow, E. H. (Marina)
Brown, Alpheus
Birrell, Walter (Pend White)
Burgess, Philip
Band, Joseph
Benham, Geo. E.
Brogan, Wm. (Frank Peavey)
Birmingham, David (Clarke)
Bower, Geo. H.
Burg, Geo. V. D.
Barth, Paul G.—2 (Yuma)
Curry, Fred'k W. (Massachusetts)
Creeley, Edw. (Coshawk)
Carrigan, Frank
Conlin, Wm. (Bangor)
Crittenden, Chas. N. (Wilkinson)
Cline, Albert E.
Daniels, Bert (McVittie)
Dickinson, Louis V. Geo. Peavey)
Drubert, Wm.
Dale, E. R. Gibson (Van Hise)
Day, E. R. (J. C. Wallace)
Dillon, John (B. J. Jones)
Duncan, Wm.
Downey, Wm. (Rockefeller)
Edmonds, Harry
Ellingsen, Altred (Briton)
Flanagan, Joseph (Ranapo)
Flaysled, Ira (Horse)
Frank, Albert (Tom Adams)
Forsberg, John (Alaska)
Fort, W. R.
Green, Louise J.
Groves, J. D. (Corey)
Hartog, John
Hall, Eddie
Hartley, Wm.—2
Hicks, Charlie
Henry, Mrs. Jenny
Heaton, E.
Hanson, Sidney
Herrick, Hartley
Hunt, A. E. (Biawik)
Horton, S.
Hannello, Albert (J. C. Wallace)
Horn, H. C. (Holdon)
Hyslop, Wm. (L. C. Hanna)
Innis, Loyde (Clyde)
Johnson, F. Capt.
Klann, Edd. (Maunaiva)
Kennedy, Chas. C. (Maricopa)
Kleley, Walter (Black)
Kiney, Thos. H.
King, Howard W. Devereaux)
Kaspers, J. W. (Iron Age)
King, Joe (Starke)
Larson, Henry M. (Uganda)
Langell, Mart (J. T. Hutchinson)
Levine, John—2 (Griffin)
Levier, Chas.
LeRoy, Hank
Lange, Geo. (A. Mitchell)
Lee, Fred
Moore, Ed.
Masse, Paul
Morrison, Dan
Menz, John H.
Morgan, John (Maritana)
Maxwell, Richard (Osborne)
Murry, Barney (Cornell)
Miller, Ralph H. (Umbria)
Mancotel, Richard (Caledonia)
Madden, Lloyd L. (Buffalo)
Morrow, Walter (Penobscot)
Mickleson, John (L. C. Smith)
Menter, Will (Princeton)
Monck, Will (Albright)
Mann, Jas. E.
Mullen, Jas.—2 (Scranton)
McRae, Jno. R.
McKenzie, Douglas
McIntyre, Ben
McLachlan, Will
McLeod, Duncan D
McLachlan, Dan
McGrath, Sylvester—2 K. Hacon)
McCullom, James (Butler)
MacLennan, Capt. H. J.
Neri, Jno. C. (Montana)
Newman, Louis (Fairbairn)
Niles, Wallace (Widlar)
Nyman, Geo. F. (Marion)
Newen, H. W. (Sultana)
Olsen, Karle
Peterson, Walter (Ab. Stearn)
Parker, Harry E.—2 (Marina)
Phillips, Clinton J. (L. C. Smith)
Pratt, Ernest (Venice)
Patterson, Dan
Pepperdine, Wm.
Peltier, Peter P.
Racine, Joseph (Bunson)
Read, James (Ionia)
Rousseau, Ernest
Sampson, Ernest
Souch, Delbert (S. C. Reynolds)
Sylvester, Herbert
Sandy, Arthur (Black)
Stuart, Stanley (B. F. Jones)
Smirh, J. H. (Samuel)
Smith, R. C. Capt.
Stockwell, Jno.
Small, Joe
Stalley, Edmund
Schweder, Geo.
Saure, Mrs. C.
Smith, F. J. (Clarke)
Sullivan, James (Poc)
Stewart, Mrs. W. C.
Strom, Julius (McVittie)
Smith, Floyd J. (Gilchrist)
Simon, Eugene (A. G. Brower)
Stewart, J. P.
Stang, Julius (Hand)
Thonberg, Alien (Halieton)
Tooke, Will (S. R. Kirby)
Thomeon, Geo. (Tioga)
Thompson, Frank (Tampa)
Vant Utcler, C. C. (Palmer)
Whippen, Henry (Gilbert)
Wallin, Charley (Str. Scranton)
Wagner, Henry (Syracuse)
Weston, John
Waxham, F. W.
Winters, Geo. (Wolvin Small)
Watkins, J. E.
Whang, Russell
Whalen, Archie—2 (B. F. Jones)
Wilson (Princeton)
White, Leon C.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

143 West Madison Street, Chicago, Ill.

Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, WIS.....133 Clinton Street
Telephone 240 South.

BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.

ASHTABULA HARBOR, O.....87 Bridge Street
Telephone 552.

CLEVELAND, O.....171 East River Street
Telephone Bell Main 1295.

TOLEDO, O.....719 Summit Street
Telephone Black 6981.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES.

DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3742.

ASHLAND, WIS.....515 East Second Street
Ashland Phone 1563.

SUPERIOR, WIS.....1721 North Third Street
Telephone, Old Phone, 4428 L.

BAY CITY, MICH.....108 Third Street

OGDENSBURG, N. Y.....40 Ford Street

SUB-AGENCIES.

MANITOWOC, Wis. .....725 Quay Street

ERIE, PA.....107 East Third Street
Telephone Bell 599 F.

CONNEAUT HARBOR, O.....922 Day Street

SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
Telephone 1944 South Chicago.

SANDUSKY, O. .....510 Meigs Street

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Bread—McKinney Bread Company, St. Louis, Mo.; National Biscuit Company, Chicago, Ill
Cigars—Carl Upman, of New York City; Krebs, Wertheim & Schiffer, of New York City; The Henry George and Tom Moore.
Flour—Washburn-Crosby Milling Co., Minneapolis, Minn.; Kelley Milling Co., Kansas City, Mo.
Groceries—James Butler, New York City.
Meats—Kingan Packing Company, of Indianapolis, Ind.
Pipes—Wm. Demuth & Co., New York.
Tobacco—American and Continental Tobacco Companies.
Whisky—Finch Distilling Company, Pittsburg, Pa.

CLOTHING.

Buttons—Davenport Pearl Button Company, Davenport, Iowa; Krementz & Co., Newark, N. J.
Clothing—N. Snellenberg & Co., Philadelphia, Pa.; Clothiers' Exchange, Rochester, N. Y.; Strawbridge & Clothier, Philadelphia, Pa.; Blauner Bros., New York.
Corsets—Chicago Corset Company, manufacturers Kabo and La Marguerite Corsets.
Gloves—J. H. Cownie Glove Co., Des Moines, Iowa; California Glove Co., Napa, Cal.
Hats—J. B. Stetson Company, Philadelphia, Pa.; E. M. Knox Company, Brooklyn, N. Y.
Shirts and Collars—United Shirt and Collar Company, Troy, N. Y.; Van Zandt, Jacobs & Co., Troy, N. Y. Cluett, Peabody & Co., Troy, N. Y.; James R. Kaiser, New York City.
Shoes—Harney Bros., Lynn, Mass.; J. E. Tilt Shoe Co., Chicago, Ill.
Suspenders—Russell Mfg. Co., Middletown, Conn.
Textile—Merrimac Manufacturing Co. (printed goods), Lowell, Mass.
Underwear—Oneita Knitting Mills, Utica, N. Y.
Woolens—Hartford Carpet Co., Thompsonville, Conn.; J. Capps & Son, Jacksonville, Ill.

PRINTING AND PUBLICATIONS.

Bookbinders—Geo. M. Hill Co., Chicago, Ill.; Boorum & Pease Co., Brooklyn, N. Y.
Printing—Hudson, Kimberly & Co., printers, of Kansas City, Mo.; W. B. Conkey Co., publishers, Hammond, Ind.; Times, Los Angeles, Cal.; Philadelphia Inquirer.

POTTERY, GLASS, STONE AND CEMENT.

Pottery and Brick—J. B. Owens Pottery Co., of Zanesville, Ohio; Northwestern Terra Cotta Co., of Chicago, Ill.; C. W. Stine Pottery Co., White Cottage, Ohio; Corning Brick, Tile and Terra Cotta Company Corning, N. Y.
Cement—Jackson Portland Peninsular Cement Co., Cement City, Mich.; Utica Hydraulic Cement and Utica Cement Mfg. Co., Utica, Ill.

MACHINERY AND BUILDING.

Carriage and Wagon Builders—S. R. Baily & Co., Amesbury, Mass.; Hassett & Hodge, Amesbury, Mass.; Carr, Prescott & Co., Amesbury, Mass.
General Hardware—Landers, Frary & Clark, Aetna Company, New Britain, Conn.; Kelsey Furnace Company, Syracuse, N. Y.; Brown & Sharpe Tool Company, Providence, R. I.; John Russell Cutlery Company, Turners Falls, Mass.; Atlas Tack Company, Fairhaven, Mass.; Henry Disston & Co., Philadelphia, Pa.; Merritt & Company, Philadelphia, Pa.; New York Knife Company, Walden, N. Y.
Iron and Steel—Illinois Iron and Bolt Company, of Carpentersville, Ill.; Carborundum Company, Niagara Falls, N. Y.; Casey & Hedges, Chattanooga, Tenn.; Gurney Foundry Company, Toronto, Ont.; Sattley Manufacturing Company, Springfield, O.; Page Needle Company, Franklin, N. H.; American Circular Loom Company, New Orange, N. J.; Payne Engine Company, Elmira, N. Y.; Lincoln Iron Works, (F. R. Patch Manufacturing Company), Rutland, Vt.; Erie City Iron Works, Erie, Pa.; David Maydole Hammer Co., Norwich, N. Y.; Singer Sewing Machine Co., Elizabeth, N. J.; National Elevator and Machine Company, Honesdale, Pa.; Pittsburg Expanded Metal Co., Pittsburg, Pa.; Peckham Manufacturing Company, Kingston, N. Y.; American Hoist and Derrick Co., St. Paul, Minn.; American Iron & Steel Company, Lebanon and Reading, Pa.; Kern Barber Supply Company, St. Louis, Mo.
Iron, Architectural—Geo. L. Meskir, Evansville, Ind.
Stoves—Germer Stove Company, Erie, Pa.; "Radiant Home" Stoves, Ranges, and Hot Air Blast, Erie, Pa.; Wrought Iron Range Co., St. Louis, Mo.

WOOD AND FURNITURE.

Bags—Gulf Bag Company, New Orleans, La.; branch Bemis Brothers, St. Louis, Mo.; H. B. Wiggins' Sons Co., Bloomfield, N. J.
Baskets—Williams Manufacturing Company, Northampton, Mass.
Brooms and Dusters—The Lee Broom and Duster Company, of Davenport, Iowa; M. Goeller's Sons, Circleville, Ohio; Merkle-Wiley Broom Co., Paris, Ill.
Carriages—Crane, Breed & Co., Cincinnati, Ohio.
Cooperage—Northwestern Cooperage and Lumber Company (otherwise known as the Buckeye Stave Company), of Ohio, Michigan, and Wisconsin; Elgin Butter Tub Company, Elgin, Ill.; Williams Cooperage Company and Palmer Manufacturing Company, of Poplar Bluff, Mo.
China—Wick China Company, Kittanning, Pa.
Furniture—American Billiard Table Company, Cincinnati, Ohio; Brumby Chair Company, Marietta, Ga.; O. Wisner Piano Company, Brooklyn, N. Y.; Krell Piano Company, Cincinnati, Ohio; N. Drucker & Co., Cincinnati, Ohio; St. Johns Table Company, St. Johns, Mich.; Grand Rapids Furniture Manufacturing Association, Grand Rapids, Mich.; Derby Desk Co., Boston, Mass.
Gold Leaf—W. H. Kemp Company, New York, N. Y.; Andrew Reeves, Chicago, Ill.; George Reeves, Cape May, N. J.; Hastings Company, Philadelphia, Pa.; Henry Ayers, Philadelphia, Pa.
Lumber—Trinity County Lumber Company, Groveton, Texas; Reinle Bros. & Solomon, Baltimore, Md.; Himmelberger Harrison Lumber Company, Morehouse, Mo.; Union Lumber Company, Fort Bragg, Cal.; St. Paul and Tacoma Lumber Company, Tacoma, Wash.; Gray's Harbor Commercial Co., Cosmopolis, Wash.; Far West Lumber Company, Tacoma, Wash.
Leather—Kullman, Salz & Co., Benicia, Cal.; A. B. Patrick & Co., San Francisco, Cal.; Lerch Bros., Baltimore, Md.
Paper Boxes—E. N. Rowell & Co., Batavia, N. Y.; J. N. Roberts & Co., Metropolis, Ill.
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Watches—Keystone Watch Case Company, of Philadelphia, Pa.; Jos. Fahy, Brooklyn Watch Case Company, Sag Harbor; T. Zurbrugg Watch Case Company, Riverside, N. J.
Wire Cloth—Thos. E. Gleeson, East Newark, N. J.

MISCELLANEOUS.

Bill Posters—Bryan & Co., Cleveland, Ohio.
Railways—Atchison, Topeka & Santa Fe Railroad; Missouri, Kansas & Texas Railway Company.
Telegraphy—Western Union Telegraph Company, and its Messenger Service.
D. M. Parry, Indianapolis, Ind.
Thomas Taylor & Son, Hudson, Mass.
C. W. Post, Manufacturer of Grape Nuts and Postum Cereal, Battle Creek, Mich.
Lehmaier-Swartz & Co., New York City.
J. N. Mockett, Toledo, Ohio.

AUSTRALIAN NOTES.

(For the Coast Seaman's Journal.)

The present condition in Australia, according to the capitalists themselves, is that we are enjoying a state of prosperity. The grain season has been an excellent one, as also has been the wool season, and mining is on the boom, especially in connection with tin-mining.

The politicians are now waking up for the Federal elections. Happy, untruthful, wobbly, "Yes-No" George Reid is touring the country in opposition to the Labor party, and is styling himself "Leader of the Anti-Socialists." Considering that no sane person in this country takes George seriously for one moment, it is not believed that he will do any harm.

The Deputy Leader of the Opposition, the one-time Labor man, who forgets that as a working miner he was lifted into prominence by his fellow-workers and unionists, now requests the leader of the Labor party, J. C. Watson, to stop truckling with his principles and be honest and straightforward! O shades of Ananias! Does it not feel good to us poor Wayfarers of the Sea to find that "Joe-Joe" Cook is by an all-wise Providence still spared to us on this earth?

There is another topic besides that of Anti-Socialism, which has now taken a great hold in Australia, i. e., the destruction of rabbits, which were at one time considered a pest or curse to the country. The slaughter of Bunny has now become an industry employing thousands. Men are now making a decent living trapping the rabbits, which are valued for the skins, and then there is employment in the cities preparing the latter for export. One important factor in connection with rabbits is that the Beef Trust can not work the oracle any longer. One Dr. Danysz has been imported (not as an immigrant) from France, to poison Bunny by the introduction of microbes. This particular doctor has been engaged by the pastoralists, under the supervision of the Government. The latter, about twenty years ago, offered a reward of £25,000 to any person who could clear the country of rabbits, but as we live so we learn. The pest is now a blessing. We will now eat our rabbit instead of Chicago tinned ——.

It is with the deepest regret that I send you word that the "Father of Democracy" in New Zealand has just passed away in the person of Richard J. Seddon, the Premier, a man in every sense of the word, beloved by every one in Australia and adored by the people of New Zealand. Deep sympathy is freely expressed everywhere and by all classes. Premier Seddon was on his way home (as he had stated a few days previously) to "God's own country," by the steamer Oswestry Grange, and was about 180 miles out from Sydney, N. S. W., when he expired rather suddenly. He was in company with his wife and his private secretary at the time.

The steamer turned back to this port to have the body embalmed and after a short stay proceeded to Auckland, New Zealand. The late statesman was a native of England. Born at Eccleston near St. Helens, Lancashire. His masterful nature, force of character and fighting abilities gave to Maoriland the position she holds today, not only in the commercial world, but as the beacon that all countries are watching in connection with Democratic legislation.

The seamen of Australia have now registered under the Federal Arbitration Act and have given notice of the termination of the present agreement with the shipowners, to be effective on January 1, 1907. The shipowners and seamen are to meet in conference toward the end of August in Melbourne, Victoria. It is to be hoped that the result will be satisfactory to both parties.

Fraternally,

The Commodore.

Sydney, N. S. W., June 11, 1906.

FACTS ABOUT RAILWAYS.

The average number of passengers in each railroad train in the United States in 1904 was 50.25. This represents a growth from about 39 per train in 1898, but is still far below the development attained abroad. In 1898 Germany carried an average of 71 persons in each train, and India had the large figure of 189. The development of the electric railway in this country and the frequent train service help to keep down the average. On each of the 212,000 miles of railway in 1904 there were carried an average of 104,198 passengers. That is to say, the aggregate passenger mileage of the country, according to the Railway World, divided by the mileage of the track, gives the figure named. In Germany, as far back as 1898, this figure was 342,000 persons; in France it was 283,000 in 1897; in India, 289,000, and in Austria 214,000. The figures for Great Britain are not obtainable.

In addition to stimulating business by aiding conventions of business and professional men and all religious and fraternal organizations, the railways have acted in conjunction with commercial organizations of various cities, originating special buyers' excursions, whereby cheap rates are offered to merchants of consuming districts in order to attract their trade to the wholesalers of the cities offering the low rates through railroads interested. Hundreds of special trains are run every year to enable home seekers to visit sections of the country where they can obtain land. In addition the railways furnish luxurious trains to accommodate those able to pay for such conveniences. One railway running out of Chicago runs a train composed of cars which cost $250,000 each. Another railroad runs a "limited' train on an investment of $1,000,000; so on with other roads.

WORLD'S COAL SUPPLY.

Statistics as to the amount of coal in the world or in any particular country are of small value because estimates are based on inadequate information. The German periodical, Stahl und Eisen, gives figures as to Germany's supply, which it places at 280,000,000,000 tons, which will last, at the present rate of consumption, a couple of thousand years. The coal deposits of Great Britain and Ireland are placed at 193,000,000,000 tons, with an annual consumption of twice that of Germany. The estimated coal deposit of Belgium is 23,000,000,000 tons; of France, 19,000,000,000; Austria, 17,000,000,000, and Russia, 40,000,000,000 tons. North America's coal deposits are estimated by the same authority as 681,000,000,000 tons. The total for all Europe is placed at 700,000,000,000 tons. Asia is conceded to have much larger deposits, which cannot even approximately be estimated.

Turbines are to be substituted for the enormous reciprocating engines at the new London (Eng.) County Council generating station. A London paper says that the latter engines are already obsolete, and seriously affect the near-by Greenwich Observatory.

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INJUNCTION EXTENDED.

How necessary it is for organized labor to watch legislation to prevent, by all proper means, the enactment of tyrannical and unjust statutes, and finally to make it plain to candidates and politicians that they can not injure and wrong labor with impunity, is illustrated by a series of episodes reported in the Illinois press. Tyranny has its logic, as well as liberty, and "it is the first step that is difficult."

Probably one of the worst decisions ever rendered in any American State was that given a few weeks ago by a Chicago judge in an injunction case. Under that decision it is a crime to call a sympathetic strike in Illinois.

This is a new development in the injunction business. It establishes a new principle, a new invasion of labor's rights. It is an extraordinary decision. How could the judge render it?

The answer is suggestive.

Some years ago, when organized labor was less vigilant and less determined than it is now, the Illinois Legislature enacted a reactionary statute prohibiting boycotting in any form and making it a criminal offense.

The injunction lawyers thereupon began to ask the courts to put specific prohibitions against boycotting in the restraining orders against strikers, and the courts were too obliging to refuse.

In one case an appeal was taken from such an order, and the appellate court was inclined to strike out or modify the prohibition of boycotting, so as to leave the workmen enjoined to statute was in the way. It was not a question of principle, or of reasonable application of common law doctrines, but of following the statutes of the States. So the Court permitted the anti-boycott clause to stand.

That was bad enough, but worse was to come. A difficulty arose later between building contractors and a "fake" union of stone cutters on the one hand, and the old, regular, genuine Stone Cutters' Union of Chicago on the other. The latter union struck and demanded the adoption of the union shop principle. The building trades of the city sympathized with it, as did all building trades unions, and, in some instances, sympathetic strikes were called by the Chicago Building Trades Council.

It never occurred to any officer of the federated body, or of any local represented in it, that there was anything illegal in the calling of a sympathetic strike in support of the Stone Cutters' Union. But an expert injunction lawyer applied to a judge of the circuit court for an order to prohibit all further action along the line in question on the part of the council and the unions not directly interested in the stone cutters' controversy. He denied the application with the laconic remark that he did not see how he could prevent men from striking for any reason sufficient in their own eyes.

This was good sense. Strikes are lawful in Illinois, as elsewhere, and if it is lawful to strike sympathetically, it can not be unlawful to call a sympathetic strike.

However, the persistent lawyer took his application to another judge of another court, and here he was successful. The second judge, always regarded as a progressive and clear-headed man, found himself constrained to grant the injunction.

His reasoning was as follows: It is true that men may advise or request other men to that men may strike for any reason, or without any reason. It is true that men may advise or request other men to do anything which the latter may do of their limitation of the right to call strikes of a certain kind. What is a purely sympathetic strike but a boycott, ask labor's opponents? Men may be boycotted as well as goods. To say to an employer that unless he will do a certain thing as desired by A. B., and C.; E, F, and G will be called out on strike, though they have no personal grievance and no direct, material, economic interest in the difficulty with A, B, and C, is to threaten him with a boycott. Now, the statute prohibits men from organizing or ordering or calling a boycott, and hence it is the duty of the Illinois courts, under the precedents and the statute, to enjoin the calling of strikes that are essentially and really boycotts.

And so it is now impossible in Illinois to call a sympathetic strike, although it is possible and lawful to strike out of sympathy without an order from a union or council representing several unions.

The situation is absurd on its face, but the boycott statute is responsible for the anomaly.

Many men in a position to know, insist that the judge intended to be fair and logical. In other respects he modified the injunction in accordance with reason and equity. He refused to enjoin "peaceable persuasion" and peaceable picketing. He pointed ou that the boycott act left him without discretion as regards the application for an injunction against a strike that was not distinguishable from a boycott.

One point escaped him, it would seem.

If the boycott statute prohibits the calling of certain strikes it should be declared unconstitutional.

Can the Legislature prohibit men from advising others to do what they have a right to do? It is unfortunate that this objection was not raised. It is not too late to raise it now, on appeal.

Meanwhile, we repeat, the lesson of this situation is plain. Legislation must be watched more vigilantly, and our lawmakers must be taught proper respect for the rights, claims, and reasonable wishes of organized labor—organized labor which advocates, champions, protects and promotes the rights and interests of all labor.—American Federationist.

MILITARY EXPENDITURES.

According to a British Parliamentary return Great Britain stands third among the military powers in the point of expenditure for military purposes. In the fiscal year of 1905 the leading powers spent on their armies, according to this British return, as follows: Russia, $185,000,000; Germany, $157,000,000; Great Britain, $153,000,000; France, $133,000,000; the United States, $112,000,000; India, $98,000,000; Austria, $84,000,000; Italy, $55,000,000; Japan, $21,000,000. In addition to the total given for the United Kingdom, $16,000,000 was paid out of colonial funds for local purposes. The German total excludes the sum of nearly $25,000,000 for colonial military expenses, and the French total also excludes $18,000,000 for the army serving abroad. The Japan total excludes any of the extraordinary expenses for the war with Russia. In addition to the sum given for the United States it is stated that nearly $137,000,000 is expended for pensions.

A report from Antwerp states that never before has the demand been so great from the United States, at any one time, for cement as at the present time. One vessel recently took 6,100 tons of cement from Antwerp to San Francisco.

FEMALE LABOR.

Baden, Germany, is about the size of Connecticut, and is generally classed as a manufacturing State. In 1905 the number of women employed in factories, tailor shops, and similar branches in the Grand Duchy was 66,294, as against 63,810 in 1904, or a trifle more than 31 per cent of the total number of employes in 2,793 concerns from which a computation was made. Of these female employes the cigar and textile industries took more than half. In clothing and trimming factories and tailor shops 3,157 women were found employed in 1905. In the cigar and metal working industries, including jewelry manufactories, the number of married women, widows, and divorced women was found in 1905 to be considerably larger than in other branches where women find employment.

Factory statistics show a marked increase in the number of married women who seek employment in factories, their present number being nearly one-half the total adult women so employed. A corresponding decrease in the number of young girls in factories is also noted. Each year is said to increase the demand for this class of labor and a growing scarcity to have resulted. The case is cited of a firm engaged in the manufacture of bandages in a small town quite distant from any manufacturing center which made a careful canvass for working women over 21 years of age in three nearby villages and secured but one under an offer of $1.90 per week at the beginning with a guaranty of an early increase to $3.57 per week. This scarcity of female employes in factories has led to the importing of a large number of Italian women for the textile industry and considerable numbers of Polish women and Galicians in other branches, especially the rag-sorting branches. The importation of this labor is justified on the ground of its being an industrial necessity in the present condition of manufacturing in that part of Germany.

MEXICAN IMMIGRATION.

Mexico is agitated over the subject of immigration. The newspapers deal with the matter quite generally, and many public men have discussed it. It is argued that immigrants from cities are not desirable, as what Mexico needs is men to cultivate the land. It is said in cities in Mexico, like those in other countries, have a superabundance of the element which would be contributed by immigrants from foreign cities. A year ago a big Japanese company brought a thousand men from Japanese cities to Boleo for mining purposes. As the Japanese had no experience in mining they were of no use, and had to be shipped home at the expense of the steamship company, which experiment, the Mexican Investor says, cost the company about $100,000. Another Japanese immigration company shipped a large number of Japanese laborers from towns to the Isthmus of Tehuantepec to work for the planters there, but they proved a failure and had to be shipped home. For that reason Mexicans say they do not want men from cities. The great trouble with Mexican land is the lack of moisture, which will have to be provided by means of artesian wells, etc., for irrigation purposes.

The production and sale of salt in Greece is a monopoly of the Government. The amount sold during 1905 is estimated at 24,700 long tons, on which were realized $542,440.

News From Abroad

Emperor William of Germany has appointed King Haakon an honorary Admiral of the German navy.

During the maneuvers in the Baltic a Russian torpedo boat struck a mine and sunk off Bjorko on July 12. The boat was demolished but the crew were saved.

Russian Government figures made public on July 10, show an unprecedented immigration to Siberia, 86,867 persons going through during the last six months.

The proprietors of the eight Jewish factories at Bialystok, Russia, are winding up their affairs, with the intention of removing to Palestine and setting up in business there.

The revolutionists in the State of Matto Grosso, Brazil, have occupied the capital of the State, Cuyaba, murdered the President of the State and seized the Government.

The Morning Majority, published in London (Eng.), on July 10, describes itself as "the organ of all who work for wage or salary and bound by no party, no league and no association."

Vice-Admiral Chouknin, commander of the Russian Black Sea fleet, who was shot on July 11, supposedly by a sailor of the battleship Otchakoff, died on the following day without having regained consciousness.

The will of Crowl, a well-known merchant of London, Eng., gives $1,250,000 for the promotion of temperance in England under the direction of the Wesleyan Methodist Conference, conditioned on the church's raising a like sum within five years.

Dr. Turner, Health Officer of Bombay, East India, has successfully demonstrated the extraordinary efficiency of crude petroleum as a plague disinfectant. It is believed that his experiments have materially advanced the prospects of the extirpation of the plague.

The report of the contemplated visit of Mr. and Mrs. Longworth to Brussels remaining unconfirmed, King Leopold has again sent them a special invitation. He wishes to receive the President's daughter at Lachen Palace and at his villa in Ostend, where the season is just beginning.

It is reported that the Russian ironclads Panteleimon and Three Saints have joined the garrison of the Batoum forces, which have been in mutiny; that the Three Saints hoisted the red flag and that the mutineers are forcibly detaining two other ironclads which had refused to join them.

The discovery of revolutionists among the Tsar's servants at Peterhof has decided the court to remove to the Tsarskoe-Selo. A number of men in the Odessa garrison have applied to the Douma to relieve them of police duties. A most serious mutiny is reported from a big fortress on the Polish frontier.

The London (Eng.) Daily Telegraph's correspondent at Tokio reports that the Chinese Minister at St. Petersburg has telegraphed to Peking that Russia has decided to double her section of the Chinese Eastern Railway and expand all its branch lines at an estimated cost of $10,000,000, to be raised by the issue of domestic bonds.

The American Line express from Plymouth, England, to London, bearing forty-three passengers from the steamship New York, was wrecked at Salisbury, England. Twenty-three passengers and four trainmen were killed, and a dozen were injured. F. W. Kock, of Allentown, Pa., was among the dead. His wife and daughter were injured.

It is reported that the British Cabinet is in the throes of a serious crisis, "split in twain on the vital question whether the navy shall be maintained in a condition of invulnerable efficiency or shall be weakened considerably and rival nations be permitted to outdistance us in the race for naval supremacy." The majority of the Cabinet favors a reduction of naval armament.

Viscount Siuzo Oaki, the new Japanese Embassador to Washington, D. C., in his first newspaper interview, sets forth the policy of Japan regarding Manchuria. Viscount Oaki says it is the policy of Japan to see that Manchuria will be opened to the commerce of the world, and this will be done as soon as conditions permit.

Eugenie, former Empress of France, arrived at Ischl, Austria, on July 11, and was met by Emperor Francis Joseph and the Grand Duchess Marie Valerie. Before coming to Ischl the ex-Empress asked the Emperor's permission in writing, saying: "Being near death, I request that your majesty grant me the opportunity to see you once more in order that I may thank you for all the kindnesses you have shown me."

As the result of the refusal of one of the ships of the British attacking fleet to take on American tinned meat during the recent naval maneuvers, the Admiralty has directed that ships' companies be supplied with Australia or Argentine brands, in lieu of American. The remainder of American tinned meats now on hand is being returned to the victualing yards and will be no longer a compulsory ration for the navy.

The disquieting rumors that the blacks of the Rand contemplated an uprising July 17 are borne out by the fact that native servants have warned their mistresses to retire to places of safety. Similar rumors have been circulated in the Reef, but the police ridicule them. However, much anxiety is expressed, and a paper read at a conference of the Ethiopian church, embodying reports from various districts, says an uprising has been openly advised.

Alfred Dreyfus was on July 12 completely acquitted of the charges of which he was condemned as a traitor, dismissed from the French army and imprisoned on Devil's Island. His vindication was twofold, the Supreme Court first announcing its decision and the ministry later deciding to present an urgent bill in Parliament restoring Dreyfus to the army, with advanced rank, and otherwise giving the Government's most ample reparation. The bill in question was passed by Parliament on the following day.

Admiral Rojestvensky, charged with surrendering to the enemy after the battle of the Japan Sea, was acquitted on July 10. The officers of the torpedo-boat destroyer Bedovi, who were placed on trial with the Admiral, were found guilty of having premeditatively surrendered the Bedovi, and all four were condemned to death by shooting, but on account of extenuating circumstances the Czar will be requested to commute the sentences of the four officers to dismissal from the service and to be deprived of certain rights which they would otherwsie enjoy.

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INFORMATION WANTED.

Harry B. Douville is inquired for by his mother. Kindly communicate with the Journal office.

Peter W. Anderson, a native of Copenhagen, Denmark, formerly a cabinet-maker, is inquired for. Address, Coast Seamen's Journal.

Ronald Miller, aged 18, a native of England, left the British ship "County of Merioneth" at Adelaide, Australia, in April, 1905, now supposed to be on the Pacific Coast, is inquired for by relatives. Kindly communicate with the Journal office.

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World's Workers

The Steamship Owners' Association has acceded to the request of the Federated Seamen's Union of Australasia for a conference.

The Cairns (Queensland) Sugar Workers' Union is advertising for an organizer for the coming season; wages, $25 per week, but no expenses allowed.

British Premier Bannerman says he does not intend to create a separate department under a Minister for Labor to solve the problem of the unemployed.

The French Chamber of Deputies has passed the Senate bill granting amnesty to persons punished for offenses committed during the taking of the church inventories and the strike disturbances of May 1.

An endeavor is to be made to amalgamate the various unions in the West Australian timber industry, so that they will better be able to resist any attempt to reduce wages when the present agreement expires.

Pro-Kanaka papers in Australia are already insinuating that the evidence taken by the Sugar Labor Commission goes to show that there will not be a sufficient supply of white labor available when the Kanakas are gone.

The French Chamber of Deputies has passed the bill providing for a compulsory day of rest weekly. The measure, which is designed to terminate the present system of Sunday labor, has already passed the Senate and now goes to the President.

Outrages by natives continue in the town of Johannesburg, S. A., and suburbs, perpetrators frequently using revolvers. On one occasion natives were accompanied by Chinese coolies. The authorities have warned the whites to lock up all their arms.

Another shipmaster in an Australian port has been fined £100, for allowing a Japanese seaman on the British steamer Ancaros to enter the Commonwealth. It is said that this legislation must be bringing in quite a large revenue to the Federal Government.

When the up-to-date Leaderville Municipal Council, in West Australia, proposed to erect six workmen's cottages on its endowment lands, the West Australian Bank refused to extend the overdraft owing to the "Council's Socialistic housing proposal." Not to be beaten, Socialist Councillor Watkins then gave notice of motion to raise a loan of £12,000 with a view of "erecting sixty workmen's cottages" on the Council's property.

Recently the New South Wales Tailors' Union got the Arbitration Court to extend the just-expiring award for a further period. The Full Court has now granted the bosses' application for a prohibition to restrain the Arbitration Court from extending the time, the Judges ruling that the Arbitration Court had no power to extend an award. Another instance, says the Brisbane Worker, of the Judges overriding the desire and will of Parliament.

In an interim report the anti-sweating committee appointed by the Sydney (New South Wales) Labor Council states that it has already received information that a grave condition of intolerable sweating exists not only in factories, but in warehouses, fashionable retail establishments, and small shops, and that "some of the instances of cruel and inhuman treatment meted out to unfortunate employes will astound the people when the committee makes its revelations."

Out of 187,089 members of 1,061 French Trade Unions (miners' Unions in the Nord and Pas-de-Calais departments not being included) which made returns to the French Labor Department as to the state of employment, 15,995, or 8.5 per cent, were out of work in April, as compared with 9.4 per cent in the previous month, and 9.3 per cent in April, 1905.

According to reports made to the Belgian Labor Department, out of 26,163 members of 119 Trade Unions which made returns, 397, or 1.5 per cent were out of work towards the latter part of the month, as compared with 2.1 per cent in the preceding month, and 1.5 per cent in April, 1905. The figures do not include particulars relating to miners, home-workers, or agricultural laborers.

At the second conference between representatives of the Sydney (New South Wales) Labor Council and the Employers' Federation regarding the State Arbitration Act, the bosses' representative said, in effect, that they desired to do away with the Arbitration Court as at present constituted, and substitute conciliation boards, also to exclude members of the legal profession. The union representatives replied that as the Labor Council at present was in favor of the Arbitration Act they could not agree to anything different.

Wegg-Horne and R. S. Walpole, the highly-paid "educated agitators" employed by the New South Wales and Victorian employers' unions respectively, made great efforts recently to show their bosses that they were doing something for their money. Besides indulging in a lot of bitter anti-labor talk, both of them read papers at the bosses' conference in Brisbane, in which they villainously slang-whanged labor legislation and the trade-unions. Not one good word did these "cultivated" agitators utter on behalf of humane labor legislation and the uplifting objects of trade-unionism.

P. G. Ellis, caneworker and representative of the Cairns (Queensland) district Sugar Workers' Union (400 financial members), told the Sugar Labor Commission that large numbers of white men were camped around the Cairns district now, and he believed there would be ample white labor available when the sugar season commenced. From 160 to 200 white unemployed were at the present time camped round the Mulgrave mill. The men wanted a fair wage, fair hours, and fair accommodation. The union considered 25s. per week and found fair wages for the slack season, and 30s. for cutting.

The Sydney (New South Wales) Labor Council has decided to appeal to affiliated unions for donations on behalf of the Laundry Employes' Union, which is endeavoring to bring certain unfair employers to their bearings before the Arbitration Court, but is being blocked on a technical point by the bosses' union in the Supreme Court. The Council also carried a motion to the effect that a deputation interview the Attorney-General, asking that counsel be retained to defend the Arbitration Court in argument upon the rule nisi to restrain the union from proceeding in the Court.

Labor News.

Journeymen plumbers of San Francisco recently won a strike for an increase of wages from $5 to $6 per day of eight hours.

The carmen at the Southern Railway shops at Princeton, Ind., are out on strike and have been followed by all the inspectors of the Lonisville and St. Louis division of that road. Other departments will follow.

Because of the expiration of their wage contract 2000 union miners at various commercial coal mines in Alabama, did not return to work on July 2. This makes 5000 union miners on strike in that State.

President Roosevelt has extended to the civil service employes and laborers in arsenals, depots and division and departments commanders' offices under the War Department the privilege of a half holiday during July, August and September, on Saturdays.

The grain elevator business in the suburbs of South Chicago was brought to a standstill on July 9, when 350 employes of the elevators there went on a strike, demanding an increase of wages to 35 cents an hour from the present scale of 27 to 32 cents. Six firms are affected by the strike.

Labor Commissioner W. V. Stafford, in a letter to R. B. Hale, of New York, replying to the latter's telegram asking if a good plumber and first-class machinist could be placed in San Francisco, makes the following statement: "In my opinion a first-class plumber or a first-class machinist can obtain employment in this city at any time. I hesitate, however, to advise, from the fact that while probably all, or nearly all, of the skilled labor in and around San Francisco is employed, the work up to this time so far as the building trades are concerned, has consisted very largely in the construction of temporary buildings for stores. A very serious objection to a material influx of labor at this time is found in the fact that there is a great scarcity of dwelling-houses, rendering the immediate arrival of families undesirable."

In the most sweeping injunction issued since the day of the Northern Pacific strike United States Judge J. V. Quarles enjoined the Iron Molders' Unions and sixty-one individual members from interfering in any way with the business of tht Allis-Chalmers Company at Milwaukee. The striking molders are enjoined from impeding, hindering, obstructing or interfering with any of the business of the company and from entering the grounds or premises of the complainant against its wish. They are enjoined from compelling or attempting to compel or induce by use of threats or intimidation of any sort, or by fraud or deception or violence, any person to leave the employment of the plaintiff company, and also from attempting to persuade the employes of the company to break their contracts and leave the employ of the plaintiff. Judge Quarles further commands the striking molders to desist from congregating at or near the premises of the company with the purpose to intimidate or obstruct, surround or impede any of the employes of the plaintiff. The order further provides that the defendants are not to go to the homes and places of habitation of any of the employes for the purpose of persuading or inciting them into leaving the Allis-Chalmers Company.

San Francisco Letter List.

Letters are advertised for six months and kept at the Sailors' Union Office for twelve months, all told. If not called for at the expiration of one year letters will be returned to the Postoffice.

Aagard, Chr.
Abrahamsen, A.
Abrahamson. B.
Absalonsen, O. M.
Aglitzky, Hans.
Agerup, Rich.
Aiquist, Oscar
Alvens, Arthur
Alexander, Nels
Apelberg. Oscar
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Beyerle, Rupert
Brakman, C.
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Block Hermann
Blum, Richard
Borjesson, C. A.
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Muller, F.
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Simons, Ole L.
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Starr, Martin
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Talbot, A. E.
Tagerlund, G. E.
Tait, Geo.
Tandberg, Einar
Thornstiom, A.
Tonnesen, Hans
Thomas, Jos. W.
Thulin, F.
Thulin, H. B.
Tierney, J.
Tiedcken, Carl
Tiesing, Ed A.
Todt, John
Tobin, Austin F.
Torjussen, G.
Thuestad, M. J.
Trockel, Fritz
Tyrholm, Johan
Udbye, Harold
Van Asperen, Wm.
Verbrugge, D.
Vander, Made
Vigre, Alf. B.
Videberg, O.
Viereck, R. G.
Vogel, Hans.
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Roth, Henry
Stephen, Emil

INFORMATION WANTED.

Geo. Miller, later on the schooner Mary Dodge, is inquired for. Address Mrs. E. Miller., General Delivery, Seattle, Wash.

James Barron, late of the British ship Whitlieburn, is inquired for by his wife. Any one knowing his present whereabouts please address Coast Seamen's Journal.

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McGeeney, Wm.,
McIntyre, John B., Tenth and Market streets, Oakland.
Malloye, Frank & Co., Seventh and Mission Sts.
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Upton & Williams, 112 Hayes St.
Webster, Fred, Hayes and Devisadero Sts.

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Art Printery, The, 1208 Golden Gate avenue.
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Benson, Charles W., 425 Berry St.
Boulin-Leichner Co., 519 Filbert St.
Boutes, Louis E., 1833 Green St.
Brunt, W. N. Co., 336 Main St.
Buckley & Curtin, 1735 Dolores St.
Bulletin, The.
Calkins Newspaper Syndicate, Clay St., near East.
Call, The.
Collins, C. J., 3358 Twenty-second St.
Cooper, F. J., Adv. Agency, Eighth and Brannan Sts.
Chronicle, The.
Coast Seamen's Journal.
Daily News, Ninth St., near Folsom.
Dettner-Wilson Press, 530 Telegraph ave., Oakland.
Eastman & Co., 2792 Pine street.
Eastman, Frank & Co., 2259 Jackson street.
Examiner, The.
Fisk & Slyter, 684 San Jose Ave., corner Twenty-ninth St.
Gate City Printing Co., 2303½ Bush street.
Golden West Press.
Greater San Francisco Printing Co., 14 Leavenworth St.
Hancock Bros., 567 Williams St., Oakland.
Hicks-Judd Company, 1000A Golden Gate Ave.
Hughes, E. C. Co., 725 Folsom St.
Labor Clarion, 2089 Fifteenth St.
Latham & Emanuel, 971 Howard St.
Liss, H. C., 500 Utah St.
Lynch & Hurley, 3476 Twentieth St.
Majestic Press, 1919 Ellis St.
Mitchell, John J., 2317 Webster St., Berkeley.
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Pacific Heights Printery, 2438 Sacramento St.
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Williams, Jos., 1329 Ellis St.

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Domestic and Naval

The British steamer Harlyn, which went ashore at Black Point, N. S., near the northeast harbor on July 9, is a total wreck. Her crew were saved.

The Bureau of Navigation reports that 1079 sail and steam vessels, of 348,345 gross tons, were built in the United States during the year ended June 30, 1906.

Vessel and cargo of the British schooner Hiddie Feore, from Sabine Pass for Porto Padre, before reported wrecked near Punta India, Cuba, have been sold. The vessel brought $900 and the cargo $3.

The second eastward transatlantic race between the Hamburg-American liner Deutschland and the French liner La Provence ended on July 4 with a decisive victory in favor of the German boat by nearly eleven hours.

Word was received at North Sydney, C. B., on July 9, that the British fishing schooner Stanley Joseph has been lost, with all on board, near the Grand Banks, during a terrific storm. The vessel was owned in Ramea, Newfoundland.

The license of Pilot Ellis C. Eldredge, which was revoked six months ago, for running the British steamship Britannic ashore, near Bellevue, while outward bound for Cuba, was restored to him recently by the Port Wardens of Philadelphia, Pa.

The steamer Quincy of the Diamond Joe Line of steamers, lies grounded near Trempelcau, on the Wisconsin side of the river, near Winona, Minn. The earlier reports of the accident were exaggerated. There was no loss of life; neither was there any fire on the vessel.

The schooner Judge Pennewell, from New York for Charleston, put in at Lewis, Del., on July 11, with four officers and nine seamen, comprising the crew of the bark Margarita, which was abandoned on the 9th. The men were picked up at noon on the latter date off Atlantic City by the Judge Pennewell.

Dexter H. Craig, of Plymouth, owner of the tug Mary Arnold, has filed a libel against the schooner Rodney Parker to recover $550 for services between June 20 and 23 under agreement with J. A. Stevens, master of the schooner, for lightering and floating her when she ran aground on Brown's Island, Plymouth.

The sloop yacht Mopsa, owned by F. C. and Walter Sullivan of the Harlem Yacht Club, has been declared the winner of the 400-mile ocean race from New Rochelle around Montauk to Northeast Lightship, off Cape May, N. J., and return to New York, for the challenge cup offered by the Brooklyn Yacht Club.

Secretary of the Navy Bonaparte has awarded the contracts for the two 16,000-ton battleships South Carolina and Michigan, one to the Cramps of Philadelphia and the other to the New York Shipbuilding Company of Camden, N. J. The Cramps' bid was $3,540,000 and that of the New York Shipbuilding Company $3,585,000.

Upon arrival at New York on July 10, the Clyde liner Carib, from Georgetown, S. C., and Wilmington, N. C., reported having sighted the Uruguayan bark Margarita on fire at sea on the previous day off the Delaware Capes. The Margarita left Philadelphia on July 3, bound to Halifax, N. S., in command of Captain Alsena. She carried a crew of ten men and was loaded with coal.

With the Wits.

Escaped.—I have here an article for your magazine."

"Happy coincidence."

"What do you mean?"

"The magazine has just suspended."

Unrepentant.—"Do you realize that you are a worm of the dust?" queried the solemn stranger.

"Not altogether," replied the flippant passenger, "I'm too shy on the dust."

Parental Solicitude.—"Papa," said the beautiful girl, "you must not be so opposed to George. He's not rich, but he's a nice man."

"An ice man and not rich! My child, would you tie up with a freak?'

An Exception.—"Yes," said the Rev. Goodley, "I opposed the contemplated prize drawing for our building fund. I cannot connive at any form of lottery."

"Except a marriage in the church," suggested the crusty bachelor.

A Real Genius.—"You're mistaken about him; he's very clever."

"Well, he doesn't do anything to show it; he never did a stroke of work in his life."

"That's where he shows his cleverness. A fellow has to be clever to make a living without working."

Back Again.—Rimer—I sent a poem to Scribner's Magazine day before yesterday.

Jenks—Yes? I suppose you expect to see it appear pretty soon.

Rimer—It appeared sooner than I expected. It was in my mail this morning.

Reason for Hostility.—"Why did you hit the man?"

"Your Honor, he called me a liar and—"

"But perhaps he could prove it."

"That's the reason I hit him."

As a matter of form the judge named a fine but promptly remitted it.

They Scrapped.—"They were going to elope last night, but it's all off now. They couldn't decide upon a conveyance."

"Why, both he and she own automobiles."

"That was the whole trouble. She declared her auto was the best and he insisted his was."

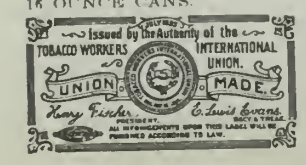
Mitigation.—The muck raker had just made an official call, and would not be denied.

"Well," said the cornered citizen, "I will own to being a self-made man and a mil'ionaire, but, by jinks, I'm not from Pittsburg."

Thereupon the raker informed him that there would be nothing doing in the muck line.

Bagley's Gold Shore Tobacco

FOR THE PIPE. DON'T BITE THE TONGUE. 2½ OUNCE POUCHES AND 16 OUNCE CANS.



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JOHN A. MOFFITT, President, Orange, N. J.
MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

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UNITED STATES WATCH CLUB

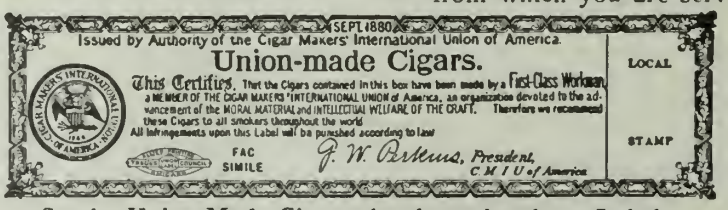
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Attorney at Law.
San Francisco, Cal.
Maritime Matters and Criminal Law a Specialty.
1840 Fillmore St. Room 3.
Phone, West 4428.

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Attorney at Law and Notary Public.
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Have YOU got your LICENSE?
No! Then don't sit around wasting valuable time. See Capt. Hitchfield at the Sailors' Home, San Francisco.
GET NEXT. He will help you.

COAST SEAMEN'S JOURNAL



FOR THE SEAFARING PEOPLE OF THE WORLD.

Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XIX. No. 44. SAN FRANCISCO, WEDNESDAY, JULY 25, 1906. Whole No. 980.

CORRESPONDENCE IN THE CASE.

THE flagrant violations of the Navigation laws by the United Shipping and Transportation Association, in its attempt 'o destroy the organizations of its employes, have been brought to the attention of the proper authorities as each occasion arose. The correspondence between the seamen's unions and the respective Federal officials throws an interesting and instructive light upon the present controversy on the Pacific Coast. The documents in the case are here presented in full, as follows:

RE. STEAMER CHINA.

SAILORS' UNION OF THE PACIFIC.

San Francisco, Cal., July 13, 1906.

Hon. F. S. Stratton,
Collector of the Port of San Francisco, City.

Sir: We are reliably informed that the steamship China, now in this port, shipped a crew in Hongkong before the U. S. Consul;

That said crew is composed of Chinese persons, who do not understand the English language(and to whom the orders given by the officers on board ship must be interpreted;

That the orders are being transmitted in the fire-room through firemen numbers 1, 2 and 3, and on deck through the boatswains;

That for fire and boat drills timely warnings are given to the crew through these interpreters; and that in such drills the crew obeys certain bell and whistle signals.

We respectfully submit that bells and whistles in time of accident may not be possible of use, and, as was said in our communication dealing with the crew of the Mongolia, all the different things necessary to be done in case of disaster depend upon circumstances and the orders must be given according to such circumstances.

We further submit that the said crew is insufficient under Section 4463 R. S., as construed in the City of Rio de Janeiro case by the decision of the Court of Appeals for the Ninth District, which decision was appealed to the Supreme Court of the United States, which latter court refused to disturb said decision.

Respectfully yours,
SAILORS' UNION OF THE PACIFIC.
By A. Furuseth, Secretary.

RE. STEAMER BRUNSWICK.

Department of Commerce and Labor.
Steamboat Inspection Service.
Office of Local Inspectors,
San Francisco, Cal., June 14, 1906.

Mr. A. Furuseth, Secretary Sailors' Union of the Pacific,
Southwest corner East and Mission Sts., City.

Sir: We hereby acknowledge the receipt of your letters of the 13th and 14th instant, and we have to state as follows:

1. In regard to the question of boat and fire drill on the steamer Brunswick, arrived from Fort Bragg on the 13th instant, we will make inquiry in the matter immediately.

2. With reference to furnishing you a list of coasting and ocean-going passenger steamers, we invite you to call at this office and take the names of the steamers of that class inspected in this district, from our inspection certificate book.

3. The passenger steamers which have changed their character to freight since inspection are the following: Centralia, Ravalli, Arctic, South Bay, Aberdeen, Vanguard and Dispatch.

Your above-mentioned letters are referred this date to the Collector of Customs, San Francisco, Cal., with the information that the subjects particularized in Sections 1, 2 and 3 of this reply shall be dealt with by us; the matters otherwise specified in your above letters being not within our jurisdiction.

Respectfully,
O. F. BOLLES,
JOHN BULGER,
U. S. Local Inspectors.

DEPARTMENT OF COMMERCE AND LABOR.

Steamboat Inspection Service.
Office of Local Inspectors,

Mr. A. Furuseth, Secretary Sailors' Union of the Pacific,
Southwest corner East and Mission Sts., City.

Sir: You are hereby notified to appear at this office to-morrow, June 15 instant, at 1:30 o'clock p. m., with your witnesses to testify in the matter of your allegation that no boat or fire drill was held on the steamer Brunswick on her trip from Fort Bragg to San Francisco, arriving here June 13, 1906.

Respectfully,
O. F. BOLLES,
JOHN BULGER,
U. S. Local Inspectors.

DEPARTMENT OF COMMERCE AND LABOR.

Steamboat Inspection Service.
Office of Local Inspectors,
San Francisco, Cal., June 20, 1906.

Captain John Bermingham,
Supervising Inspector, First District,
San Francisco, Cal.

Sir: In the matter of the complaint of A. Furuseth against C. Ellefsen, Master of the steamer Brunswick, for not having an efficient crew; and, also, in not having fire and boat drill on said vessel while on the voyage from San Francisco to Fort Bragg and return, between June 9 and 12, 1906.

After careful consideration of the evidence taken in this case, we are satisfied that there was an efficient crew on said vessel; and, that C. Ellefsen, Master of the said steamer Brunswick, did not violate Section 50, Rule V, of the General Rules and Regulations, on the occasion above referred to.

Very respectfully,
O. F. BOLLES,
JOHN BULGER,
U. S. Local Inspectors.

Copy to A. Furuseth, C. Ellefsen, Nathan Frank.

RE. STEAMER FRANCIS H. LEGGETT.

SAILORS, UNION OF THE PACIFIC.

San Francisco, Cal., July 3, 1906.

Local Inspectors of Steam Vessels, City.

Gentlemen: Inclosed herewith please find two affidavits, which speak for themselves. Having been informed that the steamer Francis H. Leggett has surrendered her passenger license, I deem it my duty as a citizen to give you the information to the end that you may deal with the matter in your official capacity.

Respectfully yours,
A. FURUSETH, Secretary.

Inclosure No. 1.

State of California,
City and County of San Francisco.—ss.

William Hennesy, being first duly sworn, deposes and says:

I joined the steamer Francis H. Leggett at Redondo, in the State of California, and proceeded in the said steamer to Ventura in the same State, thence to San Pedro and thence to San Francisco, in the capacity of cabin boy, but had to do other work during the voyage, work that is usually done by a pantry man or a steward.

The vessel had four young fellows as sailors, three of whom did not know the compass, nor how to steer, except what they were taught during the voyage.

The vessel took on two passengers at Redondo and brought them to San Francisco. ' I know they were passengers, because one of them told me so, and the captain on several occasions referred to them as "the passengrs."

Further the affiant sayeth not.

WM. HENNESY.

Subscribed and sworn to before me, this 3rd day of July, A. D. 1906.

Signed) JOHN J. QUINN,
Notary Public in and for the City and County of San Francisco, State of California.

Inclosure No. 2.

State of California,
City and County of San Francisco.—ss.

L. Toston, being first duly sworn, deposes and says as follows:

I read an advertisement for men and boys to go in steamers and went to the Pacific Mail Dock to make inquiries. I met Mr. — Swears, to whom I applied for a job as a waiter in a liner bound for China, Japan or Panama. Mr. — Swears asked what I could do, and I answered that I had never been to sea before, but that I would be willing to try anything on board of a liner bound for China, Japan or Panama. Mr. Swears asked me whether I would ship as a waiter. I said I would and would do my best. He gave me a note to the steward on the steamer Korea.

I went on board of the said steamer, and found a large number of young men, and thought it somewhat strange that so many men should be going in that vessel.

That night some of the men were taken away by Mr. Swears, who picked them out saying: "I want you, and you, and you, etc." I did not know where they were taken to. The next morning another number were taken away in the same manner, and the following night I was taken away with those who remained. I was not told where I was going, but was put on board of the Francis H. Leggett in a launch. The said steamer Francis H. Leggett proceeded to sea immediately upon our coming on board, and I did not know where she was bound until outside of Eureka, where, upon arrival, I with others, was told to go ashore by the captain.

I remained in Eureka for about one week in a destitute condition and was at last compelled to go on board the Francis H. Leggett and ask to be taken out of town. The said steamer then proceeded to Redondo, where I wanted to quit, but was compelled to stay on board, thence to Ventura, San Pedro, and returned to San Francisco, where we arrived on the evening of July 2.

A launch came alongside and we all wanted to go ashore in her, and I and another young man managed to get into the launch.

The Francis H. Leggett took on board two passengers at Redondo and brought them to San Francisco.

Further the affiant sayeth not.

L. TUSTIN.

Subscribed and sworn to before me this 3rd day of July A, D. 1906.

JOHN J. QUINN,
Notary Public in and for the state of California, City and County of San Francisco.

DEPARTMENT OF COMMERCE AND LABOR.
Steamboat Inspection Service.
Office of Local Inspectors,
San Francisco, Cal., July 6, 1906.

Mr. A. Furuseth, Secretary Sailors' Union of the Pacific,
Corner East and Mission Sts., City.

Sir: In reply to your communication of July 3, 1906, inclosing two affidavits relative to the carrying of passengers on the freight steamer Francis H. Leggett, you are informed that Section 4465 of the Revised Statutes makes it unlawful to take on board of any steamer a greater number of passengers than is stated in her certificate of inspection. The master or owner of the vessel violating this section shall be liable to a penalty to any person suing for the same.

If you consider the evidence sufficient to warrant such proceedings, you can sue for the money forfeit, and penalty prescribed in the section above referred to.

Respectfully,

O. F. BOLLES,
JOHN K. BULGER,
U. S. Local Inspectors.

RE. STEAMER NATIONAL CITY.

DEPARTMENT OF COMMERCE AND LABOR.
San Francisco, Cal., June 25, 1906.

Mr. A. Furuseth, Secretary Sailors' Union of the Pacific,
Southwest corner East and Mission Sts., City.

Sir: You are hereby notified that the matter of the complaints made by Axel Carlson et al., June 16, 1906, against the steamer National City, will be investigated by us to-morrow, Tuesday, June 26, 1906, in this office, at 1:30 o'clock p. m.

You are hereby invited to appear at this office accordingly with the complainants in the case, as stated in your letter of the 16th instant.

Respectfully,

O. F. BOLLES,
U. S. Local Inspector.

DEPARTMENT OF COMMERCE AND LABOR.
Steamboat Inspection Service.
Office of Local Inspectors,

Captain John Bermingham,
Supervising Inspector, First District,
San Francisco, California.

Sir: In the matter of the complaint of C. Berg et al., against Knut Frederickson, master of the steamer National City.

After careful consideration of the evidence in this case, we are satisfied that the steamer National City had a sufficient crew on the occasion referred to in the complaint, and that Knut Fredriksen, master of the said steamer, did not violate Section 50, Rule V, General Rules and Regulations.

Very respectfully,

O. F. BOLLES,
JOHN K. BULGER,

RE. STEAMER CITY OF PUEBLO.

DEPARTMENT OF COMMERCE AND LABOR.
Steamboat Inspection Service.
Washington, July 2, 1906.

Mr. Andrew Furuseth, Secretary Sailors' Union of the Pacific,
Folsom-street Bulkhead, San Francisco, Cal.

Sir: This office is in receipt of your communication of the 25th ultimo, relative to the efficiency of the crews now being employed on certain steamships engaged in the transportation of passengers on the Pacific Coast, and in reply you are informed that the matter has been referred to Mr. John Bermingham, Supervising Inspector of the First District, San Francisco, California, for his information and consideration, and with instructions that he give this more than ordinary attention in view of the seriousness of the charges which you make

Upon the receipt of Mr. Bermingham's reply you will be further advised in the premises.

Respectfully,

GEO. UHLER,
Supervising Inspector General.

SAILORS' UNION OF THE PACIFIC.
July 18, 1906.

U. S. Local Inspectors of Steam Vessels, City.

Gentlemen: We have received reliable information to the effect that the passenger steamer City of Pueblo is about to proceed to sea from this port with a deck crew composed of eight Japanese, none of whom understand the English language; two white men, whose whole experience at sea amounts to one trip in the same vessel; one boatswain, who speaks very broken English; three deck boys, whose ages range from 9 to 15 years, and two quartermasters, one of whom does not know the difference between port and starboard, having had no previous experience at sea.

We are further informed that a fire and boat drill was held on the vessel yesterday, but only four of the vessel's eight boats were lifted from the chocks and swung in the davits.

Your attention is respectfully called to this matter in order that such steps may be taken as shall be proper under the law and regulations.

Very respectfully,

A. FURUSETH,
Secretary.

RE. STEAMER. CURACOA.

SAILORS' UNION OF THE PACIFIC.
San Francisco, Cal., July 11, 1906.

Hon. F. R. Stratton, Collector of the Port,
San Francisco, Cal.

Sir: We have reliable information that there are twenty-two Mexicans, ten on deck and twelve in the fire-room, of the steamer Curacoa, shipped in Mexico to serve as a crew from San Francisco to Mexico. Only four of these men have any previous experience at sea, and neither of them have any knowledge of the English language.

The Curacoa had a crew, signed for the round trip at this port, and the Mexicans were hired in Mexico and brought to this port, where they are about to sign, as it appears to us, in violation of the Alien Contract Labor Law and Section 4463 of the Revised Statutes, as construed by the Court of Appeals in the City of Rio de Janeiro case.

We respectfully call your attention, in order that such steps may be taken as shall be proper under the law.

Respectfully yours,

A. FURUSETH.
Secretary.

SAILORS' UNION OF THE PACIFIC.
San Francisco, Cal., July 11, 1906.

Local Inspectors of Steam Vessels, City.

Gentlemen: We have reliable information that there are twenty-two Mexicans, ten on deck and twelve in the fire-room, on the steamer Curacoa, shipped in Mexico to serve as a crew. Only four of them have had any previous experience at sea, and neither of them have any knowledge of the English language.

This seems to us to be a violation of Section 4463 of the Revised Statutes as construed by the decision of the Court of Appeals for the Ninth District in the case of the loss of the City of Rio de Janeiro. The court then held that a crew incapable of understanding the orders given by the officers is insufficient.

Respectfully yours,

A. FURUSETH,
Secretary.

SAILORS' UNION OF THE PACIFIC.
San Francisco, Cal., July 11, 1906.

To the Bureau of Immigration,
San Francisco, Cal.

Sir: We have reliable information that the steamer Curacoa hired a crew of twenty-two men in Mexico to come here to serve as a crew on that vessel from this port to Mexico. We are further informed that they will sign articles to-day or to-morrow. We believe that they are contract laborers wihin the meaning of the law, inasmuch as they were not hired in Mexico to act as a crew from Mexico to San Francisco, but to be signed on as a crew in San Francisco.

Feeling assured that you will investigate this matter, and take such steps as the law shall require, I am,

Respectfully yours,

A. FURUSETH,
Secretary.

San Francisco, Cal., July 12, 1906.

Hon. H. H. North, U. S. Commissioner of Immigration, City.

Sir: In addition to our letter of yesterday's date, we desire to say that, from information which we have been able to glean, the steamer Curacoa left San Francisco with a full crew—her usual complement—for Mexico. She engaged an extra crew of Mexicans at Mazatlan, and had them sign articles before the U. S. Consul in that port to go to San Francisco and return to Mexico. If the vessel at that time had been without a crew, this would have been done in accordance with Act of June 26, 1884, Section 20; but she had her usual number of a crew, and they were kept at work doing duty until her arrival in San Francisco, where they left the vessel, and their places were filled by the crew hired at Mazatlan.

The claim is made that they were to sign over at American wages at this port, but, since a vessel trading to Mexico is not bound to sign articles before the United States Shipping Commissioner, it has not been possible for us to verify this report.

The shipment of a crew here, their departure from this port and return to this port can no doubt be verified at the Custom House.

It has been repeatedly decided by the Supreme Court that an American vessel is part of the territory of the State in which she is registered. From this it would appear that this Mexican crew were hired at Mexico, brought to a port of the United States for the purpose of serving as a crew in place of the crew then on board.

This appears to us to be a violation of the Alien Contrac Labor law, and that the Mexicans so hired should be returned to Mexico as passengers.

Very respectfully yours,

A. FURUSETH,
Secretary.

UNITED STATES CUSTOMS SERVICE.
Port of San Francisco, July 11, 1906.

Mr. A. Furuseth, Secretary Sailors' Union of the Pacific,
Folsom street, City.

Sir: Replying to your leter of 11th instant, relative to the crew of the steamer Curacoa, I have to advise you that I have referred a copy of your complaint to the U. S. Local Inspectors of Hulls and Boilers for such action as they may desire to take in relation of reported insufficiency of crew, and a second copy to the Commissioner of Immigration for such action as he may deem proper in relation to violation of the Contract Labor law.

Respectfully,

W. B. HAMILTON,
Special Deputy Collector.

RE. STEAMERS SIBERIA AND MONGOLIA.

SAILORS' UNION OF THE PACIFIC.
San Francisco, Cal., July 3, 1906.

Hon. F. S. Stratton, Collector of the Port of San Francisco.

Sir: We take the liberty of calling your attention to the fact that the steamship Siberia is now lying in the port of San Francisco, scheduled to sail for Hongkong via other ports on the 7th instant.

The vessel has departed from this port frequently for the same voyage during the two or more years last past, and on each voyage has carried a crew, the whole whereof, excepting only the officers and petty officers, are Chinese, unable to speak the English language. She has now on board a crew for the voyage above mentioned consisting of over two hundred of such Chinese, they comprising the whole of the working staff of the deck, engineer's and steward's departments, and comprise at least ninety per cent of the total manning force of the said vessel.

The officers of the said vessel cannot speak the language of the Chinese persons mentioned, nor can the said Chinese speak the language of the officers.

The vessel has carried, and on the voyage mentioned will carry, passengers.

We maintain that the vessel is not properly manned, and clearance to her should be refused by your office.

Under a similar state of facts, the United States Court of Appeals for the Ninth Circuit said as follows:

"The case shows that the City of Rio de Janeiro left the port of Honolulu on the voyage under consideration with a crew of 84 Chinamen, officered by white men. The officers could not speak the language of the Chinese, and but two of the latter, the boatswain and chief fireman, could understand that of the officers. .. ..

"We have no hesitation in holding that the ship was insufficiently manned, for the reason that the sailors were unable to understand and execute the orders made imperative by the emergency that unhappily arose and resulted so disastrously to life and property."

The above language is taken from a decision rendered May 2, 1901, and reported in the Federal Reporter on page 76, and we are advised that the Supreme Court of the United States refused to disturb the decision upon a petition presented to it in that behalf.

The Honorable Court of Appeals above mentioned further held that a vessel was not sufficiently manned unless she carried a crew sufficient for all contingencies.

Section 4463 of the Revised Statutes of the United States, to which we take the liberty of calling your attention, reads as follows:

"Section 4463. No steamer carrying passengers shall depart from any port unless she shall have in her service a full complement of licensed officers and a full crew, sufficient at all times to manage the vessel, including the proper number of watchmen. But if any such vessel, on her voyage, is deprived of the service of any licensed officer, without the consent, fault or collusion of the master, owner, or any person interested in the vessel, the deficiency may be temporarily supplied until other licensed officers can be obtained."

You will observe that the exception contained in the above section only applies to the case of where licensed officers may be supplied, but we advise you that a sufficient crew of competent men speaking the language of the officers who command them can be obtained in San Francisco to man the Siberia at this time.

(Continued on page 10.)

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions)

CONFESSION OF MUTINEER.

Two prisoners confined at Wilmington, N. C., where they are sentenced to be hanged, may secure a reprieve and possibly a pardon or remission of sentence as a result of a letter written by a man supposed to be their confederate in a mutiny.

The writer of the letter was hanged July 7, and his letter frees his fellow prisoners from blame and admits that at first he wished to see them hanged out of revenge.

The letter gives the details of one of the most bloody mutinies ever recorded, in which the master, mate, engineer, cook and one member of the crew of the Harry A. Berwind were killed. The vessel left Philadelphia, Pa., bound for Cuba with a cargo of coal, on October 10 last, and was found running wild by the crew of a schooner off Frying Pan Shoal, in charge of four colored men.

One of these men was killed by a companion just as the schooner boarded the vessel. It quickly became known that a mutiny had occurred, but conflicting stories were told and all three survivors were condemned. The man first hanged, Henry Scott, now writes telling for the first time the full story of the mutiny and claiming that he killed all the white men himself.

The members of the crew of the Berwind were shipped from a sailors' boarding house at $20 south Randolph street, in charge of Philip Edwards. It was to Edwards that the letter came addressed and created a great stir among the men now stopping at the house who knew most of the members of the ill-fated crew. Edwards has forwarded the letter to the United States District Attorney at Wilmington.

The letter practically amounts to a confession. It was written upon July 4, three days before Scott was hanged and was evidently left in the hands of someone who delayed posting it. The letter, with its thrilling story of the mutiny, is as follows:

Wilmington County Jail, July 4.

Sir: Mr. Edwards, I write you these few lines for the very last time for yourself and family, and all the boys, to which I hope and trust that when you hear the good news you will feel quite better.

Why, Ed, I killed the captain, mate, cook, engineer and threw two overboard. Those were the captain and cook. The mate I shot and pushed overboard. The engineer I made jump overboard and shot him also to keep him from suffering while he was alive. The captain and cook were dead already.

The cause of the tragedy was this: We were beastly treated on that vessel from the time we left Philadelphia for Cuba. We were not getting enough to eat. Coakly went to the cook. The cook sent him to see the captain. The captain told Coakly we were getting enough to eat, and that started all the trouble.

We could get little water to drink and none to wash our face and hands. So Sawyer called for our whack and to make matters worse the cook would not cook it. The captain told him not to.

We had to work like anything. When we got to the Bahama Islands the captain in revenge and to spite us, gave away and sold our stores to the people for sponges, shells and bananas. Anyway, we got to Cuba and got the coal out in ten days. We then went to Mobile City.

The captain even put salt water in our drinking water to spite us. But we got laden and started for home. Coming up, off Frying Pan Shoal, the mate and engineer tackled me about sawing wood and I hit them both, but when I saw the cook coming to help them I promptly shot all three. Then I went to the cabin. The captain was in bed and I put two bullets into him. While things were hot I came on deck and saw the engineer coming up from the galley. I threw him over and just riddled him with bullets before he could sink.

Sawyer and Adams were below and Coakly called them up. Anyway, I killed the four white men and overboard they went, and as I know colored people are so foolish all that I had to do was to kill the others, I mean Sawyer, Adams and Coakly and get about my business. But I said to myself: "No, it would be a shame to kill these men.'

I called them and told them my plan for escape and all three said yes. I told them if we were captured I would tell and let them go and stand the punishment. Everything was fixed all right. As the rudder head was sprung I was going to let go of the big boat and say we got waterlogged and left the vessel. After the boat swamped we would swim back to the vessel, take her into port and give the alarm.

When I was about to let go of the boat about six o'clock in the evening, Sawyer grabbed me and all three of them jumped on me and chained and tied me after I had saved their lives and telling them not to do it as the white people would not believe I killed all those white people myself.

But they would not believe me. All of the white people were killed. After they had me under arrest I told them they were going to hang all four of us if they did not lynch us. But Mr. Sawyer knew better just because he belongs to an order. But all I had to do was to implicate all of them and hang us all. As Coakly saw everything I had to kill him, as they got us, as he saw when I pushed the captain overboard.

Ed, I am putting it square to you and the boys. Sawyer and Adams I ought to hang them. They have done me dirty, dirty. I did not want the world to know of this, especially for the colored sailors and the race. I did not care about myself. I had killed enough white men to die. Coakly, I killed as a traitor, and Sawyer and Adams I was going to hang as traitors.

But, Ed, I am going to let them go for you, Louis, Antonio and the boys' and their parents' sake, and all the race. They are going to hang me, so all I had to do was to commit suicide and let them hang them, but I think better.

There's no one could save them but me—Henry Scott. Not even the President has the power, so, therefore, Ed, I will let them go for you and the boys. I hope each and everyone will appreciate it. I have composed a nice ragtime for you and the boys.

Why, if Kuroki, Nogi and Oyama and all those Japanese had only seen me using those thirty-eights of mine on the battlefield it would have made them look like five cents, especially Togo and Nogi.

Ed, I tired of the white people's foolishness. I have got enough of them. I am going to fight like anything to save the boys from the gallows. Be good to all of you on this earth. I could have let them go before, but they might have lynched all of us. My lawyer told me so.

Yours truly, sir,

NOBLE HISTORY SAILOR SCOTT,
My name is Henry Scott.

The American schooner George Edwin, of Grand Manan Island, was lost at the mouth of the Bay of Fundy recently. It is believed that all on board were saved. The schooner was bound for New York. She was of 94 net and 99 gross tonnage, 88 feet in length, and carried a crew of three. She was built in Norport, N. Y., in 1871.

A "STOWAWAY" DODGE.

The Immigration officials at Boston, Mass., recently discovered eighteen men, six of them diseased, and the remainder either criminals or otherwise ineligible for admission to the United States, hidden beneath the canvas covers of the life boats of the White Star liner Romanic, and thereby uncovered a bold scheme of human smuggling which it is is thought has been practiced for some time.

For a long time the Immigration officials have been aware that men were being smuggled into Boston and yesterday Commissioner Billings took his whole force with him to meet the Romanic, and had the entire crew mustered forward. One of the stewards slipping away, Deputy Commissioner Hurley followed him, and saw him run up a ladder to the top of a small deckhouse directly over the stern, where are kept four large lifeboats. Mr. Hurley climbed up after him and forced him down the ladder, after which he lifted the end of the canvas cover of one of the boats.

One look was enough. He unfastened the lacings of the canvas and called Commissioner Billings. Under the cover were ten men and eight more were found in the other boats.

The whole party was disarmed and marched ashore in irons, six of them being put in the pen hospital. They confessed that they had paid from twenty to eighty dollars each to the agents of the smuggling syndicate for passage across. They were hidden in the lifeboats when the purser made his customary search for stowaways, but afterward mingled with the other passengers until they neared port.

Two stewards whom the stowaways pointed out as being concerned in the smuggling scheme are in irons and the United States Marshal will be asked for warrants for two others who are missing. The stowaways will be sent back to Italy, where they will be jailed.

MISCELLANEOUS.

Labor Day this year will be the twentieth anniversary of labor's holiday in Massachusetts. The labor organizations are making special efforts to have this year's celebration and parade in Boston a fitting testimonial to labor's strength by having every organization participate in the parade. It is expected that when every organization had been visited the number will amount to close on to 25,000 people in line. It is expected that there will be three divisions. The Central Labor union will have the right of the line, and the Building Trades and District Assembly 30 (original) will follow. Governor Guild and Mayor Fitzgerald will be invited to review the parade, the former at the State House and the latter at the City Hall.

Captain Dexter Malone, who has been skipper on the steam-trawler Spray, of which John R. Neal is the managing owner, and which has been in commission about six months, has resigned. He is negotiating for the purchase of the fishing schooner Fanny Bell Atwood, of Gloucester, one of the finest vessels of her type on the Coast.

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house at 20 South Randolph street, in charge

Home News.

Denmark has decided to send a large warship to the Jamestown Exposition.

Ten cases of smallpox at Colon were reported by cable to the Panama Canal Commission officers on July 12. None of the patients are American.

President Roosevelt will take no part whatever in the Republican political situation in New York State, according to unofficial but reliable information.

Mrs. William McKinley has presented to the First Methodist Episcopal Church of Canton, O., four memorial art glass windows in honor of the late President.

Immigration statistics for June show 127 aliens admitted at San Francisco, Cal., and twenty-one debarred. The total admissions were 119,900 and the total deportations 1569.

General Greeley reports, as a result of his investigations in the refugee camps, that the population of San Francisco is now 375,000, as compared with 450,000 or 500,000 before the fire.

The lower house of the Porto Rican Legislature has adopted a resolution asking Secretary of State Root to use his influence on behalf of Porto Rico citizenship and an elective insular Senate.

Governor Carter of Hawaii has written to President Roosevelt inviting him to visit the Hawaiian Islands in connection with the reported intention of the President to go to Panama.

The only survivor of the Custer massacre of June 25, 1876, is a ticket chopper in the New York Subway. He is John Martin, 53 years old, who served thirty years in the regular Army as a bugler.

The receipts of the New York Postoffice for the fiscal year ending June 30, according to a report issued by Postmaster Wilcox on July 3, were $16,989,817. This is an increase of $1,503,412 over the preceding year.

The Grand Jury of the District of Columbia on July 12 returned indictments against the American Ice Company and the Chapin-Sacks Ice Company and their local officers on the charge of entering into a conspiracy to increase the price of ice.

Charles D. Chamberlain of Cleveland, O., a big independent oil man, who is in Washington, D. C., to testify before the Interstate Commerce Commission, says the Standard Company's grip is broken and that the competition growing out of it will result in prices of petroleum and its products soon dropping 10 to 25 per cent.

Thirty-nine laundry companies and laundry proprietors were indicted by the Grand Jury at Cincinnati, O., on July 13, on the charge of "maintaining a combination in restraint of trade." Eighteen of these were also indicted as an organization in restraint of trade. These include all members of the Laundry Exchange, who were indicted on the thirty-nine individual indictments.

More than a million persons entered the United States through the Ellis Island (N. Y.) station during the fiscal year ended June 30 last. The exact number was 1,062,054, an increase of 199,075 as compared with the preceding year. Of the total 888,543 were aliens, an increase of 24,564 over the number received at this station during the year ending June 30, 1905. The largest number of immigrants came from Southern Italy, the number being 222,606. The Hebrews were second with 125,000. The immigrants brought with them a total of $19,000,000.

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SAN PEDRO, CAL.

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Pacific Coast Marine.

William Alexander et al, have filed a libel in the United States District Court at San Francisco, against the steamer Vanguard, alleging $175 damages done to their bark Edward in a collision with the Vanguard.

The new schooner Washcalore, Captain Hughes, returned to San Francisco on July 17 on account of the parting of the hawser connecting her with the steamer Northland off Fish Rock on the 16th, while in tow for Gray's Harbor.

J. Hickey, pilot of the ferry-boat Thoroughfare, and Captain G. H. Enas of the steamer Argonaut have been suspended from duty for five days by the steamboat inspectors for negligence of duty that resulted in a collision of those vessels in Oakland Creek on June 25. The damage caused by the collision amounted to about $300.

The new river steamer La Republic, built by the Fulton Iron Works, at San Francisco, for use on the rivers of Colombia, in South America, was launched on July 21. Since her original completion the vessel has been lengthened and her boiler capacity increased. She is soon to sail for her future headquarters.

John Oberhauser, a seaman on the cod-fishing schooner Czarina, which arrived at San Francisco on July 19, from Alaska, reports that six men, who composed the crew of the wrecked schooner Marion, are in jail at Unga, awaiting the arrival of a Government vessel from the United States before they can take passage for home.

In a rough sea outside the Golden Gate, San Francisco, on July 20, the new United States protected cruiser Milwaukee made a speed of 22 1-3 knots an hour, in occasional half-hour spurts, and showed herself to be a worthy follower of the Oregon, Olympia and other products of the Union Iron Works.

The action of Captain George H. Harvey, a San Francisco pilot in directing the course of the new United States cruiser Milwaukee in her builders' trial trip, has aroused a protest among the pilots, some of whom assert that Harvey, having a license entitling him to pilot vessels of only 1000 tons, could not legally take the Milwaukee out.

Captain Arthur Connor, who recently arrived at San Francisco in command of the oil-carrying steamer Lansing, from Philadelphia, is to return to the Eastern coast to bring out another tank steamer for the Union Oil Company. His place as commander of the Lansing has been taken by Captain C. F. Harriman, late of the Oceanic liner Sonoma.

More vessels are now on the way to San Francisco from Antwerp than for years past. With few exceptions the cargoes consist of structural steel, cement and other building material. Of the twenty-seven ships and steamers listed from Antwerp fifteen are already on the way. These include four British steamers—the Foreric, out fifty-nine days; the Visigoth and the Knight St. George, out fifty-seven days, and the Frankby, not yet sailed.

The libel of the St. Paul Fire and Marine Insurance Company, with the California City Rock as intervener, against the steam tug Tiger and the steamer Robert Dollar, has been decided by Judge De Haven, in the United States District Court at San Francisco, in favor of the libelant and the intervener. The action was to recover insurance paid on the Tiger and the Robert Dollar, which were recently damaged in collision with each other.

Ten seamen from the "hell ship" Atlas were brought across the Pacific from Japan by the steamer Montara and landed at Seattle, Wash. The story of the cruelty practiced upon these men by Captain Ambermann and his mates during the passage of the Atlas from New York to Yokohama was recently published. The entire crew of more than a score of men left the ship at her destination, and their complaints were thoroughly investigated by Consul-General Miller.

Large purchases of raw sugar are being made in Java and the Southern Philippines by the Western Sugar Refinery of San Francisco, and a big fleet of steamers of great capacity is under charter to carry the product to this port. The vessels already known to be chartered include the British steamers Newby Hall, Marthara, Khalif and Ashtabula, and there are three others of large capacity also in view, the names of which have not been made public.

On her trip from Cape Blanco to Cape Flattery, en route from Hamburg to Seattle, Wash., via San Francisco. the Kosmos liner Memphis was followed by a big school of whales. A number of the whales, Captain von Helms says, were of monstrous size. One of the latter which, while going at a terrific rate underneath the water, rammed the Memphis amidships. The vessel was not loaded and heeled over to port from the impact. The craft had no sooner righted herself than another shock was felt.

Judge J. J. De Haven, in the United States District Court at San Francisco, on July 19, handed down an opinion favoring the libelant in the case of B. H. Tietjen and Charles Lund vs. the steamer A. C. Freese. This boat and the Mary and Edith belonging to the plaintiff, recently came into collision in the slough near Cornazzani Island. The Court found that both boats were at fault, and awarded the Mary and Edith one-half the damages she sustained, the amount to be determined by United States Commissioner James Brown.

With a cargo of 153,409 codfish and several tons of codfish tongues, the schooner Czarina, Captain Koehler, arrived at San Francisco, on July 19, 17 1-2 days from Pirate Cove, Alaska. The schooner reports having spoken the codfishers Glen, Maid of Orleans, Lizzie Colby, Carrier Dove and Fortuna off Caton at a late date, all with light catches. The Czarina left San Francisco on February 26 last, and while her own catch was light, the codfish gathered up at the various stations of the Union Fish Company made up a full cargo, and she arrived fully laden.

The sealing schooner Acapulco, formerly the Carmencita, made notorious because of the illicit cruises in Behring Sea of Captain Alexander McLean, was sold at Victoria, B. C., on July 20, by W. W. Wilson, of San Francisco, through Lloyd's agent, Captain J. G. Fox, to George W. Beermaker of California, representing a Mexican guano company. The price paid was $2000. The schooner is without flag or country, her Mexican registry having been canceled because of the seal-poaching cruises of Captain McLean. The vessel will be taken to Mexico and her owners expect to secure a Mexican registry.

That the Consul of the Netherlands has exclusive authority to settle all demands made by alien sailors on Dutch ships for wages was the decision rendered by Judge Hanford at Seattle, Wash., on July 19. In dismissing the libel against the Dutch bark Emanuel, Judge Hanford held that the United States Court had no jurisdiction to settle disputes over wages between alien sailors on Dutch ships in American ports. After the bark was libeled Judge Hanford continued all further proceedings until Dutch Consul Masill reached Seattle from San Francisco. The two seamen were declared deserters, and one, an American, was arrested.

A telegram received on July 18 by the San Francisco Board of Marine Underwriters from Eureka reported that the steamer Chico was a total loss. The Chico was reported yesterday as having gone ashore at Shelter Cove. The vessel was owned by Swayne & Hoyt, and her value was approximately $20,000. The Chico has had a varied career on the Coast. She was built at Tacoma in 1890, and was first known as the Alice Blanchard, later falling into the hands of a Mexican firm and being renamed Ignacio Mariscal. Still later she was renamed Alice Blanchard, and subsequently, under her present owners, was called Chico. She was 146 feet long and had a gross tonnage of 362.

After an unfortunate voyage of 280 days, the French bark Anne de Bretagne, arrived at San Francisco on July 22. She left Swansea with a cargo of coal, but while off Montevideo broke her steering gear. She laid there from November 25 until March 10, undergoing repairs before continuing her voyage to San Francisco. She was forced to discharge a portion of her cargo in order to pay the costs of towage and repairs. The British steamer Plymouth, which picked her up at sea and towed her into Montevideo, claimed 10,000 francs as her towage charges. She arrived at San Francisco, however, with a portion of her cargo, which was consigned to Girvin & Eyre. Captain Buguat is master of the bark.

Captain John Bermingham, Supervising Inspector, has revoked the decision of the Local Inspectors of Portland, Or., who had suspended for one year the master's license of Captain Samuel Bonifield of the schooner J. B. Stetson, which was in collision with the barkentine Jane L. Stanford off the Columbia River, June 12. Captain Bermingham says that Captain Bonifield was not on deck at the time of the collision, therefore he could not be suspended for lack of skill or negligence in handling his vessel. However, he blames Captain Bonifield for not slowing up after the collision for the purpose of ascertaining how badly the Jane L. Stanford was damaged. The collision resulted in the latter losing her bowsprit, her fore-topmast and part of her stern, while the Stetson escaped practically unhurt.

Men in need of medicine go to City Front Drug Store, No. 10 Mission St., near East, S. F.

Get your Spring Blood Cleanser at the City Front Drug Store, 10 Mission street, opposite Sailors' Union Hall, San Francisco.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. Particular attention is paid to insurance claims. Room 207, Merchants' Exchange Building. Phone, Temporary 394.

RACE FOR SWIFTEST LINER.

The launching of the new mammoth Cunarder Lusitania has once more started the race between English and German companies for the fastest and biggest passenger steamer across the Atlantic. No sooner is the Lusitania afloat than the Hamburg-American Line announces its intention to outdo the Cunard by building an even bigger and swifter vessel.

There was a time when the leading companies were all engaged in a rivalry to own the fastest boats, but they reached a development in speed some ten years ago beyond which an increase meant such an added expense and such a decreased passenger and freight capacity (on account of the room required for machinery and coal) that it was no longer profitable unless for a single ship in a large fleet, run mainly as an advertisement. Thus the record between New York and Queenstown of 5 days 7 hours and 23 minutes, made by the Lucania in 1894, has stood ever since. Since then the race has been confined to the Hamburg-American and North German Lloyd between New York and Plymouth.

The new Cunard liner Lusitania is built to make twenty-five knots an hour. Her great size is only incidental. It was sought to make her the fastest, but not necessarily the largest liner. Her size was decided upon finally simply as furnishing the best conditions for securing the desired speed.

The reason for the construction of the Lusitania and her sister ship, the Mauritania, which is to follow, was the fear in England—amounting almost to panic—that that country would lose her supremacy in the transatlantic trade in consequence of the merger effected here as the International Mercantile Marine. The English Government joined hands with the Cunard Company to prevent such a result, guaranteeing the bonds issued for the construction of the two boats and agreeing to most liberal mail subsidies provided the vessels could maintain an average of twenty-five knots an hour.

It was thus under exceptional circumstances that the plans for the new twin Cunarders were laid. The problem was a big one. The fastest British steamships up to that time were the twenty-two-knot boats, the Campania and Lucania, while the Kaiser Wilhelm II made twenty-three and one-half knots. It was necessary to make the new vessels as much faster than the German boat as she was faster than the Campania and Lucania. After many tests turbine engines were adopted to this end.

It was estimated that 68,000 horsepower would be required, as against 30,000 on the Campania and Lucania and 40,000 in the Kaiser Wilhelm II. Four propellers were decided upon, with four turbines for going ahead and two for going astern. To supply these with steam requires twenty-five boilers with 192 furnaces. The steam pressure will be 200 pounds to the square inch. It will require approximately 1000 tons of coal a day to drive the Lusitania across the Atlantic.

The Lusitania is 790 feet in length over all and 760 feet on the water line. The Kaiser Wilhelm II is 706 feet, and the Campania and Lucania 620 feet over all. The breadth of the Lusitania is 88 feet, and when loaded to the extreme she will have a draught of 33 feet and a displacement of about 40,000 tons. There are eight decks, and the gross tonnage is about 32,500. The gross tonnage of the Campania and Lucania is 13,000 and of the Kaiser Wilhelm II, 19,360.

COAST SEAMEN'S JOURNAL

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Established in 1887

W. MACARTHUR, Editor | P. SCHARRENBERG, Mgr.

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

ALLIED PRINTING TRADES UNION LABEL COUNCIL SAN FRANCISCO

WEDNESDAY, - - - JULY 25, 1906.

UNDERMANNING PROVED.

The documents printed on page 1 of this issue, under the caption, "Correspondence in the Case," demonstrate to every reasonable mind the truth of the seamen's charges that the shipowners, in their desperate attempt to destroy the seamen's unions, are resorting to open and notorious violations of law in the matter of the requirements as to the number and efficiency of ships' crews. The facts submitted by Secretary Furuseth to the respective authorities tell their own tale of absolutely inexperienced men employed in the most responsible capacities; of crimps engaged in the nefarious business of impressing unsuspecting men and boys; of youths placed on board ship under gross misrepresentation and afterward kept on board by sheer force; of boat and fire drills dispensed with entirely or held under farcical conditions, as in the Umatilla case, for instance, in which the drills were held alongside the dock and with the aid of longshoremen; of crews composed of men unable to speak a word of English; of quartermasters unable to distinguish between "port" and "starboard"; of crews shipped in direct violation of the Alien Contract Labor law, etc., etc.

The replies to these communications also tell their own tale. In every instance the reply is either a point-blank denial of the charges, an evasion of the issue or a reference from one official to another. Taken as a whole, the effect of the seamen's efforts to invoke the law against the practices of the United Shipping and Transportation Association is to add new force—and also new humor—to the well-known story of the Circumlocution Office. Evidently, anyone who "wants to know" whether or not the Association is amenable to any law, municipal, State or National, human or divine, must "fill out some blanks"—and keep on "filling out more blanks" until he or she gets tired of the farce.

The character of the replies made to the facts presented by Secretary Furuseth would lead the average observer to infer that the officials making them are decidedly partial to the shipowners. This inference is strengthened, rather than otherwise, by the knowledge that many, if not all, of these officials depend to a great extent upon the shipowners for their appointment to and retention in office. The tenor of these official communications affords ground for the suspicion that they have been dictated in the offices of the Association or of some of the members of that body. Of course, this is merely a suspicion. However grave the charge thus implied, it is one that cannot but arise in the mind so long as the relations between Government officials and private shipping corporations remain as these now are—that is, as the relations of employe to employer.

The "Correspondence in the Case" forms an interesting chapter in the controversy between the seamen's unions and the United Shipping and Transportation Association. Those of the public who have occasion to travel or ship freight on the vessels of the Association will not fail to see the humor of a situation in which their lives and property are balanced in the scale with the Association's ambition to "run its own business"!

United States Circuit Judge Morrow, of San Francisco, in the course of the hearings in the petition of the Hammond Lumber Company for an injunction against the seamen's unions, is reported to have said (with a smile) that inasmuch as the evidence given by the seamen showed their desire to prevent violence, the issuance of an injunction against the commission of violence would be of benefit to them (the seamen) as well as to the company! All very fine and very funny, your Honor. The trouble, however, is that an injunction such as is asked for would prevent the seamen from doing many things which they desire to do and which they have a legal right to do. This latter feature of the case isn't quite so funny, as your Honor will readily perceive. The seamen, and organized labor generally object to Government by Injunction, not so much because it prohibits them from doing that which they have no legal right to do (although even in this regard the injunction is a distinct supercession of the law), as because it restrains them from exercising their rights, legal and moral. This statement of the case is intended quite seriously, your Honor.

"There is no lumber trust," assert the shipowners when charged with responsibility for the great increase in the price of lumber. Of course there isn't. The trust in the case is merely a combination for the purpose of "busting up the unions." Now that they know the real import of the rise in prices, those who use lumber in their business will doubtless pungle up with perfect good nature. Possibly the attainment of the object sought (i. e., the destruction of the unions), may serve as an additional encouragement in the process. And possibly not!

The Oceanic liner Alameda sailed from San Francisco last week with a full union crew. This fact has been variously "claimed" as a victory for the Transportation Association and for the seamen's unions. The Journal makes no claims of any kind; it simply announces the fact that the vessels of the Oceanic Steamship Company will continue to be manned, as they have been for years past, by union crews in all departments.

ON THE SUBJECT OF GEESE.

The "goose that lays the golden egg" is now the bird of San Francisco's destiny. The phoenix has arisen from its ashes and is now occupying a one-story shack. Skidoo the fabled bird of the new birth; let's see what's doing among the other members of the feathered tribe. Of course, the goose commands our immediate attention; also, of course, somebody is detected in the act of killing her. Almost seems as though that blessed fowl had been created for the very purpose of being killed while in the performance of her duty. Anyway, we have never heard of the goose that lays the golden egg except in connection with some intended or accomplished act of assassination. And yet the goose still lives and its fruit still "keeps"!

Somebody is again meditating the murder of the goose. Needless to say, that somebody is the labor union. Oh, Labor, how many geese have been killed in thy name! How many golden eggs remain unlayed because you have killed the fowl that should have cackled over them! The criminal statistics will never be complete until this "crime of the centuries" is set forth in all the enormity of facts and figures. Unnumbered generations of murdered geese cry out for vengeance; unnumbered quantities of unborn breakfast-food bemoan the fate that stayed them in the process of being layed.

As usual, the San Francisco Chronicle is the accuser in the case. That paper, possibly by natural affinity, is very much worried over the fate of the goose. It declares that the labor unions, by reason of their demands for higher wages, are in danger of killing the source of the golden egg. In other words, if Labor would but content itself to work long hours for low wages, the goose would continue to lay a big one every other morning. Thus would Labor continue to have all the work it wants, while the goose would continue to have all the eggs it can lay. Such a situation would be ideal—for the goose. Still, it must be borne in mind that Nature has in view a great object in the egg-laying scheme. Some eggs are layed to be eaten, others to be—well, to bring forth the little chick, each of its kind. Otherwise stated, eggs are valuable mainly for reproductive purposes. The golden egg is valuable mainly as a means of exchanging the products of labor—as a medium of exchange. Golden eggs are reproduced in proportion as they are distributed in wages. The surest way to kill the goose that lays the golden egg is to let the said egg lie unused or only partly used.

But why attempt to seriously discuss the Chronicle's views on the subject of geese or their products? The Chronicle quotes mythology merely to disguise its attempt to knock the labor movement, with the ultimate purpose of placing upon that institution the odium that properly attaches to the geese that raise rents and otherwise increase the cost of living, including the cost of lumber. The Chronicle need have no fears. The goose that lays the golden egg will continue doing business at the old stand as long as Labor is available for the purpose of putting her product to good uses. We would suggest, however, that the Chronicle exercise a care over the goose that lays its leaden editorials.

Demand the Union Label on all products!

Mr. Furuseth, gentleman boss and hobnobber with millionaire lumbermen, is asked to answer the question as to how he manages to profess peaceful arguments in San Francisco harbor and murder at the docks in Portland? It is high time the military took a hand in settling this situation. How many more men is this czar to sacrifice to his greed for making money?

The foregoing is clipped from a mass of stuff of the same variety published in a certain San Francisco weekly. The omission of name will do no injustice, since all the weeklies of that city are easily divided into two classes, the clean sheets — and the corporation sheets. The views here reproduced bear their own marks of identification; to further specify would be to defile these columns and to make an invidious distinction between the rag in question and its co-workers on the dunghills of "society" and plutocracy. The statements concerning Furuseth, particularly the reference to "his greed for making money," are ridiculous, and, in fact, beneath contempt. The men who make these statements are fully aware of their falsity. These men lie partly for the lust of lying and partly for the lust of money. Whether the lie be aimed at the character of a "labor leader" or at the virtue of a woman matters not; the bigger the lie, the bigger their pay; the bigger the scandal, the bigger their circulation among those who enjoy that sort of thing. Of such are the press organs of the shipowners. The United Shipping and Transportation Association is to be congratulated upon the character of its champions!

First Mate J. Going, of the schooner Snow and Burgess, charged with shooting a seaman named Fritz Harmening, was discharged by United States Commissioner Heacock, at San Francisco, last week. The shooting was not denied, the evidence in that regard being produced in court in the form of a shattered shoulder-blade. Other evidence went to show that Harmening had been guilty of whistling and singing while on the lookout and that he had failed to say "Sir" when addressing his superior officer. Captain Albert Sorenson and Second-mate Charles Smith testified that the crew had been "insubordinate." Consequently Commissioner Heacock, whose long experience in such matters amply qualifies him to determine such questions, dismissed the case. Discipline must be maintained—by authority to shoot, in the absence of better means of commanding respect!

The preliminary examination of Captain Hammar, Hubbard, Cahill, Martin and McConnell, charged with the murder of Comrade Kelner, on the steam-schooner National City, in San Francisco Bay on June 17, is still progressing before Police Judge Cabannis. The evidence introduced on both sides justifies the predicton that these men will be held to trial for their crime. In the latter event, there is little doubt that the "gun-fighters" of the Transportation Association will receive a good measure of their just deserts.

The Western Laborer, of Omaha, Neb., announces the beginning of its sixteenth year of publication and the twelfth under its present management. Brother Kennedy is to be congratulated upon his ability to stay with it. May the days of the Laborer be long in the land, is the sincere wish of yours fraternally, the Journal.

According to the San Francisco press, the price of lumber in that city has again been raised, the advance amounting to about $1 per thousand feet on rough or common lumber and $2 per thousand on flooring, rustic and all the better timber. This latest increase makes an advance of between $4 and $5 per thousand since the big blaze. Lumber dealers, both wholesalers and retailers, deny any complicity in the plot. The shipowners, however, plead guilty to the soft impeachment, but—but, of course, it's all due to the fact that "it costs more to run our vessels, and fifty per cent more to land lumber here than it did a few weeks ago." The discerning reader will note that the difference in cost of lumber now and before the seamen's lockout isn't being paid to the union crews. No, siree! The difference goes entirely to the crimps and "gun-fighters" employed by the shipowners to secure and retain non-union crews. In other words, the public is being made to pay the cost of the attempt of the United Shipping and Transportation Association to destroy the seamen's unions. How do you like it, Mr. Public? The public, and especially that part of it which is organized in unions of its own, may take its own time in answering.

The Star, of San Francisco, has resumed publication, after a brief period of suspension due to the "late unpleasantness' in that city. Our old contemporary reappears enlarged in form and improved in other ways. The Star will be welcomed—the more warmly because it has recently been missed—by the readers of that sterling and time-tried publication as an evidence that San Francisco has in reality "resumed the normal"—in other words, that the people of that city have resumed the habits of reading and thinking, as well as those of buying and selling. The Journal extends felicitations to Editor Barry and his staff and bespeaks for them the fullest measure of reward due their courageous and disinterested labors.

True to its traditions, the first issue of the rejuvenated Star, of San Francisco, contains a good account of the circumstances leading up to the present dispute between the seamen's unions and the United Shipping and Transportation Association. The Star correctly diagnoses the cause of the trouble—namely, a desire to destroy the seamen's unions—and places the blame where it belongs—namely, at the door of the Citizens' Alliance. The Star is the first, and as yet the only, paper, outside the labor press, that has given the seamen a "square deal" in the circumstances. If we do not miss our guess, that paper is likely to continue indefinitely in the enjoyment of that marked but by no means unusual distinction.

"Messages to Workingmen" is the title of a book by the Rev. Charles Stelzle, formerly a practical machinist and still a member of the International Association of Machinists, but for some time past engaged in church work. The "Messages" form an interesting discussion of the labor problem in its relation to the tenets of Christianity, a phase of the question that is no less important because it is quite generally overlooked, even by the professed teachers of religion. Mr. Stelzle brings to his work a happy combination of practical and theological viewpoints, which makes his treatment of the subject illuminating and instructive.

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., July 23, 1906.
Regular weekly meeting was called to order at 7:30 p. m., J. Kean, presiding. Secretary reported shipping fair. The Executive Committee reported the strike situation in first class condition and all indications point to an early and complete victory.

A. FURUSETH,
Folsom-street Dock. Secretary.

Tacoma Agency, July 16, 1906.
No meeting; no quorum; men more scarce than ever.

H. L. PETTERSON, Agent.
3004 McCarver St. Tel. Main 808.

Seattle Agency, July 16, 1906.
Shipping fair.

P. B. GILL, Agent.
1312 Western Ave., P. O. Box 65. Tel. James 3031.

Port Townsend Agency, July 16, 1906.
No meeting; no quorum; situation unchanged.

WM. THORBECK, Agent.
114 Quincy St. P. O. Box 48. Tel. 443.

Aberdeen Agency, July 16, 1906.
Shipping fair; few members ashore.

WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

Portland (Or.) Agency, July 17, 1906.
No meeting; no quorum; few members ashore.

D. W. PAUL, Agent.
40 Union Ave. Tel. East 4912.

Eureka (Cal.) Agency, July 16, 1906.
No meeting; no quorum; shipping fair; prospects uncertain.

CHAS. SORENSEN, Agent.
227 First St. P. O. Box 327, Tel. Main 553.

San Pedro Agency, July 16, 1906.
Shipping fair.

HARRY OHLSEN, Agent.
P. O. Box 2380. Tel. Main 774.

Honolulu (H. T.) Agency, July 9, 1906.
Shipping dull; prospects uncertain.

C. COLDIN, Agent.
821 Alakea St. Tel. Main 96.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC.

San Francisco, Cal., July 20, 1906.
Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported strike situation improving generally. Shipping on sailing vessels fair.

EUGENE STEIDLE,
Secretary.

Seattle (Wash.) Agency, July 13, 1906.
No meeting; shipping good.

LEONARD NORKGAUS, Agent.

San Pedro (Cal.) Agency, July 13, 1906.
No meeting; shipping good.

CHAS. M. DAWSON, Agent.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, July 16, 1906.
General condition fair.

WM. PENJE, Secretary.
143 W. Madison St.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boson (Mass.), July 16, 1906.
Situation fair.

WM. H. FRAZIER, Secretary.
1½A Lewis St.

ATLANTIC COAST MARINE FIREMEN'S UNION.

Headquarters, Brooklyn (N. Y.), July 14, 1906.
Situation fair; shipping good.

DANIEL SULLIVAN, Secretary.
15 Union St.

MARINE COOKS' AND STEWARDS' ASSOSIATION OF THE ATLANTIC COAST.

Headquarters, New York (N. Y.), July 15, 1906.
Shipping good.

H. P. GRIFFIN, Secretary.

ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)

LORAIN'S NEW HARBOR.

A short time ago it was announced that a syndicate of capitalists had bought between four and five thousand acres of land at Oak Point, a few miles west of Lorain, O., intending to start an extensive steel plant. Confirmation has been obtained in the statement by a well-informed financier and marine man who declared that in the purchase of land alone there has been an outlay of upwards of $1,000,000 to date. In addition to this it is declared that about $2,000 has been spent in making plans and arrangements for the new harbor that is to be constructed.

One of the vital points in connection with these improvements is that it is expected to be financed almost entirely by Cleveland capitalists and some prominent Cleveland men closely in touch with the retail mercantile business in Cleveland are backers of the enterprise and its promoters. The work has been going on quietly for the last year or more and developments have reached a stage where something definite will be done in a very short time.

From a strictly marine standpoint the interest in this development centers in the fact tha a enirely new class of harbor is going to be built on the chain of Lakes. In the first place, all other harbors have been assisted by the United States Government. This new harbor will be fully as complete as any of the others, but will be built entirely by private capital, without the investment o fone dollar of the Government's money. All other harbors on the chain of Lakes are built up around the mouth of a creek or river. This new harbor will abandon the creek which enters the Lake at that point and will be built from the shore alone following the often repeated recommendation of Colonel Dan C. Kingman that creeks and rivers damaged rather than assisted a harbor.

Plans have been made for extending masonry piers a considerable distance out into the Lake and dredging between to permit the entrance and unloading of the largest boats on the chain of Lakes. Room is to be given also for any increase in the size of Lake vessels. Surrounding these piers a ruble-mound breakwater will be constructed at the cost of several millions of dollars and at the expense of the backers of this enterprise.

When the new boat of the D. and C. line is completed she will be put on the Cleveland run ,and one of the boats of that division will be used in a new service to Mackinas Island and St. Ignace. She will be run as an express boat, making only one stop between Detroit and her destination. She will touch at Alpena, but will pass all the other towns along the shore which the regular boats now make. This will cut down the time of the run from thirty to twenty hours.

Wallace Hurzon, a watchman on the steamer J. P. Morgan, recently fell from the top of a spar to the deck, breaking his right leg in two places. He was taken to the Marine Hospital at Detroit.

ORDERS FOR TWO FREIGHTERS.

The Toledo Shipbuilding Co. has closed contracts for two more freighters, making four orders for steamers that the Company has booked to come out this fall and next spring. The last orders were placed by L. C. Smith and H. S. Wilkinson, who operate a large fleet of modern steel steamers.

The exact size of the ships that were ordered has not been decided upon, but their carrying capacity will be between 8,000 and 9,000 tons, and they will cost about $350,000 each. It could not be learned whether Messrs. Smith and Wilkinson intend putting these boats in the companies they now operate or will organize a new company to handle the boats.

Messrs. Smith and Wilkinson are at the head of the United States Transportation Company ,and the Lyman C. Smith Transit Company, and they are the principal stockholders in the Toledo Shipbuilding Company. They will have eighteen steel steamers next season.

One of the steamers that the Toledo Shipbuilding Company is building was purchased by G. A. Sanderson of Duluth recently. She will come out late this season, but the three other steamers will not be delivered until the spring of 1907.

The total freight tonnage through the Soo Canal for the month of June was 7,025,235, which makes a month's record breaker. The volume of traffic exceeds by nearly a million tons that of August of last year, which was the heaviest month of that season. The total for the present season is now 14,877,780 tons, a gain over the same period of 1905 of more than 1,500,000 tons. The total east bound tonnage for the month of June was 5,725,508; west bound tonnage, 1,299,727. Classified traffic for June stands: Grain over 10,000,000 bushels; iron ore 5,190,299 tons, soft coal 999,951, hard coal 90,129 tons; flour, 600,000 barrels, lumber 126,526,000 feet, board measure. General merchandise west bound totaled 144,916 tons; east bound 25,108 tons. During the month only 854,217 tons of freight went through the Canadian canal. There were 3,245 vessel passages during the month.

The thirtieth anniversary of the burning of the steam St. Clair, which occurred recently, and stories printed about the single living survivor of the accident have called to mind the fact that Supervising Inspector of Steam Vessels C. H. Westcott of Detroit was master of the boat for two years immediately preceding the catastrophe. He was not on her at the time, however. A peculiar coincidence in connection with the matter is that John H. Galwey, now Local Inspector of Boilers of Detroit, under Captain Westcott, was engineer on the boat at the time Captain Westcott was her master. He sailed in her during the season of 1874.

President Roosevelt has signed the Lake Erie and Ohio River Ship Canal bill, thus giving a charter to the corporation for the construction of the canal from Pittsburg to Lake Erie ports. It is estimated that the canal will cost $46,000,000.

TROUBLE WITH POE LOCK.

Masonry washing out of the side walls of the Poe lock at the Soo is causing trouble in operating it. The intermediate or safety gates are blocked by about five yards which has been deposited on the lower sill of the gates by the current, stopping the operation of the gates. A diver who went down located the source of trouble.

A special dispatch from the Soo quotes Assistant Superintendent McKenzie as stating that it would take a half day or more to clean away the refuse, and that nothing will be done while traffic is heavy. The intermediate gates are operated as a safeguard against down-bound boats breaking away and crashing against the lower gates of the lock. Masters are being warned to use all possible care, that a serious blockade may be avoided.

A gradual crumbling of the inner surface of the concrete walls of the lock is going on, and the mortar on the sill of the safety gates comes from this source. The lock is 800 feet long, and the portion which is crumbling is now 8 inches thick, extending from the top to the bottom of the lock. The walls of the Witzel lock are also affected by the action of the frost on the limestone. The walls of the new lock which the Lake Carriers' Association is asking for will undoubtedly be composed entirely of concrete.

AT WORK ON LAFAYETTE.

Wrecking operations on the steamer Lafayette, which went ashore during the gale on Lake Superior last fall, have begun in earnest. The work is being done by the Pittsburg Steamship Company with their own wrecking apparatus, instead of letting the contract to some wrecking firm. The entire operations are in charge of Captain W. W. Smith, marine superintendent of the Steel Trust fleet. It was Captain Smith who released the steamer Crescent City from the rocks at Lakewood and brought her to Lorain, a distance of nearly a thousand miles, in practically a sinking condition. The Lafayette is in the worst shape of all of the boats sunk in the gale last fall. She is broken in three pieces, and two sections are badly battered. The after section is in comparatively good shape. The midship and fore sections are driven up high and dry, and are in such shape as to be practically useless. The wrecking outfit was placed aboard the wreck by the steamer Wolvin and work begun at once. According to the present plans the machinery will be removed, after which the break will be bulkheaded up and the stern pumped out and towed to Duluth. The other two sections probably will be broken up and sold for scrap. It is intimated that the engines from the Lafayette will be placed in the barge Manila the coming winter.

The body of Captain William Radford, of the steamer Tasmania, which went down off Middle Island last fall, was found floating in the Lake between Cedar Point and Kelleys Island. It was identified by papers found in the clothing.

MARINE NOTES.

Guy C. Kemp has been appointed as agent of the Erie and Western Transportation Company at Sault Ste. Marie, in place of the late S. H. Davis.

The steamer Bulgaria, stranded on Fishermans' Shoal, is now guarded by a watchman, placed there by the underwriters, who feared invasion from wreckers.

The schooner Dayton, owned by M. P. Lester of Marine City, was sold at marshal sale at Buffalo, N. Y., on July 6 to James O'Connor of Tonawanda for $1,050.

The new fog-horn which has recently been installed at Waukegan, was put in operation on July 2. It will have a two-second blast at intervals of eighteen seconds.

Custom Collector Rieg's report for the month of June shows the ore receipts at Conneaut to have been 732,205 tons, an increase of 197,663 tons over the May receipts. The receipts show a considerable increase over June of last year. The total value of the exports was $242,492.

All records for ore cargoes were broken at Conneaut on July 3 by the entrance of the steamer J. Pierpont Morgan with a cargo of 11,159 tons, the largest ever brought down Lake Erie. The best previous record for that port was held by the steamer George Perkins, which brought in 10,519 tons last season. No unloading record was attempted on the Morgan, which entered the harbor without any difficulty.

The grand president of the Tug Fireman and Linemen's Protective Association, John Bourke, will try to go to the Michigan Legislature and take a hand in electing the United States Senator in the interests of union labor. His candidacy for the Republican nomination was announced recently. Bourke says he will support a man for Senator who will uphold what he thinks are the rights of the masses. He has the labor vote with him and friends believe he will beat the machine at the primaries.

Several of the crew of the schooner Mike Corry had a narrow escape recently, when the bridge tender at Clark street, Chicago, swung the structure shut before the boat was through the draw. The end of the bridge caught the mizzenmast of the boat, breaking it off short and as the big timber fell there was a lively scramble on the part of three of the crew near the stern to get away. The spar struck within a few feet of the wheelsman, but by throwing himself prone on the deck he escaped injury.

According to a reliable authority the mines of the Jones and Laughlin Steel Company, on the Mesaba will ship close to 1,000,000 tons this year contrasted with a little less than 500,000 last season. Although the Biwabik has had predicted for it a shipment this year of greater tonnage than last year, when it produced 1,092,987 tons, it has been stated on good authority that the output will not be more than 800,000 tons this season. The Sellwood properties also will not, it is thought, ship more this season than they did a year ago.

A contract has been closed between the American Shipbuilding Company and the Buffalo & Susquehanna Steamship Company for the purchase of a 10,000-ton ore carrier for 1907 delivery. The new boat will be 552 feet over all, 532 feet keel, 56 feet beam and 31 feet deep. She will have a triple expansion engine with cylinders 23½, 36, 63 inches in diameter with a 42 inch stroke. Steam will be furnished by two Scotch boilers, 14 feet 6 inches in diameter and 11 feet 6 inches long. The boilers will have a work-pressure of 180 pounds and will be fitted with Ellis & Evans induced draft. The new boat will be built at the Lorain yard of the American Shipbuilding Company and will be completed in April. This order makes the twelfth which the American Shipbuilding Company has on its books for 1907 delivery.

Lake Letter List.

(Marine Postoffice, Detroit, Mich.)
July 12, 1906.

Roberts, Gaxen L.
Bacon, Wallace
Capperwaite, Douglas(Alf Mitchell)
Capperwaite, Willie — 2 (Alf Douglas)
Carlsen, Rudolf (Sinaloa)
Creighton, F. L.
Crisup, Chas. H (Montezuma)
Cook, Jas. A.
Corolan, Wm. (Jupiter)
Coffey, T. E. (Castalia)
Cumming, James(Clarke)
Carlson, Hans (Pabse)
Carter, David (M. Mullen)
Densmore, Wm. (S. Kirby)
Drubert, Wm. (J. L. Weeks)
Dempsey, M.
Dodge, H. B. (Jas. Wallace)
Doyle, Thos.
Emery, Herbert, M. (Clarke)
Erll, Edy (Crampion)
Flaherty, Wm.
Goodwire, Andrew
Greening, Geo. (Nottingham)
Greer, Alex A. (Bixby)
Hurlbert, Geo.
Heller, Wm. (Lyman Smith)
Hermann, Otto (W. M. Eagan)
Hardman, Gus
Hayes, Wm.
Hayes, Eugene (Flower)
Henry, Edwin E. (Wm. Edwards)
Holton, Walter (Lambert)
Jenkins, Wm. H. (A. C. Minch)
Jones, A. (Uganda)
Kollie, J. W. (Angeline)
Kabat, Joseph (Amama)
Koffle, R. C. (Butler)
Lee, Hens (Lehigh)
Lanphere, David H.—2 (Clarke)
Munn, Jas. Ross
Morrison, J. N. (Wilbert Smith)
Mulligan, Jno.
McRae, Allen
MacCallum, Geo. W.
McBane, O. G. (West Shore)
McDougall, Wm.
Nault, Nelson J. (Ainama)
Pownall, R. M. (Hancock)
O'Toole, Frank (Grampcan)
Patterson, Neil
Patterson, Gilvert
Rolfson, H. (Fryer)
Randall, Pamell (West Star)
Raymond, Frank (Capt. Wilson)
Schuyler, Dr. R. (Colonel)
Splan, Alex (Bielman)
Stubbs, Chas.
Sauch, Delbert (S. C. Reynolds)
Silverdahl, B. E. (H. Mack)
Schwering, Wilhelm(Bulgaria)
Smith, Geo. (D. C. Whitney)
Tomlinson, Alf—2 (Bixby)
Taylor, D. R.
Thompson, Frank (Tampa)
Tate, John (H. Smith)
White, Geo. H. (Heffelfinger)
Wegner, Elmer
Wood, Wm.
Winkler, Max
Woodruff, Wm.—2 (Parent)

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

143 West Madison Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, WIS.....133 Clinton Street
Telephone 240 South.

BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.

ASHTABULA HARBOR, O.....87 Bridge Street
Telephone 552.

CLEVELAND, O.....171 East River Street
Telephone Bell Main 1295.

TOLEDO, O.....719 Summit Street
Telephone Black 6981.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES.

DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3742.

ASHLAND, WIS.....515 East Second Street
Ashland Phone 1563.

SUPERIOR, WIS.....1721 North Third Street
Telephone, Old Phone, 4428 L.

BAY CITY, MICH.....108 Third Street

OGDENSBURG, N. Y.....40 Ford Street

SUB-AGENCIES.

MANITOWOC, Wis. .....725 Quay Street

ERIE, PA.....107 East Third Street
Telephone Bell 599 F.

CONNEAUT HARBOR, O.....922 Day Street

SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
Telephone 1944 South Chicago.

SANDUSKY, O. .....510 Melgs Street

HOSPITALS AND RELIEF STATIONS.
UNITED STATES MARINE HOSPITALS.
CHICAGO, ILL.; DETROIT, MICH.; CLEVELAND, O.
RELIEF STATIONS.

Ashtabula Harbor, O.
Buffalo, N. Y.
Duluth, Minn.
Erie, Pa.
Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Wis.
Houghton, Mich.
Ludington, Mich.
Manistel, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault Ste. Marie, Mich.
Sheboygan, Mich.
Sturgeon Bay, Wis.
Superior, Wis.
Toledo, O.

We Don't Patronize.

FOOD AND KINDRED PRODUCTS.

Bread—McKinney Bread Company, St. Louis, Mo.; National Biscuit Company, Chicago, Ill
Cigars—Carl Upman, of New York City; Krebs, Wertheim & Schiffer, of New York City; The Henry George and Tom Moore.
Flour—Washburn-Crosby Milling Co., Minneapolis, Minn.; Kelley Milling Co., Kansas City, Mo.
Groceries—James Butler, New York City.
Meats—Kingan Packing Company, of Indianapolis, Ind.
Pipes—Wm. Demuth & Co., New York.
Tobacco—American and Continental Tobacco Companies.
Whisky—Finch Distilling Company, Pittsburg, Pa.

CLOTHING.

Buttons—Davenport Pearl Button Company, Davenport, Iowa; Krementz & Co., Newark, N. J.
Clothing—N. Snellenberg & Co., Philadelphia, Pa.; Clothiers' Exchange, Rochester, N. Y.; Strawbridge & Clothier, Philadelphia, Pa.; Blauner Bros., New York.
Corsets—Chicago Corset Company, manufacturers Kaho and La Marguerite Corsets.
Gloves—J. H. Cownie Glove Co., Des Moines, Iowa; California Glove Co., Napa, Cal.
Hats—J. B. Stetson Company, Philadelphia, Pa.; E. M. Knox Company, Brooklyn, N. Y.
Shirts and Collars—United Shirt and Collar Company, Troy, N. Y.; Van Zandt, Jacobs & Co., Troy, N. Y. Cluett, Peabody & Co., Troy, N. Y.; James R. Kaiser, New York City.
Shoes—Harney Bros., Lynn, Mass.; J. E. Tilt Shoe Co., Chicago, Ill.
Suspenders—Russell Mfg. Co., Middletown, Conn.
Textile—Merrimac Manufacturing Co. (printed goods), Lowell, Mass.
Underwear—Oneita Knitting Mills, Utica, N. Y.
Woolens—Hartford Carpet Co., Thompsonville, Conn.; J. Capps & Son, Jacksonville, Ill.

PRINTING AND PUBLICATIONS.

Bookbinders—Geo. M. Hill Co., Chicago, Ill.; Boorum & Pease Co., Brooklyn, N. Y.
Printing—Hudson, Kimberly & Co., printers, of Kansas City, Mo.; W. B. Conkey Co., publishers, Hammond, Ind.; Times, Los Angeles, Cal.; Philadelphia Inquirer.

POTTERY, GLASS, STONE AND CEMENT.

Pottery and Brick—J. B. Owens Pottery Co., of Zanesville, Ohio; Northwestern Terra Cotta Co., of Chicago, Ill.; C. W. Stine Pottery Co., White Cottage, Ohio; Corning Brick, Tile and Terra Cotta Company Corning, N. Y.
Cement—Jackson Portland Peninsular Cement Co., Cement City, Mich.; Utica Hydraulic Cement and Utica Cement Mfg. Co., Utica, Ill.

MACHINERY AND BUILDING.

Carriage and Wagon Builders—S. R. Baily & Co., Amesbury, Mass.; Hassett & Hodge, Amesbury, Mass.; Carr, Prescott & Co., Amesbury, Mass.
General Hardware—Landers, Frary & Clark, Aetna Company, New Britain, Conn.; Kelsey Furnace Company, Syracuse, N. Y.; Brown & Sharpe Tool Company, Providence, R. I.; John Russell Cutlery Company, Turners Falls, Mass.; Atlas Tack Company, Fairhaven, Mass.; Henry Disston & Co., Philadelphia, Pa.; Merritt & Company, Philadelphia, Pa.; New York Knife Company, Walden, N. Y.
Iron and Steel—Illinois Iron and Bolt Company, of Carpentersville, Ill.; Carborundum Company, Niagara Falls, N. Y.; Casey & Hedges, Chattanooga, Tenn.; Gurney Foundry Company, Toronto, Ont.; Sattley Manufacturing Company, Springfield, O.; Page Needle Company, Franklin, N. H.; American Circular Loom Company, New Orange, N. J.; Payne Engine Company, Elmira, N. Y.; Lincoln Iron Works, (F. R. Patch Manufacturing Company), Rutland, Vt.; Erie City Iron Works, Erie, Pa.; David Maydole Hammer Co., Norwich, N. Y.; Singer Sewing Machine Co., Elizabeth, N. J.; National Elevator and Machine Company, Honesdale, Pa.; Pittsburg Expanded Metal Co., Pittsburg, Pa.; Peckham Manufacturing Company, Kingston, N. Y.; American Hoist and Derrick Co., St. Paul, Minn.; American Iron & Steel Company, Lebanon and Reading, Pa.; Kern Barber Supply Company, St. Louis, Mo.
Iron, Architectural—Geo. L. Meskir, Evansville, Ind.
Stoves—Germer Stove Company, Erie, Pa.; "Radiant Home" Stoves, Ranges, and Hot Air Blast, Erie, Pa.; Wrought Iron Range Co., St. Louis, Mo.

WOOD AND FURNITURE.

Bags—Gulf Bag Company, New Orleans, La.; branch Bemis Brothers, St. Louis, Mo.; H. B. Wiggins' Sons Co., Bloomfield, N. J.
Baskets—Williams Manufacturing Company, Northampton, Mass.
Brooms and Dusters—The Lee Broom and Duster Company, of Davenport, Iowa; M. Goeller's Sons, Circleville, Ohio; Merkle-Wiley Broom Co., Paris, Ill.
Carriages—Crane, Breed & Co., Cincinnati, Ohio.
Cooperage—Northwestern Cooperage and Lumber Company (otherwise known as the Buckeye Stave Company), of Ohio, Michigan, and Wisconsin; Elgin Butter Tub Company, Elgin, Ill.; Williams Cooperage Company and Palmer Manufacturing Company, of Poplar Bluff, Mo.
China—Wick China Company, Kittanning, Pa.
Furniture—American Billiard Table Company, Cincinnati, Ohio; Brumby Chair Company, Marietta, Ga.; O. Wisner Piano Company, Brooklyn, N. Y.; Krell Piano Company, Cincinnati, Ohio; N. Drucker & Co., Cincinnati, Ohio; St. Johns Table Company, St. Johns, Mich.; Grand Rapids Furniture Manufacturing Association, Grand Rapids, Mich.; Derby Desk Co., Boston, Mass.
Gold Leaf—W. H. Kemp Company, New York, N. Y.; Andrew Reeves, Chicago, Ill.; George Reeves, Cape May, N. J.; Hastings Company, Philadelphia, Pa.; Henry Ayers, Philadelphia, Pa.
Lumber—Trinity County Lumber Company, Groveton, Texas; Reinle Bros. & Solomon, Baltimore, Md.; Himmelberger Harrison Lumber Company, Morehouse, Mo.; Union Lumber Company, Fort Bragg, Cal.; St. Paul and Tacoma Lumber Company, Tacoma, Wash.; Gray's Harbor Commercial Co., Cosmopolis, Wash.; Far West Lumber Company, Tacoma, Wash.
Leather—Kullman, Salz & Co., Benicia, Cal.; A. B. Patrick & Co., San Francisco, Cal.; Lerch Bros., Baltimore, Md.
Paper Boxes—E. N. Rowell & Co., Batavia, N. Y.; J. N. Roberts & Co., Metropolis, Ill.
Paper—Remington-Martin Paper Co., Norfolk, N. Y. (Raymond Paper Co., Raymondsville, N. Y.; J.L. Frost Paper Co., Norwood, N. Y.); Potter Wall Paper Co., Hoboken, N. J.
Watches—Keystone Watch Case Company, of Philadelphia, Pa.; Jos. Fahy, Brooklyn Watch Case Company, Sag Harbor; T. Zurbrugg Watch Case Company, Riverside, N. J.
Wire Cloth—Thos. E. Gleeson, East Newark, N. J.

MISCELLANEOUS.

Bill Posters—Bryan & Co., Cleveland, Ohio.
Railways—Atchison, Topeka & Santa Fe Railroad; Missouri, Kansas & Texas Railway Company.
Telegraphy—Western Union Telegraph Company, and its Messenger Service.
D. M. Parry, Indianapolis, Ind.
Thomas Taylor & Son, Hudson, Mass.
C. W. Post, Manufacturer of Grape Nuts and Postum Cereal, Battle Creek, Mich.
Lehmaier-Swartz & Co., New York City.
J. N. Mockett, Toledo, Ohio.

CORRESPONDENCE IN THE CASE.

(Continued from page 2.)

The above section is a part of Title LII of the Revised Statutes of the United States, and Sections 4496 and 4497, reading as follows, are part of the same title:

"Section 4496. All collectors, or other chief officers of the customs, and inspectors within their several districts, shall enforce the provisions of this title against all steamers arriving or departing.

"Section 4497. Every collector, or other chief officer of the customs, or inspector, who negligently or intentionally omits any duty under the preceding sections, shall be liable to removal from office and to a penalty of one hundred dollars for each offense, to be sued for in an action of debt."

It fully appearing that the said vessel is not properly manned, and that she will not be properly manned, unless action is taken by you, we respectfully ask that clearance be refused to the Siberia until she complies with the law above mentioned.

Respectfully,
SAILORS' UNION OF THE PACIFIC.
By A. Furuseth, Secretary.

SAILORS' UNION OF THE PACIFIC.
San Francisco, Cal., July 9, 1906.

Hon. F. R. Stratton, Collector of the Port of San Francisco, City.

Sir: On the 3d instant we addressed a communication to you as Collector of the Port of San Francisco, and we are advised that you referred the same to the Honorable Robert T. Devlin, United States Attorney for this district, who, in turn, advised you of your duties in the matter, part of the opinion of Mr. Devlin's office being in effect that, under the decision cited, it was necessary for the crew of a vessel to be sufficiently familiar with the English language to understand any command that might be given to them at any time.

After receipt of the opinion we are further advised that the U. S. Local Inspectors of Steam Vessels visited the Siberia on the 6th instant and there held a fire drill and boat drill satisfactory to you and the vessel was cleared by the Custom House and proceeded to sea on the 7th instant.

Your attention is respectfully directed to the fact that all a fire drill accomplishes is to acquaint the members of the crew with their stations and how to get out the fire hose. The fighting of the fire needs orders to suit the emergency of the occasion.

We have no doubt that the crew of the City of Rio de Janeiro would have gone through equally satisfactory boat and fire drill, but they were found insufficient by the court after a thorough inquiry. Fire or boat drill, or both, can be no test of the ability of the crew to understand the English language for the reason that on all steamers carrying Chinese crew each department has at least one Chinaman who is sufficiently familiar with the English language to interpret orders, to wit: In the engineer's department there is one Chinaman called Number 1 fireman, another called Number 2, and still another called Number 3, one of each being on watch in the fire-room during the three watches. Orders are communicated to the "Number Men," as they are called, and by them to the help in Chinese.

As each crew, or man, joins the vessel, they, or he, are advised by the said Number Men to go to a certain boat, when a certain number of whistles are blown, and to go to certain stations when a certain other number of whistles are blown. The crew does understand the whistle signals, and, as familiar instructions are given in each department, each Chinese is familiar with his duties when he hears a certain whistle signal sound on his ship. The blowing of such whistle signals when a vessel is alongside the dock, where the Siberia was lying at the time of the examination, is not a test or indication what might happen if the whistle or method of signalling were out of order, or refused to work, or what the crew might do in case of a collision, or stranding, or explosion, or what the crew might do when in the boats in the absence of the Chinese interpreter, to wit: the Chinese who had been in the habit of communicating the orders to them.

There is not on board the Siberia a sufficient number of such interpreters to place one in each boat, or to stand at each boat to give orders during the lowering, or the placing therein of passengers, food or water; or to communicate orders in respect to what would be necessary to put out a fire. The necessity of understanding the English language is thus apparent, and also that wisdom of the courts in deciding that the crew is insufficient unless they understand sufficient English to understand and execute orders that may be given them at any time.

You will thus observe that the mere knowledge of how to perform one or two duties by information previously given them, does not make the crew sufficient within the meaning of the law, and, as another steamer, to wit, the Mongolia, is now in port, destined on the same voyage with a similar crew, we suggest that a test be made on her by taking a number of the crew and calling them to some portion of the vessel and that they then—in the absence of the Chinese who act as interpreters for them—be told in English to execute some orders. Only such a test can be sufficient within the law of the United States upon the subject.

Respectfully yours,
SAILORS' UNION OF THE PACIFIC.
By A. Furuseth, Secretary.

SAILORS' UNION OF THE PACIFIC.
San Francisco, Cal., July 8, 1906.

Hon. O. F. Bolles, Local Inspector of Steam Vessels, City.

Sir: On the 3rd instant we addressed a communication to the Honorable R. F. Stratton, Collector of the Port of San Francisco, and we are advised that he referred the same to Hon. Robert T. Devlin, U. S. Attorney for this district, who in turn advised him of his duties in the matter, part of the opinion of Mr. Devlin's office being in effect that, under the decision cited, it was necessary for the crew of a passenger vessel to be sufficiently familiar with the English language to understand any command that might be given to them at any time.

After receipt of the opinion, we are further advised, that, on the 6th instant, you, in company with your brother Inspector, visited the Siberia and there held a fire and boat drill satisfactory to you, and the vessel was cleared by the Custom House and proceeded to sea on the 7th instant.

Your attention is respectfully called to the fact that all a fire drill accomplishes is to acquaint the members of the crew with their stations and how to get out the fire hose. The fighting of the fire needs orders to suit the emergency of the occasion. We have no doubt that the crew of the City of Rio de Janeiro would have gone through equally satisfactory boat or fire drill, but they were found insufficient by the court after a thorough inquiry.

Fire or boat drill, or both, can be no test of the ability of a crew to understand the English language for the reason that on all steamers carrying Chinese crews each department has at least one Chinaman who is sufficiently familiar with English to interpret orders, to wit: in the engineer's department there is one Chinaman called the Number 1 fireman, another called Number 2, and still another called Number 3, one of each being on watch in the fire-room during each of the three watches. Orders are communicated to the Number man, as he is called, and by him in Chinese to the help.

As each crew, or man, joins the vessel, they, or he, are advised by the said "number men" to go to a certain boat when a certain number of whistles are blown, and to certain other stations when a certain other number of whistles are blown. The crew does understand the whistle signals, and, as familiar instructions are given in each department, each Chinaman is familiar with his duties, when he hears a certain whistle signal sound on his ship. The blowing of such whistle signals when a vessel is alongside of a dock, where the Siberia was lying at the time of your examination, is no test or indication of what might happen if the whistle or method of signalling were out of order and refused to work, or what the crew might do in case of a collision or stranding or explosion, or what the crew might do when in the boats in the absence of the Chinese interpreter, to wit: the Chinese who had been in the habit of communicating the orders to them.

There is not on board the Siberia a sufficient number of such interpreters to place one in each boat, or to stand at each boat to give orders during the lowering or the placing therein of passengers, food and water after they have been lowered in the water, or to communicate the orders in respect to what would be necessary to put out a fire.

The necessity of understanding the English language is thus apparent, and the wisdom of the court in deciding that a crew is insufficient unless they understand the English language sufficiently to understand and execute the orders that may be given to them at any time.

You will thus observe that the mere knowing how to perform one or two duties by information previously given does not make the crew sufficient within the meaning of the law, and as another steamer, to wit, the Mongolia, is now in port destined on the same voyage that the Siberia makes with a similar crew, we suggest that a test be made on her by taking a number of the crew and calling them to some portion of the vessel, where, in the absence of the Chinese interpreters, they be told in English to execute some orders. Only such a test can be sufficient within the law of the United States on the subject.

Respectfully yours,
SAILORS' UNION OF THE PACIFIC.
Per A. Furuseth, Secretary.

UNITED STATES CUSTOMS SERVICE.
Port of San Francisco, July 10, 1906.

A. Furuseth, Esq.,
Sailors' Union of the Pacific,
Folsom street, City.

Sir: Referring to your letter of the 3rd instant, requesting me to refuse clearance to the steamer Siberia under provisions of Section 4463 of the Revised Statutes, by reason of the alleged fact that the crew of the vessel was unable to properly handle the vessel at all times, I now have to advise you that your communication was referred to the United States Attorney for expression of opinion as to whether or not I would be

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

Affiliated with the
AMERICAN FEDERATION OF LABOR.

WM. H. FRAZIER, Secretary-Treasurer.
1 1-2A Lewis St., Boston, Mass.

AFFILIATED UNIONS.

ATLANTIC COAST SEAMEN'S UNION.
Headquarters:
BOSTON, MASS., 1 1-2A Lewis St.
Branches:
BANGOR, Me., 211 Broad St.
PORTLAND, Me., 377A Fore St.
PROVIDENCE, R. I., 464 South Main St.
NEW YORK, N. Y., 51 South St.
PHILADELPHIA, Pa., 129 Walnut St.
BALTIMORE, Md., 502 East Pratt St.
NORFOLK, Va., 228 Water St.
NEWPORT NEWS, Va., 2314 Washington Ave.
MOBILE, Ala., 2 Government St.
NEW ORLEANS, La., 937 Tchoupitoulas St.

ATLANTIC COAST MARINE FIREMEN'S UNION.
Headquarters:
BROOKLYN, N. Y., 15 Union St.
Branches:
BOSTON, Mass., 284 Commercial St.
PHILADELPHIA, Pa., 129 Walnut St.
BALTIMORE, Md., 502 East Pratt St.
NORFOLK, Va., 228 Water St.
NEWPORTNEWS, Va., 3214 Washington Ave.
MOBILE, Ala., 2 Government St.
NEW ORLEANS, La., 937 Tchoupitoulas St.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.
Branches:
NEW YORK, N. Y., 42 South St.
BALTIMORE, Md., 502 Pratt St.

INLAND SEAMEN'S UNION.
Headquarters:
WHITEHALL, N. Y.

LAKE SEAMEN'S UNION.
Headquarters:
CHICAGO, Ill., 143 West Madison St.
Branches:
MILWAUKEE, Wis., 133 Clinton St.
BUFFALO, N. Y., 55 Main St.
ASHTABULA HARBOR, O., 87 Bridge St.
OGDENSBURG, N. Y., 40 Ford St.
TOLEDO, O., 719 Summit St.
NORTH TONAWANDA, N. Y., 152 Main St.
DETROIT, Mich., 7 Woodbridge St., East.
SUPERIOR, Wis., 1721 North Third St.
ASHLAND, Wis., 515 East Second St.
OGDENSBURG, N. Y., 40 Ford St.
BAY CITY, Mich. 108 Third St.
MANITOWOC, Wis., 725 Quay St.
ERIE, Pa., 107 East Third St.
SOUTH CHICAGO, Ill., 9142 Macklnaw St.
CONNEAUT HARBOR, O., 992 Day St.
SANDUSKY, O., 510 Melgs St.

MARINE COOKS' AND STEWARDS' UNION OF THE GREAT LAKES.
Headquarters:
BUFFALO, N. Y., 55 Main St. Tel. Seneca 823 R.
Branches:
DETROIT, Mich., 33 Jefferson St.
TOLEDO, O., 1702 Summit St.
NORTH TONAWANDA, N. Y., 154 Main St.
OGDENSBURG, N. Y., 94 Hamilton St.
BAY CITY, Mich., 919 Water St.
ASHTABULA HARBOR, O., 11 Erie St. Tel. 305.
CLEVELAND, O., Atwater Bldg., Room 1.
CHICAGO, Ill., 42 Wells St. Tel. Main 3637.
MILWAUKEE, Wis., 317 Florida St.
Sub-Agency:
CONNEAUT, O., 891 Day St.

SAILORS' UNION OF THE PACIFIC.
Headquarters:
SAN FRANCISCO, Cal., Folsom Street Dock.
Branches:
TACOMA, Wash., 3004 McCarver St.
SEATTLE, Wash., 1312 Western Ave.
PORT TOWNSEND, Wash., 114 Quincy St.
ABERDEEN, Wash., P. O. Box 334.
PORTLAND, Or., 40 Union Ave.
EUREKA, Cal., P. O. Box 327.
SAN PEDRO, Cal., P. O. Box 2380.
HONOLULU, H. T., P. O. Box 96.

PACIFIC COAST MARINE FIREMEN'S UNION.
Headquarters:
SAN FRANCISCO, Cal., Folsom Street Dock.
Branch:
SEATTLE, Wash., Colman Block, Room 10.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC.
Headquarters:
SAN FRANCISCO, Cal., Folsom Street Dock.
Branches:
SEATTLE, Wash., Colman Dock, Room Room 13.
SAN PEDRO, Cal., P. O. Box 2155.

FISHERMEN'S PROTECTIVE UNION OF THE PACIFIC COAST AND ALASKA.
Headquarters:
SAN FRANCISCO, Cal., 9 Mission Street.
Branches:
SEATTLE, Wash., P. O. Box 42.
ASTORIA, Or., P. O. Box 138.

BAY AND RIVER STEAMBOATMEN'S UNION OF CALIFORNIA.
Headquarters:
SAN FRANCISCO, Cal., Folsom Street Dock.
Branch:
SACRAMENTO, Cal., 200 M St.

The Coast Seamen's Journal

Can be procured by seamen at
Any of the above-mentioned places;
also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA
29 Erskine Street, Sydney, N. S. W.

justified in complying with your request and withholding clearance of the vessel.

Under date of July 6, 1906, the attorney advised me that I would be entitled to rely upon the inspection certificate issued by the U. S. Local Inspectors of Hulls and Boilers, as to the sufficiency of the crew.

I have, therefore, to advise you that the inspection certificate and license on file in this office complies with all the requirements of the law, and further that the Local Inspectors of Hulls and Boilers report that, after investigation, they find the vessel properly manned to meet any emergency.

I have, therefore, permitted the clearance of the vessel.

Respectfully,

W. B. HAMILTON,
Special Deputy Collector.

UNITED STATES CUSTOMS SERVICE.
Port of San Francisco, July 10, 1906.

A. Furuseth, Esq., Secretary Sailors' Union of the Pacific,
Folsom-street Wharf, City.

Sir: Your communication of the 9th instant, requesting, among other things, that an examination of the steamship Mongolia be made with a view to testing the sufficiency of the crew of that vessel under the provisions of the Revised Statutes, has been referred to the Local Inspectors of Hulls and Boilers, in view of the fact that the U. S. Attorney has advised me that I am under the law entitled to rely on the report of their inspection, and be guided thereby in making clearance of all vessels engaged in the carrying of passengers.

Respectfully,

W. B. HAMILTON,
Special Deputy Collector.

RE. STEAMER UMATILLA.

State of Washington,
County of King.—ss.

Wm. H. Bartlett, being first duly sworn upon oath, deposes and says that he signed as able seaman on the steamer Umatilla at Seattle, Washington, on the 30th day of June, 1906.

That he has had no previous experience as a seaman.

WM. H. BARTLETT.

Subscribed and sworn to before me this 15th day of July, 1906.

AUGUSTUS ARMSTRONG,
Notary Public in and for the State of Washington. Residing at Seattle.
(SEAL.)

State of Washington,
County of King.—ss.

Charles McAuley, being first duly sworn upon oath, deposes and says that he signed as able seaman on the steamship Umatilla at Seattle, Wash., on the 30th day of June, 1906.

That he has had no previous experience as a seaman.

CHARLES McAULEY.

Subscribed and sworn to before me this 15th day of July, 1906.
(SEAL.)

AUGUSTUS ARMSTRONG,
Notary Public in and for the State of Washington, residing at Seattle.

State of Washington,
County of King.—ss.

Arthur Lee, being first duly sworn upon oath, deposes and says that he signed as able seaman on the steamship Umatilla at Seattle, Washington, on the 30th day of June, 1906.

That he has had no previous experience as a seaman.

ARTHUR LEE.

Subscribed and sworn to before me this 15th day of July, 1906.
(SEAL.)

AUGUSTUS ARMSTRONG,
Notary Public in and for the State of Washington. Residing at Seattle.

State of Washington,
County of King.—ss.

Charles Belloli, being first duly sworn upon oath deposes and says that he signed as able seamen on the steamship Umatilla at San Francisco, California, on the 9th day of July, 1906.

That he has had no previous experience as a seaman.
(SEAL.)

BELLODI CARLO.

Subscribed and sworn to before me this 15th day of July, 1906.

AUGUSTUS ARMSTRONG,
Notary Public in and for the State of Washington. Residing at Seattle.

State of Washington,
County of King.—ss.

J. Stephens being first duly sworn, upon oath deposes and says that he signed as able seaman on the steamship Umatilla at Seattle, Washington, on the 30th day of June, 1906.

That he has had no previous experience as a seaman.

J. STEPHENS.

Subscribed and sworn to before me this 15th day of July, 1906.
(SEAL.)

AUGUSTUS ARMSTRONG,
Notary Public in and for the State of Washington. Residing at Seattle.

State of Washington,
County of King.—ss.

Pedro Vichelo being first duly sworn upon oath deposes and says that he signed as able seaman on the steamship Umatilla at San Francisco, California, on the 9th day of June, 1906.

That he has had no previous experience as a seaman.

PEDRO VICHELE.

Witnesses as to signature and mark,
J. Stevens
P. B. Gill

Subscribed and sworn to before me this 15th day of July, 1906.
(SEAL.)

AUGUSTUS ARMSTRONG,
Notary Public in and for the State of Washington. Residing at Seattle.

State of Washington,
County of King.—ss.

Domino Spatti, being first duly sworn upon oath deposes and says that he signed as an able seaman on the steamship Umatilla at San Francisco, California, on the 9th day of June, 1906.

That he has had no previous experience as a seaman.

DOMINO SPATTI.

Witnesses as to signature and mark,
C. McAuley
P. B. Gill.

Subscribed and sworn to before me this 15th day of July, 1906.
(SEAL.)

AUGUSTUS ARMSTRONG,
Notary Public in and for the State of Washington. Residing at Seattle.

State of Washington,
County of King.—ss.

John Pesseman being first duly sworn deposes and says that he signed as able seaman on the steamship Umatilla, at San Francisco, California, on the 9th day of July, 1906.

That he has had no previous experience as a seaman.

JOHANIS PESSEMAN.

Witnesses as to signature and mark.
P. B. Gill,
C. McAuley.

Subscribed and sworn to before me this 15th day of July, 1906.

AUGUSTUS ARMSTRONG,
Notary Public in and for the State of Washington. Residing at Seattle.
(SEAL.)

State of Washington,
County of King.—ss.

John Maginnis being first duly sworn upon oath deposes and says that he was a passenger upon the steamship Umatilla, leaving San Francisco, Cal., on the 9th day of July, 1906. That upon the 10th day of July fire drill was held. That three firemen and two sailors were seasick and refused to take part in the drill.

JOHN MAGINNIS.

Subscribed and sworn to before me this 15th day of July, 1906.
(SEAL.)

AUGUSTUS ARMSTRONG,
Notary Public in and for the State of Washington. Residing at Seattle.

State of Washington,
County of King.—ss.

Hans Haug, being first duly sworn upon oath deposes and says:

That he shipped as able seaman on the steamship Umatilla at Seattle, Wash., on the 17th day of July, 1906.

That upon that day fire drill was held.

That the work of hoisting and lowering the boats during the said drill was performed by longshoremen, who were not members of the vessel's crew.

Subscribed and sworn to before me this 18th day of July, 1906.
(SEAL.)

HANS HAUG.
MARTIN J. LUND,
Notary Public in and for the State of Washington. Residing at Seattle.

State of Washington,
County of King.—ss.

Christian Langwardt, being first duly sworn, upon oath deposes and says:

That he shipped as an able seaman on the steamship Umatilla on the 17th day of July, 1906.

That upon that day a fire drill was held.

That the work of hoisting and lowering the boats during the said drill was performed by longshoremen, who were not members of the ship's crew.

H. C. LANGWARDT.

Subscribed and sworn to before me this 18th day of July, 1906.
(SEAL.)

MARTIN J. LUND,
Notary Public in and for the State of Washington, residing at Seattle.

The tug Chehalis was run down and sunk by the steamer Princess Victoria in the harbor of Vancouver, B. C., on July 21. Nine persons on board the Chehalis were drowned.

COMMENT OF THE PRESS.

Fail to Secure Strike-Breakers

Notwithstanding the extraordinary efforts being made by the United Shipping and Transportation Association to secure strike-breakers to man their vessels, the concern is making but little progress. The Association agents are scouring this and neighboring countries for seamen, and succeeded in several instances in inducing men to start for this port to take the places of the union Sailors, Firemen and Cooks and Stewards. The unions affected were well informed of the movements of the shipowners' agents, however, and the men intended to fill the role of strike-breakers failed to go to work. The reason for this is not hard to discover. The men were, as usual, engaged under false pretense—that is, they were not informed of the conditions prevailing here. When the facts were made known to them by representatives of the union, almost without exception these men refused to go to work for the shipping combine. Over fifty men in one party were recently engaged in Chicago and vicinity and started here by the shipowners' agents to act as strike-breakers. Only three of these men completed the journey to this city, and but one of these actually went to work for the association. A few days ago a crew intended for one of the transpacific liners was brought here from Honolulu, but en route the men were informed of the nature of the employment they were expected to engage in, and when the steamship reached port these men without exception went aboard the launches of the Sailors' Union, declining to accept positions as strike-breakers. They were provided with employment by the union in short order. This incident had the effect of causing a break in the ranks of the shipping combine. The Oceanic Steamship Company is a member of the United Shipping and Transportation Association, and recently gave notice to the unions of its intention to terminate the agreement existing with them. This was accepted as evidence of the intention of the company to join in the union-smashing campaign, but this week, when the Alameda sailed she took out a union crew as usual. This action, of course, was received with considerable satisfaction by the union men. It affords convincing evidence of the truth of the union's contention that the shipowners could not secure sufficient non-unionists to man their vessels. It is a notorious fact that the steam-schooners of the Association that are leaving port are undermanned, and that the officers of these vessels are compelled to perform the work ordinarily done by seamen. This state of affairs is causing dissatisfaction among the officers that is constantly becoming more intense, and it is improbable that these men will continue much longer to do the extra work imposed on them.

After the recent conference of the Mayor and the shipowners the police force detailed to the waterfront was largely increased, thirty extra men being detailed for duty there. The actions of these police officers are causing considerable adverse criticism among the union men. The police, it is said, are acting as bodyguards for the strike-breakers, and will not allow the union men to approach or speak to the non-unionists. The right of peaceful persausion has been upheld by the courts repeatedly, and were the union pickets permitted to talk to these police-guarded strike-breakers and explain the merits of the controversy a majority of the non-unionists would, beyond doubt, cease work. The action of the police in this respect is unwarranted, and closely approaches the policy pursued by the municipal authorities in 1901. The Coast Seamen's Journal strongly criticizes the action of the authorities in the present difficulty, and the sentiments it expresses may fairly be said to represent the opinion of union men on the front.

Notwithstanding the unlooked-for action of the police, the situation at the present time is decidedly favorable to the unions, and their expectation of ultimate victory is as strong as ever.

Very many of the locked-out men in port have secured employment, and as the unions have well-filled treasuries, they are in a position to maintain the fight for fair conditions for an indefinite period.—Labor Clarion, San Francisco, Cal.

The steamer Senator arrived at Seattle, Wash., on July 21, bringing $300,000 in gold.

News from Abroad.

The Russian Commission investigating the surrender of Port Arthur has recommended that General Stoessel be put to death.

A decree has been published in the French Official Journal nominating Major Alfred Dreyfus to the Legion of Honor.

A fleet of twenty-four German battleships and cruisers, and a large number of torpedo boats arrived at Aalesund, Norway, on July 20.

A dispatch from Tokio, Japan, to the London Daily Telegraph states that a fire at Yokohama on July 20, destroyed 1000 Japanese houses.

The German Emperor's fourth son, Prince August William, will be a student in an American university after completing his education at home.

The Turkish Porte on July 19, sent a note to the embassadors accepting the Powers' demands regarding the 3 per cent increase in Customs duties.

An official report on the British jam factories, bakeries and sausage makers shows revolting conditions of filth to be prevalent almost everywhere.

The British railroad company, on whose road the recent fatal accident to the American mail train occurred, at Salisbury, Eng., has voluntarily assumed all responsibility for the affair.

Friends of Alfred Beit, the South African financier who died on July 16, estimate that he left a fortune of between $125,000,000 and $150,000,000. By the terms of the will made public on July 20, much of Beit's fortune goes to objects of charity.

Earthquake shocks throughout Central and Southern New Mexico on July 12 shook things up considerably. The disturbance was felt all the way from Socorro on the Santa Fe Railroad, between El Paso and Santa Fe, southwest to Silver City, and throughout the intervening districts.

It is learned from a reliable source that the Czar offered the Premiership to Dmitri Shipoff, but that the latter refused the post on the ground that he is not a member of the majority party in Parliament, and that the only possible Cabinet in the present crisis is one composed of Constitutional Democrats.

The sarcophagus of Charlemagne, at Aix La Chapelle, Prussia, was opened on July 17 at Emperor William's wish and in the presence of dignitaries of the Catholic Church and provincial officials for the purpose of examining two precious cloths. These and other relics were found to be in good condition.

King Victor Emmanuel of Italy has received a telegram from the Duke of Abruzzi, a cousin of his majesty, filed at Uganda, Central Africa, announcing that on June 18 he had succeeded in reaching the summit of Mount Ruvenzori, which has never been climbed. The mountain is situated between Albert Nyanza and Albert Edward Nyanza, and is about 18,000 feet above the level of the sea.

Macario Sakay and Francisco Carreon, self-styled President and Vice-President of the Filipino Republic; Leon Villafuerte, lieutenant-general of the ladrones heretofore infesting Rizal and Laguna; General Julian Montalon Lucia Devga and Benito Natividad and their important subordinates have surrendered and are in custody at Manila, P. I. Absolutely no promises were authorized or made except a fair trial.

EUREKA, CAL.



A SQUARE DEAL FOR
UNION MEN

All of our clothing bears the union stamp. Our shirts, collars, neckwear and shoes are made by Fair houses.
Union men should insist upon looking for the label, and be sure that the goods you wear are right.

C. V. JACKSON

Headquarters for union-made clothing, shoes, hats, etc.
THE BUSY CORNER.
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SAWTELLE CLOTHING STORE

Headquarters for Sea men's Wearing Apparel.
A complete line of Union Made goods in Clothing, Shoes, Hats, Furnishing Goods, Oil Clothing, Rubber Boots, etc., etc., etc.

AGENTS FOR W. L. DOUGLAS SHOE S———$3.00 TO $5.00, UNION MADE
The H. A. Schwartz Clothing House, Successor to Sawtelle's. 307 SECOND STREET, EUREKA, CAL.

HERMAN SCHULZE.
CIGAR MANUFACTURER.
Cigars at Wholesale and Retail.
439 SECOND STREET, COR. F.
EUREKA. CAL.
White Labor Only.

SMOKE
The "Popular Favorites," the "Little Beauty," the "Princess" and other high grade union-made cigars.
Manufactured by
C. O'CONNOR
532 Second St. EUREKA, CAL.

CITY OF COPENHAGEN
J. A. ANDERSON, Proprietor.
BOARD AND LODGING
$5.00 PER WEEK.
Neatest and Cleanest Place in Town.
CORNER FIRST AND D STREETS.

SCANDIA HOTEL
H. WENGORD, Proprietor.
FIRST-CLASS BOARD AND LODGING
Reasonable Rates.
Front Street, between C and D.
EUREKA, CAL.

PAVILION HOTEL
G. FENNELL, Proprietor.
FIRST-CLASS BOARD AND LODGING
$5.00 PER WEEK.
Corner Third and C Streets, next door to Sailors' Union Hall.
EUREKA, CALIFORNIA.

American Exchange Hotel
OSCAR SWANSON, Proprietor.
An old-time Union Man.
Board and lodging, $5 per week. Single meals, 25c. Beds, 25c and 50c.
322 First St., between D and E
EUREKA, CAL.

CITY SODA WORKS
DELANEY & YOUNG,
Manufacturers of all kinds of soda, Cider, Syrups, Sarsaparilla and Iron, etc. Sole agents for Jackson's Napa Soda. Also bottler and dealer in Enterprise Lager Beer.
318 F STREET, EUREKA, CAL.

THE PRIDE O'HUMBOLDT
Steam and Lager
Beer
BREWED BY
Humboldt Brewing Co.
EUREKA, CAL.
Promptly delivered and shipped to any part of the city, county and anywhere ALONG THE COAST.

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UNION TRANSFER
Baggage and Freight Shipped and Stored at Low Rates.
OFFICE 119 D STREET.
WESTERN HOTEL BLDG.
Phone Main 70. EUREKA, CAL.

FOR A
GOOD CUP OF COFFEE
OR
SQUARE MEAL
TRY
EUREKA CHOP HOUSE
Cor Second and D Streets, Eureka, Cal.
A. R. ABRAHAMSEN, Prop.

INFORMATION WANTED.

Harry B. Douville is inquired for by his mother. Kindly communicate with the Journal office.

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F. F. JOHNSON
Express and Storage
Stand, Burnside and Front Sts.
PORTLAND, ORE.
For Quick Work at Reasonable Prices.
Phone Pacific 462.

WORKINGMEN'S STORE
Clothing and Furnishing Goods
Boots, Shoes, Hats, Caps, Etc.
Union Label Goods
A. ROSENSTEIN, Prop.
23 N. Third St. Portland, Ore.
Phone Clay 685.

INFORMATION WANTED.

Harry B. Douville is inquired for by his mother. Kindly communicate with the Journal office.

Peter W. Anderson, a native of Copenhagen, Denmark, formerly a cabinet-maker, is inquired for. Address, Coast Seamen's Journal.

Ronald Miller, aged 18, a native of England, left the British ship "County of Merioneth" at Adelaide, Australia, in April, 1905. now supposed to be on the Pacific Coast, is inquired for by relatives. Kindly communicate with the Journal office.

LIST OF UNION OFFICES.

Allied Printing Trades Council.

Abbott, F. H., 605 San Pablo ave., Oakland.
Altvater Printing Co., 2593 Mission street.
Art Printery, The, 1208 Golden Gate avenue.
Barry, Jas. H. Co., 214 Leavenworth street.
Benson, Charles W., 425 Berry St.
Boulin-Leichner Co., 519 Filbert St.
Boutes, Louis E., 1833 Green St.
Brunt, W. N. Co., 336 Main St.
Buckley & Curtin, 1735 Dolores St.
Bulletin, The.
Calkins Newspaper Syndicate, Clay St., near East.
Call, The.
Collins, C. J., 3358 Twenty-second St.
Cooper, F. J., Adv. Agency, Eighth and Brannan Sts.
Chronicle, The.
Coast Seamen's Journal.
Daily News, Ninth St., near Folsom.
Dettner-Wilson Press, 530 Telegraph ave., Oakland.
Eastman & Co., 2792 Pine street.
Eastman, Frank & Co., 2259 Jackson street.
Examiner, The.
Fisk & Slyter, 684 San Jose Ave., corner Twenty-ninth St.
Gate City Printing Co., 2303½ Bush street.
Golden West Press.
Greater San Francisco Printing Co., 14 Leavenworth St.
Hancock Bros., 567 Williams St., Oakland.
Hicks-Judd Company, 1000A Golden Gate Ave.
Hughes, E. C. Co., 725 Folsom St.
Labor Clarion, 2089 Fifteenth St.
Latham & Emanuel, 971 Howard St.
Liss, H. C., 500 Utah St.
Lynch & Hurley, 3476 Twentieth St.
Majestic Press, 1919 Ellis St.
Mitchell, John J., 2317 Webster St., Berkeley.
Monahan, John, 208 Noe St.
Morris & Blair, 3232 Mission St.
Nevin, C. W. & Co., 404 Seventh St., Oakland.
Pacific Heights Printery, 2438 Sacramento St.
Post, The Evening.
Roesch Co., Louis, 2513 Howard St.
Rooney, J. V. Co., 3237 Nineteenth St.
Sanders Printing Co., 2631 Clay St.
Springer & Co., 1532 Geary St.
Stanley-Taylor Co., 2308 California St.
Standard Printing Co., 1511 Geary St.
Sutter Press, 448 Haight St.
Upton & Williams, 112 Hayes St.
Valleau & Phillips Co., 686 Thirty-fourth St., Oakland.
Van Cott, W. S., 1651 Post St.
Walden, Edward, 426 Fulton St.
Wale Printing Co., Fillmore and Bush streets.
Williams, Jos., 1329 Ellis St.

PHOTO-ENGRAVERS.

Davis, Nolan & Co., Market and Franklin Sts.
Phoenix Photo-Engraving Co., 325 Eighth St., Oakland.
Sierra Engraving Co., 560 Ninth St., Oakland.

BOOKBINDERS.

Barry, Ed., Webster St.
Brown & Power Co., Clay and Sansome Sts.
Hicks-Judd Co., Fourteenth and Valencia Sts.
Kitchen, Jno. & Co., Geary and Buchanan Sts.
McGeeney, Wm.,
McIntyre, John B., Tenth and Market streets, Oakland.
Malloye, Frank & Co., Seventh and Mission Sts.
Stanley-Taylor Co., 2308 California street.
Upton & Williams, 112 Hayes St.
Webster, Fred, Hayes and Devisadero Sts.

INFORMATION WANTED.

Ronald Miller, aged 18, a native of England, left the British ship "County of Merioneth" at Adelaide, Australia, in April, 1905, now supposed to be on the Pacific Coast, is inquired for by relatives. Kindly communicate with the Journal office.

TACOMA, WASH.

DICKSON BROS. CO.

(U. S. STORE.)

GENERAL OUTFITTERS FOR MEN AND BOYS

Clothing, Furnishing Goods, Hats, Caps, Shoes, Rubber Boots, Oilskins, Blankets and Quilts, Trunks, Bags, Pipes and Tobaccos, Cutlery and Notions.

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ONLY EXCLUSIVE UNION CLOTHING STORE IN TACOMA.

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INFORMATION WANTED.

Peter W. Anderson, a native of Copenhagen, Denmark, formerly a cabinet-maker, is inquired for. Address, Coast Seamen's Journal.

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Visit
WALTER EHRLICHMAN
Where the Best
Clothing, Furnishing Goods, Hats, Shoes, Rubber Boots and Oilskins can be had at reasonable prices.
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Boots, Shoes, Hats, Caps, Etc.

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Deals exclusively in union-made CIGARS, TOBACCO, ETC.

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Complete stock of Ship Chandlery, Groceries, Dry Goods, Seamen's Supplies and Outfits, etc., etc. Honest and fair dealing is our motto.

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Dry Gods, Clothing, Boots and Shoes, Hats and Caps, Gents' Furnishings and Sailors' Outfits.

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Union Made Cigars and Tobacco. No Asiatics Employed.

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Corner Hotel and Nuuanua Streets, HONOLULU, H. T.

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JEWELERS AND CHRONOMETER MAKERS.

Union Made

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SHIP CHANDLER

PAINTS AND OILS

404 Heron Street, Aberdeen, Wash.

A. W. BARKLEY,

Clothing and Furnishing Goods

SAILORS PATRONAGE SOLICITED

116 SOUTH "G" STREET

ABERDEEN, - - - WASH

W. C. JUDSON

EXPRESSMAN

Sailors' Patronage Solicited.

Phone 693 ABERDEEN, WASH.

THE HUB Clothing and Furnishing Store, L. FOGEL, Prop.

Headquarters for Seamen's Outfits. Everything from a pair of Rubber Boots to a Tailor-made Suit.

405 HERON STREET.

MILWAUKEE, WIS.

SCOTTY'S MILWAUKEE

SWEATERS AND JACKETS

Have stood the test against all competitors.

Lake Faring Men All Know It.

SWEATERS SENT BY MAIL FOR $3.30.

Beware of Imitations.

WILLIAM LISLE

"Scotty"

262 South Water St., Milwaukee, Wis.

World's Workers

The anti-sweating committee appointed by the Sydney (New South Wales) Labor Council promises to make astounding revelations regarding the sweating tactics of some Sydney employers.

The April report of the New South Wales Labor Bureau claims that there are evidences of business expansion, that the labor market is good, and that there is prosperity and progress in the country districts.

According to the New Zealand Worker, the C. S. R. Co. is trying to destroy the Sugarworkers' Union. The Company is gradually squeezing out union members, despite the Arbitration Act, and puting casual hands on in their stead.

The West Australian Goldfields Typographical Society recently presented Federal Labor Leader J. C. Watson with a gold match box, suitably inscribed, during his visit to the golden West. "Chris" is an ex-comp, hence the typos' little present.

The New South Wales Railway Commissioners have informed Premier Carruthers that they will modify the eyesight and hearing tests for railway employes. This is the outcome of the railway men's complaint to the Premier that the tests were unnecessarily stringent.

A bill to reduce the hours of labor in coal mines to eight per day by the year 1909, recently passed its second reading in the British House of Commons, on the understanding that the Government will appoint a committee to inquire into the economic effects of the proposal.

Miners at the Collie coal mines in West Australia have decided to ask the Government to introduce legislation providing for preference of employment in all mines to Australian and British workers. This is the outcome of the mine-owners' action in displacing local men with foreign labor.

The New South Wales Master Builders' Association denies that the building trade is in a flourishing condition in that State, and is of opinion that "if ten times the quantity of work on hand was suddenly made available master builders would readily find sufficient labor without hunting for men."

English Laborites are justly indignant at the unrepresentative House of Lords throwing out the bill introduced by the Labor party in the House of Commons to prevent the importation of aliens under contract during labor disputes. The Lords defeated the second reading of the bill by 96 votes to 24.

Under the New Zealand Arbitration Court's award lamplighters in the Palmerston North district are to be paid by the local gas company not less than 7s an eight-hour working day, and an allowance of 2s 6d per week to cover repairs, lighting, etc., for their bicycles. Also one week's holiday on full pay during the year.

At a recent meeting in Birmingham, Eng., the Metal Trades Federation of Great Britain was formed. This federation will bring under one head the unions of men in all parts of the kingdom who work at the metal trades, from iron-plate work to silversmithing. The affiliation will have a membership of about 300,000

The Menzies and Woolgar branch of the West Australian Miners' Union has passed the following resolution for consideration at the coming annual council meeting: "That the time has arrived in the history of this State when the State should initiate a scheme for the establishment of workmen's homes in the metropolitan areas."

The Victorian Amalgamated Society of Railway Employes recently asked Premier Bent to restore them the enjoyment of their full citizen's rights, by the repeal of their special representation in the Legislative Assembly. The Premier promised sympathetic consideration, and would bring the matter before the Cabinet.

The Sydney (New South Wales) Ship Painters' and Dockers' Union, has fixed up an industrial agreement with the Coastal and Interstate Steamship Owners' Association and Morts' Dock Company. The agreement covers conditions of labor and rates of pay, and provides preference to unionists. In case of disputes arising they are to be referred to a conciliation board consisting of three representatives from each side.

It now seems impossible for a New South Wales trade-union to bring any boss or firm before the Arbitration Court, owing to the Judges' interpretation of the Arbitration Act. The United Tobacco Operatives' Union is the latest victim to this Judge-made law, as tobacco manufacturers W. D. and H. O. Wills have secured a prohibition restraining them from proceeding with an industrial dispute case.

Secretary Gardagh, of the West Australian Goldfields Trades and Labor Council, gives a deplorable account of industrial conditions there. The number of unemployed, he says, is very great, and never in the history of the goldfields was the depression so bad as at the present time. Hundreds of able-bodied men are seen daily sitting at the mines at the changes of shifts, waiting days for the chance of employment.

Dr. Napthine, credited with being the best authority in the Australian Commonwealth on "miners' complaint" (consumption), recently stated that that terrible disease was responsible for more deaths annually amongst the toilers of Victoria than all the fatal accidents of Australia and New Zealand mines combined. He also pointed out that the disease is preventible, and blamed the authorities for not giving some attention to the better ventilation and sanitation of mines.

In order to obtain financial assistance for the Laundry Employes' Union to bring its claim for better wages and conditions before the Arbitration Court, the Sydney (New South Wales) Labor Council has issued the following appeal to organized labor in that State: The position of women workers in Sydney, as revealed before the Council's anti-sweating committee, is such as to evoke the warmest compassion for those compelled to work amid repulsive surroundings, and at a remuneration that only in derision can be called wages. During the last two years valiant attempts have been made by the union to bring about a long-hoped-for change, and success ensued but for a brief period, because injunctions and other processes of law, involving the union in costs, were resorted to by the employers, and defeat of the union followed. It has not yet surrendered, for one alternative remains.

Labor News.

More than $2,000,000 worth of building contracts in skyscrapers and on streets are tied up by the cement workers' strike at New York.

Pressmen employed on the New York Tribune went on strike recently owing to the employment of nonunionists in the pressrooms of that paper.

The annual convention of the International Alliance of Theatrical Stage Employes, at Boston, Mass., elected John Suarez, of St. Louis, president. S. H. Metcalf of Spokane, Wash., is among the vice-presidents chosen.

It is estimated that, "excepting New York, Boston, Chicago and Philadelphia, the average yearly salaries of women teachers in the elementary schools is only $556. In some of the cities the average salary is less than $500.

In choosing motormen for what is believed to be the first municipally-owned and built street railway in the West, the street railway of Monroe, Ia., Mayor A. A. Forsythe announces that the first test for fitness for this position will be a total abstinence from all intoxicating liquors.

The 2:30 o'clock delivery of mail was omitted in Boston, Mass., recently, out of respect for the late Philip Marchington, the oldest letter-carrier in the country, who died in that city. This is said to be the first time such an honor has been paid to a letter-carrier by order of the Postmaster General.

The firemen of the Thirty-ninth-street (N. Y.) ferry went on strike on July 9. Only one of the three boats of the line was running on that date and the South Brooklyn people who patronize the line were greatly inconvenienced. The firemen say the company reduced their wages from $14.96 a week to $13.81. The men protested and asked for a change in the scale.

Officials of the Amalgamated Association of Iron, Steel, and Tin Workers of America, have announced that practically all the tin and sheet plate companies of the country have signed the wage scale for the ensuing year. This, it is said, insures work being started at once in all of the independent plants and steady employment for the year owing to the large number of orders already booked.

An advance of 5 per cent in wages in cotton mills in thirty or more cities, towns and villages of Southern Massachusetts and Rhode Island went into effect on July 9. About 45,000 operatives are benefited. Since the inception of the movement to increase mill wages, early in the year, 165,000 textile operatives in New England States have had their pay advanced 5 to 14 per cent. Of the total number 110,000 work in the cotton mills and about 55,000 in the woolen and worsted plants.

Kansas needs at least 25,000 more men than are now in sight for the harvest fields. It is said that the shortage is due to the railroads, who need all the men they can get and refuse to grant the one-cent a mile rate usually made for harvest hands. All sorts of inducements are held out to laborers to go to the wheat fields. Along the Santa Fe road yesterday farmers drove into town and picked up the straggling laborers. At Halstead one farmer made a deal with five men, who left the train and were conveyed to his home in an automobile. His promise of a fine fried chicken Sunday dinner was an additional incentive.

San Francisco Letter List.

Letters are advertised for six months and kept at the Sailors' Union Office for twelve months, all told. If not called for at the expiration of one year letters will be returned to the Postoffice.

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Hokanson, Chas. — Smith, William
Iverson, Carl

INFORMATION WANTED.

James Barron, late of the British ship Whitlieburn, is inquired for by his wife. Any one knowing his present whereabouts please address Coast Seamen's Journal.

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INFORMATION WANTED.

John A. McLeod, aged 23, who was one of the crew of the ship Khyber, of Liverpool, which arrived at Cardiff from Portland, Oregon, on the 8th of March, 1903, is anxiously inquired for by his father, at North Sydney, Nova Scotia. Any one knowing his whereabouts will please communicate with the Journal office.

INFORMATION WANTED.

Eugene Krogstad is inquired for by his parents. Address, Adolph Johnson, Seamen's Hall, Buffalo, N. Y.

Anders Slettengren, a native of Sweden, who arrived at San Francisco on the bark Calcutta, is inquired for by his mother. Address Frank Rose, steamer D. Z. Norton, Marine P. O., Detroit, Mich.

Domestic and Naval

A cable dispatch to the New York Herald from Rome says: Italy has proposed a vital reduction in the fighting strength of herself and her sister powers, Great Britain and France, and these nations have, it is said, entertained the project favorably.

The Midvale Steel Company has been awarded the contract for furnishing armor for the United States battleships Michigan and South Carolina. Their bid was $2,555,470, or $178,090 under their nearest competitors, the Carnegie Steel Company.

The Bureau of Navigation reports that 105 sail and steam vessels, of 33,141 gross tons, were built in the United States during June, 1906. The largest steam vessel included in these figures is the Charles Weston, of 6996 gross tons, built at West Bay City, Mich., for the Tonawanda Transit Co.

A coroner's jury at Liverpool, Eng., on July 14, found that the explosion June 14 on board the British steamer Haverford of the Red Star line, from Philadelphia, resulting in the loss of about a dozen lives, was caused by inflammable vapors from the naphtha soap which formed a part of her cargo, but that there was no evidence to show how it was ignited.

The North German Lloyd line has reduced the steerage rate by $2.50. The reduction in emigrant passage rates announced by the North German Lloyd line is that company's answer to the Hamburg-American line's cut of the same amount last week, which is its second recent reduction. The situation begins to look extremely like a rate war between these lines in the emigrant business.

The International Mercantile Company is preparing to build six transatlantic liners to add to its fleet, according to an announcement by J. B. Bruce Ismay, president of the company, who arrived at New York on July 11 from England. He said that the new vessels would be completed in three years. The steamers will probably be constructed at Belfast, and some of them are expected to have a speed of twenty-five knots an hour.

The crew of the abandoned Philadelphia schooner Edith L. Allen were rescued by the schooner Jacob S. Winslow and landed at New York on June 28. The Allen left Baltimore on June 1 for Mayport, Fla., with a cargo of railroad iron. She encountered a southeast cyclone, and although spoken on June 18, in latitude 26.10, longitude 79.38, with seven feet of water in hold, the nine men aboard declined to leave the vessel. On June 26 the water had gained such headway that the schooner was abandoned. A few hours later the men were picked up by the crew of the Winslow.

In honor of the half century anniversary of the establishment of the first line of steamers flying a German flag, the Hamburg-American Line has issued an attractive pamphlet, entitled "Sixty Years of Ocean Navigation." The publication deals with the achievements of the company from the time of its inception, and contains illustrations showing the early ships used with those now in operation. The Hamburg-American line has a fleet today of 351 vessels of all classes, with a tonnage of 811,543. Of this fleet twenty-three are large, sumptuous twin-screw steamers.

With the Wits.

The Real Question.—"What's this senatorial canal inquiry I hear so much about?'

"Seems to be 'what'll it cost?'"

The Dear Public.—"What'll we do next?" asker the press agent of the Star.

"The public is still available, isn't it?" answered the star, suppressing a yawn.

Why He Was There.—"Huh!" said Johnny, "that new spellin' ain't new to me."

"You must be a smart boy."

"Oh, I don't know. I'm at the foot of the spellin' class."

What, Indeed?—"Miss Mugley says she paid $18 a dozen for those photos of herself."

"But they don't look a bit like her?"

"Of course not. What do you suppose she paid $18 for?"

Gave Him Pause.—"Surely you have confidenee enough in me to lend me your umbrella."

'The most implieit confidenee. in your integrity, but not in your judgment. You might show it to the owner."

Falling Prices.—"What do you think of the Massachusetts seandal where a legislator was offered a $50 bribe?"

"Outrageous," responded the statesman. "Outrageous! Why, they'll be offering to buy us with street car tickets next."

His Neighbors.—Citiman—I'm told there are invariably two factions among the residents of every suburban town. I suppose Swamphurst is no exception?

Subbubs—Well, yes; you may say we have two factions. Those who are always borrowing and those who never lend.

Not Equipped.—Somebody delicately called the attention of the Tsar to the approaching flames of revolution.

"Most unfortunate," said his Majesty; "looks like it was going to be quite a blaze, too, and I can't play a lick on the fiddle."

So deeply did he brood over his lack of equipment that he finished his tennis game with but indifferent zest.

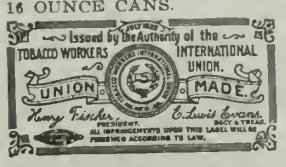
Hateful Person.—Mrs. Gaddie—Oh! we had to drive Miss Crabbe out of our club; she was a disturbing element.

Mrs. Jenks—Indeed? What was the matter?

Mrs. Gaddie—Why, we were discussing the servant-girl question one day, and she said if we'd only stay at home and attend to our business there wouldn't be any servant-girl question.

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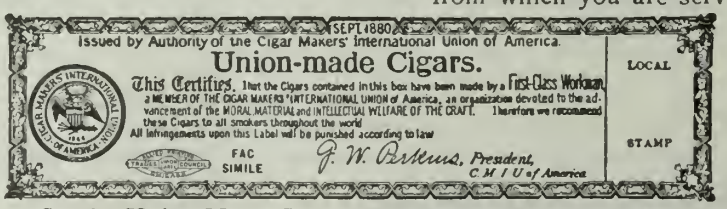
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INFORMATION WANTED.

Geo. Miller, later on the schooner Mary Dodge, is inquired for. Address Mrs. E. Miller., General Delivery, Seattle, Wash.

COAST SEAMEN'S JOURNAL



FOR THE SEAFARING PEOPLE OF THE WORLD.

Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XIX. No. 45. SAN FRANCISCO, WEDNESDAY, AUGUST 1, 1906. Whole No. 981.

OLD STORY, NEW MORAL.

ONCE UPON A TIME there lived a king whose name was Sisyphus (Sissy-fuss). In the course of human events the king died and went to—they called it Tartarus (tar-ta-rus) in those days.

Arrived at the scene of his reward, the king was put to work. The king was given a big stone and a steep hill. The king's job consisted in rolling the stone to the top of the hill.

The king went to work. He rolled and rolled. Up, up, up went the stone until the top of the hill was reached—or almost reached. Then something happened. The stone rolled back, wallop, kerplunk, to the foot of the hill.

The king, mindful of the motto, "If at first you don't succeed," etc., tackled the job again. Upee she goes! Another grunt and another shove, and the king will be able to call it a day. Alas, down comes the stone again! It is getting near quitting time, so the king goes to it with renewed vigor. That stone simply must be rolled to the top of that hill! "Yo-ho-hi, ho-yo-he—

Do, my Johnny Poker, come rock and roll me over;
Do, my Johnny Poker, DO!"

What's that we hear? "Stand from under!" Just as the king stops to spit on his hands for the last heave—crash, splash, flop! Again the stone lies at the bottom of the hill, and the poor old king is no further forrarder than when he turned to in the morning.

The whistle blows, the fires are banked, and everybody quits—everybody but the king. The king's job is steady, twenty-four hours a day and no overtime. At last accounts the king was still at it, always on the very point of getting there—yet always at the point of beginning all over again.

So goes the story, familiar to every schoolboy. Thus we derive the term "sisyphean" (sissy-fee-an), expressive of the idea of unending labor, of the task which, however apparently successful, is doomed to ultimate failure, of the undertaking that is physically impossible of accomplishment.

The story is retold (with the necessary explanations) for the especial benefit of those shipowners who have undertaken the task of destroying the seamen's unions on the Pacific Coast. Apparently these gentlemen have never heard of their distinguished prototype nor of his numerous successors in other lines of fruitless endeavor. The main trouble with these gentlemen is that they know little and care less about schoolbook philosophy; they think that, being shipowners, they are superior to all the laws of nature, moral and material. And so, under the inspiration of one R. Pluto Schwerin, they have created a little hell of their own and doomed themselves to a task compared to which the stone-rolling job of the ancient king is the merest pastime.

The modern Sisyphus need not go to the classics for a look at himself; his antics are clearly portrayed in the history of the recent past. Twenty years ago, when organization among the seamen on the Pacific Coast was quite young, the shipowner essayed the task of "busting the union." The old Coast Seamen's Union was a very little stone in those days. Blithely the shipowner proceeded to roll the stone up, and over, the hill. In imagination the shipowner heard the bumpity-bump-bump of the stone, as it rolled down the hill—on the other side, of course. In reality the stone rolled back on the same side. Many a time the shipowner has repeated that exploit; many a time, just as he has congratulated himself that the job was really finished for good and all, he has been confronted by the presence of the union, bigger and stronger than before.

Contrary to the rule in such matters, this particular stone has gathered a good deal of moss in the course of rolling up the hill and down again. With each bump the stone has imbedded itself more deeply in the soil, until to-day it is, so to speak, an integral feature of the landscape. Nevertheless, the shipowner is not discouraged; he goes joyfully to the bat; he will roll the stone to the top of the hill, or know the reason why! Probably the shipowner, when he realizes that the stone can't be rolled to the top of the hill, will undertake to roll the hill to the top of the stone.

In this respect the shipowner resembles another ancestor (not classical this time, but anthropoidal), who, after lopping the twigs from a tree, stacked them around the trunk, and then tried to carry them away, trunk and all. The shipowner can see the twigs, all right, but he can't see the trunk. In other words, the shipowner may break or bend the branches, but he can not uproot the tree.

In simple justice, the United Shipping and Transportation Association is entitled to credit for a frank, albeit somewhat belated, confession of its purpose. At first the Association pretended that its object was merely to resist the seamen's demand for an increase of wages; now it admits that it is fighting for the destruction of the unions. The Association is to be commended upon the ground of its frankness; but as to its intelligence—well, that's another story. In the first place, the seamen's unions can not be destroyed. In the second place, if the unions could be, and in fact were, destroyed, the Association itself would suffer as much as, if not more than, the seamen. In short, the Association's "union-busting" campaign is an example of "biting off the nose to spite the face."

The permanency of the seamen's unions, as of all other labor organizations, is assured by their necessity as a means of counteracting the evils of competition, first among their own members, and, secondly, among their employers. So long as men are disposed, or compelled, to seek their individual ends rather than the common good, whether it be as employes seeking work or as employers seeking profits, the trade-union will be a necessity, and therefore it will endure. The seamen's unions were organized as a means of protecting the men of that craft from the impositions to which they were subjected either by indifference or greed on the part of their employers, the shipowners. Nothing that has transpired in the history of organization among the seamen on the Pacific Coast has lessened the necessity for that form of protection. The conditions of the seamen have been improved, but not by the free will of the shipowners. On the contrary, every point gained by the seamen has been won by force. The shipowners have never conceded anything; instead, they have opposed everything, and even justified their opposition upon the plea of principle (?). In other words, the shipowners have plainly intimated that if the seamen wish any improvement in their conditions, they must fight for it. So long as this attitude is maintained the seamen's unions are bound to live by virtue of the law that brought them into being.

Suppose it were possible to destroy the seamen's unions, what then? Wages would be reduced, of course, and the shipowner would be free to "run his own business"—for a time. But even while the shipowner was sniffing the atmosphere of this ideal condition, he would experience troubles of another kind. Relieved of the pressure that now holds together their own organization, the shipowners would begin to compete with each other, instead of acting unitedly against the seamen's organization. Another cut, and still another cut, in wages would follow, until the "limit of subsistence" was reached—until the shipowner could neither run his vessels on lower freights nor secure seamen for lower wages.

At this point the shipowner would be no better off, from a financial standpoint, than he now is, accepting his own statement that he is paying in wages, all, or nearly all, that the present freights will bear. From another standpoint the shipowner would be decidedly worse off. In the absence of organization among the seamen the shipowner would be confronted with all sorts of labor troubles, conducted, or misconducted, without any regard to cause or effect, right or wrong. Of course, the shipowner does not contemplate anything of this kind. The shipowner does not contemplate at all. He is told by the United Shipping and Transportation Association that if he will but "stand pat" he can destroy the seamen's unions and at the same time retain for himself all the advantages that organization among employes gives to the employers in every business. The Association tells the shipowner that he can eat his cake and have it, too!

Funny, isn't it? But funniest thing of all is the spectacle of the shipowners gallantly tackling the stone, (i. e., the unions) with as much sublime faith as they displayed when they went to work on the same job more than twenty years ago. In one respect the shipowner closely resembles the proverbial Bourbon, in another he doesn't. The shipowner never learns, but he very quickly forgets. After all, the shipowner may congratulate himself that he can't roll the stone to the top of the hill. If the shipowner could by any chance succeed in that quixotic enterprise, he would shortly be forced to admit that he had made the biggest mistake of his life.

COMMENT OF THE PRESS.

Who Are the Anarchists?

Who is the anarchist? We have read and heard so much of anarchists ever since the controversy between the sailors and the shipowners' association began. The sailors have been called anarchists and other dirty names for taking advantage of a stricken city and a destitute inhabitance.

I do not want to defend the sailors. All I wish to do is to draw a comparison between the Sailors' Union and some employers of labor which our little daily has not attacked nor exposed. Why? I do not know. I leave it to the readers to judge. I am trying to give some facts. I call them facts because I believe that they are such. They are taken from the San Francisco Examiner editorial of June 27th, showing that the sailors are not the only ones who have raised their wages, but others have raised also.

The Examiner says that in the lumber trade the gouger creeps and sneaks, raising the prices to his fellows in the hour of need and pain. Pine and fir lumber, controlled by the lumber trust, have been raised from 50 to 100 per cent just when San Francisco must have lumber. That it costs from 80 to 120 per cent more to buy glass than it did before the conflagration. Plumbing supplies have been increased from 10 to 20 per cent. The prices of plastering have been increased from 30 to 40 per cent a square yard, and in order to throw the burden of their infamy onto workingmen, they have raised the wages of their workmen to $7 a day. Cement has increased 50 cents per barrel of 400 pounds. Wall paper has raised in price per roll. Patent terra cotta and tin chimneys were raised before the conflagration from 50 to 60 cents per foot, and after the conflagration it cost $1.50 per foot.

The Examiner finished off in these words, (meaning the trust and combination who have raised their price for whatever they have for sale): "They are making a greater need for martial law than was felt on the day of the earthquake. San Francisco should have some power to take these gougers by their slippery necks and cast them into the midst of the sea. They are the greatest enemies of the city and its citizens."

I believe the shipowners' association should have been included in this list, as I understand they also have raised their freight rates. Now I ask you, who is the anarchist? Is it the men who concluded to raise their wages before the disaster but in the hour of distress to the city of San Francisco resolved not to raise but seeing their employers raising the freight, find themselves justified in raising their wages?

Or is it the men who use all possible means at their command by swearing in special police and importing men by false representation, actually shanghaicing men onto their vessels?

Is it the men who want to improve their condition by raising $5 per month to have a little more of the necessities of life, or is it the men who have all the necessity and luxury of life but raise to satisfy their everlasting greed? Is it the men who are willing to arbitrate; or is it the men who do not want to arbitrate? The sailors are willing to arbitrate; the shipowners are not.

We also read a good deal of these alleged human beings flocking into America from the slums of Europe. This is an old cry coming always from the same source. If the wages are low we are told that it is because the American workingmen have to compete with the inferior emigrants coming from the slums of Europe; and if the same Europeans try to better their condition striking for better wages the same howl goes up. The European gets it both ways. I think this old story is getting rather too old.

Then I never heard of an employer or set of employers who pay more to American born than to foreign born, citizen or no citizen. They even try to get the Chinese exclusion act repealed so that they can import the lowest priced labor in the world. They even go so far as grinding out the lives of 1,752,187 children under 16 years of age for profit (see census of 1900.) I wonder if the American soil is better adapted to raise children than the European. I never saw an authority which proved that a child born in America is mentally superior to the one in Europe. I admit that I have not seen and read all authorities on such matters, as I have not the time and the means to read and procure all. If the Bulletin has such to refer them to its readers, so that it is possible for me to get them, I will. If not born superior then the American must have a better education.

I have a little booklet, (Bersford & Derringer's Pocket Book of Statistics and Parliamentary Rules of Order) giving some valuable figures by Dr. Mayo Smith, on illiteracy in various countries. I only take these from where the most of the sailors and longshoremen come from and the U. S. Illiterates in Sweden and Denmark, .04 per cent; Germany, 1.6; U. S., 13.3; Norway and Finland I have not got. I have another little leaflet which gives the following under the head of education: That there are 8,246,857 of our citizens above the age of 10 years who can neither read nor write. We have 22 million of school children; 6 million of them never enter school. I do not claim that the education in Europe is better than America, neither that the European working men are superior to the American. I admit that better paid American workmen produce wealth cheaper than the European; if not, the American capitalist could not undersell their European competitors.

I ask the American workingmen not to take my figures, neither the Bulletin's slander, but to investigate for themselves. I believe that the intention of the Bulletin and other such papers are endeavoring to array workingmen against workingmen through nationality and color to foster the interest of capital.

Capital knows no boundaries nor nationalities. Capitalist interest in America is the same as capitalist interest in Europe. It showed conclusively when the trouble in San Francisco began for the German Steamboat Company locked out union men as promptly as the American Steamship Association.—A. Jonas, in Grays Harbor (Wash.) Post.

Iroquois Heard From.

The following resolutions were adopted by the Iroquois Club of San Francisco:

Iroquois Club, Franklin Hall, June 29, 1906.

Whereas, There now exists in San Francisco a serious industrial dispute between the seamen and shipowners, as a result of which several lives have been lost and much inconvenience caused to the public; and,

Whereas, The original cause of the dispute consists in a request on the part of the seamen for a small increase in wages; and,

Whereas, It appears from documentary evidence, as well as from the public admissions of certain parties to the controversy, that the refusal of the shipowners to concede the requests of their former employes is dictated mainly by the terms of a compact existing between the shipowners and certain organizations, to-wit, the United Shipping and Transportation Association and the Citizens' Alliance, the essence of which terms implies, and in fact avows, warfare upon the trade-unions involved in the dispute, and

Whereas, A proposal to arbitrate the dispute has been promptly and unreservedly accepted by the unions concerned, but has so far not been accepted by the shipowners; therefore be it

Resolved, By the Iroquois Club, in regular session assembled, this 29th day of June, 1906, that we deplore the existence of the dispute in question as being detrimental to the interests of the public, the more so by reason of the conditions now prevailing in San Francisco, and entirely unwarranted by the nature of the requests made by the unions; further

Resolved, That we extend our sympathy to the unions upon the loss of their associate, Andrew Kelner, and express our abhorrence of the methods adopted by the shipowners, in the pursuance of which the said Andrew Kelner came by his death; further

Resolved, That we regard the policy of the shipowners—including the circumstances of the sympathetic lockout, the sending of vessels to sea manned by inexperienced men and boys, and in many instances by Japanese and other aliens unacquainted with the English language, and the shanghaiing, or impressment, of such crews—as contrary to law, inimical to public welfare and dangerous to life and property; further

Resolved, That we regard the motive of the dispute upon the part of the shipowners—namely, the destruction of the unions on the water-front—as abhorrent to all sense of fair play, distinctly reactionary, and, if possible of accomplishment, destructive of that spirit of independence and equality upon which the workingmen must depend for the maintenance of their rightful place in society, and upon which the nation depends for the perpetuation and advancement of its institutions; further

Resolved, That we commend the attitude of the unions in their ready acceptance of the proposal to arbitrate and earnestly urge upon the shipowners the adoption of a like attitude, to the end that the merits of the dispute may be fully determined, and exact justice done to all parties, and that the public may be relieved from the present inconvenience and loss caused by the hindrance of commerce, and that a copy of these resolutions be given to the press, the Sailors' Union and the San Francisco Labor Council.

E. R. Zion, Secretary.

Labor Will Bury the Dead.

The Pacific Coast Steamship Company, through the incompetency of its officers and the deficiency of its equipment, caused the loss of scores of lives in the wreck of the Valencia this spring. In its usual heartless manner it devoted itself to "squaring" itself with the Government officials for its criminal neglect. Having accomplished that, it is content to let the bodies of the victims of the disaster rot where the cruel waves have cast them up on the wild Vancouver Island shore. Organized labor in Seattle has undertaken to give the bodies of these martyrs to corporation greed a decent burial. The Building Trades section of the Central Labor Council took the lead in this humanitarian move, and the main body—the Council itself—last Wednesday night voted $100 for the burial fund that is being raised. It is germane to mention, in this connection, that the same Pacific Coast Steamship Company is now hiring Siwashes, Kanakas and negroes to take the places of white sailors, cooks and firemen who quit its employ because an increase in wages was refused them—and is paying the mongrels more wages than the white men struck for—Seattle (Wash.) Union Record.

Eureka Speaks Out.

The following resolutions were adopted by the Trades Council, of Eureka, Cal., on July 20:

Whereas, It appears by our daily press that the Pacific Coast Steamship Company is catering to the passenger and freight trade of our city and county with San Francisco; and,

Whereas, The said company, without being asked by the Sailors' Union for any increase in wages, tied up its steamships, not caring one iota for the feelings and interests of this city and county, and thereby delaying mail, express facilities and passenger travel; therefore, be it

Resolved, That all citizens who have the interest of this city and county at heart, to reciprocate said action of the Pacific Coast Steamship Company, do give and do leave their patronage with those other steamship companies who stood by us during these days; and be it further

Resolved, That a copy of these resolutions be sent to each of the San Francisco Trades and Labor Council, the California State Federation and the State Building Trades Council; and be it further

Resolved, That these resolutions be sent to the three daily papers of our city for publication.

Does It Merit Sympathy?

The United Shipping and Transportation Association, of San Francisco, a "Closed Shop," demands an "Open Shop" on its boats. It demands the right to fix the price the public shall pay for freight and to regulate the plan of that service for the public. It also demands the right to hire whom it pleases, at the wage it pleases, and under the conditions it pleases. It says the Sailors' Union must become an "Open Shop." But it has forced so tight a shop for itself that two mills in this city dared not furnish lumber to complete the cargo for an independent steamer the past week. Controlling a branch of transportation, it intimidates some of the mills into assisting it in fighting the sailors. The public pays the raise in freights, the extra police, and the loss in business. Does the Association merit public sympathy in its fight?—Grays Harbor (Wash.) Post.

Captain David H. Jarvis, general manager of the Northwestern Fisheries Company, who has just completed a tour of the Alaska fisheries, reports that this season's Alaska salmon pack will be approximately 1,800,000 cases, or about the total of last year. All but two or three of the thirty-three Alaska canneries are in operation. Six new canneries are running this season, and will be a heavy increase in the shipment of fresh halibut and salmon. The Puget Sound salmon pack will show a big falling off. The run is very light.

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions)

SHANGHAIED FROM FLORIDA.

Lewis Silcox, farmer, of Bluff Springs, forty-four miles north of Pensacola in Stanley county, Fla., after having been shanghaied and forced to turn sailor fourteen months ago, found a haven at New York and expressed his thanks with fervor when he learned that he was to be sent back to the farm and mother.

"I expect," he said, emphasizing the pronoun in true Florida fashion, "that I sure am about the gladdest man to set foot on American soil that you-all ever seen."

Then he took stock of his surroundings and was moved to point a moral.

"And to think that this yere thing wouldn't never have happened if only I'd remembered that promise I sure made to my old mother. Yes'm, when my father up and died 'way back so long ago I done clear forget the year, I takes a look at ma, and she sure was too derned pretty for any widder woman. So I reckoned to have some conversation with her, and I sure did.

" 'Ma,' I says, 'you're too dern good-lookin'.'

" 'Why, what does you-all mean?' she says; but she don't show like she's mad to speak on.

" 'I mean,' I says, 'that I sees a stepfather in this yere house right smart, ef something ain't done. Now, see yere, ma, I ain't agoin' to have no over-ridin' young stepfather turning this yere house and this yere farm upside down, and treatin' me like I was no-account white trash. This yere thing's got to stop right sudden before it begins,' I says.

" 'Now ef you-all 'll promise me solemn not to set up with any other feller old or young in this yere township, I sure will promise never to leave you-all, but to stay right yere and work for you-all until one or the other on us catches up to dad,' I says.

"She promised, and she sure kept her promise, but you-all can jest reckon that I broke mine, and I expect I was punished right smart.

"It was this-a-way. In the middle of April, 1905, I went down to 'Cola to spend a few days with some friends and buy me a new pair of reins for the buggy. Soon's I steps off at the de-pot, a feller they calls a runner grabs my arm.

" 'You-all would look healthier for a short trip on a fishin' boat,' he says.

" 'Maybe,' I says, 'but I ain't troublin' none ef I don't get it,' I says.

" 'Not a run 'long the coast, no further nor Mobile, with $25 a month and four suits of clothes?' he says.

"That sure did sound good, and I done set right down there on the de-pot platform to think it over. But he says: 'Come up to the boardin' house and see the captain,' he says, 'and maybe he'll offer you more'n that,' he says.

"Reckoned 'tweren't going to do no great harm nohow, so I went right along. He was a right agreeable feller, this yere runner man, for when we got to the boardin' house and the captain wasn't there he bought lots to drink. But I ain't such a particular kind of fool that Floridy's be likely to disown me, and I seen he was a-trying to get me drunk, so I jest stayed plumb sober.

"Anyways, he sure bought a fine supper. But he done watch close on me and two young fellers he had at the boarding house. Never let his eyes off'n us all night In the mornin' he says for us to come down to the wharf and see the captain. We gets into a row-boat and first thing I know I'm out in mid-stream on the four-masted Dhwar Jefley, Captain Jefley. The mate he says ther's a paper for me to sign, and I sure signed it, but I told 'em I wanted to explain to the captain.

"Didn't see the captain none until the next day, when we had hoisted anchor and was on our way to Antwerp. Then the captain he sees me and he says: 'Go aloft and hoist sail,' he says.

" 'Excuse me, captain,' I says, 'but I sure never hoist a sail in my life.'

" 'Dam it,' he says, 'do they call you a first-class sailor?' he says.

" 'Ef they do,' I says, 'they call me a whole heap out of my name.'

"I never seen land after the next day for two months, when we entered the England Channel, and day after that we anchored at Antwerp and discharged our cargo of lumber. These yere deal planks was the only fish in our hold.

"Captain, he's right smart at figgers. He says ef he allows me half pay, me not being a first-class sailor, and then takes out $16 for clothes, I'll have five francs for myself in foreign money.

"Wasn't quite five francs, he reckoned, but when he was settlin' with me in the Swedish consul's office, the consul he up and says, 'Give him the five francs,' he says, 'he needs it.'

"Five francs don't pay board very long in Antwerp; so I went to the Workman's Home, where I spent two or three months. Then I was turned over to the Police Church Home, where they kept me for eight days, and then they got me passage to London for me and shipped me over there to try my luck with three francs that they gave me.

"Were you-all ever in London? They sure do take less notice of you in that city than in any other town I know. I had got off at London Bridge, and pretty soon I met a policeman and told him my story.

" 'Well,' he says, 'you can't expect to draw many dividends on three francs,' he says. 'You had better eat, and then come back here and we'll talk things over. I went and had a meal, but I never got back. Lost my way and wandered all over London for three days with nothin' to eat, lookin' for that policeman. I sure was hungry those days.

"Then I got a few pennies and started to walk to Bristol, where someone had told me there were lots of sailing vessels on which I could get to America. I was three weeks on the road and had another right hard time when I done went without food for three days."

Disappointed in his quest, Silcox started on another long tramp. At Worcester, he obtained one or two odd jobs, and he remained in that city for a month. At the end of that time, his case was called to the attention of Captain Hurry, of the Worcester Police Court Mission, who opened correspondence with the Sheriff of Pensacola in regard to the case.

After several letters had been exchanged, money was sent, and a passage was secured for the man on the Westernland. In one of these letters, Captain Hurry says, that there is no doubt that Sildox was greatly wronged by Captain Jefly ,when he was discharged at Antwerp.

"And when I get home," says Lewis, fervently, "I'll sure stay there. And ef you-all should ever come to Bluff Springs, I'd be right glad to see you—ef you don't talk fishin'."

A JOKE ON MR. PENDELTON.

Mr. Pendelton, President of the Atlantic Carriers' Association, sent a circular letter to all the shipowners, shipbrokers and everybody interested in the shipping business, with the exception of the different locals of the International Seamen's Union of America, notifying them that his pet bill, S. 6,335, to repeal the law requiring licenses for mates of sail vessels over 700 tons had been passed by Congress and become a law. As the sailors are not always willing to take Mr. Pendelton's word for everything, they wrote to Mr. E. T. Chamberlain, Commissioner of Navigation, asking for definite information on this matter. The Sailors received the following reply:

Replying to your letter of the 7th instant, the bill (S. 6355) to repeal the law requiring licenses for mates of sail vessels over 700 tons passed the Senate June 18 and the House of Representatives June 26. It was neither signed nor vetoed by the President. Congress adjourned on June 30, less than ten days (excluding Sundays) after the bill reached the President and accordingly (See Constitution of the U. S., Art. 1, Sec. 7), it failed to become a law, not having received the President's signature.

According to Mr. Chamberlain's letter vessels over 700 tons are still compelled to carry licensed mates, and it is now up to the mates to form an organization and affiliate with a national body so that they will have somebody to look after their interests, because it was not through the efforts of any mates' organization that the bill failed to become law, but just through good luck and not good management. The mates must remember that if this bill ever should become law their wages would drop $10 to $15 per month, because the owners would then have the privilege of putting some of Mr. Pendelton's "American seamen" (Cape de Verde negroes) as mates on board of their vessels, and it is a well-known fact that a white man cannot compete with a negro.

Mr. A. E. Mohr, who was, up to the time he left England, about June 22, Branch Secretary of the National Sailor's and Firemen's Union of Great Britain and Ireland, arrived in New York recently. He was on his way to Baltimore to work in the interest of his organization and look into the condition and treatment of the men sailing in British vessels and to persuade the men against deserting. He reports that his union has agreements with a large number of the boats running to Baltimore.

He will likely open an office in Baltimore, from which he will be able to look after the interests of the members of his union and do as much organizing work as is possible. He also reports that the National Sailors and Firemen's Union of Great Britain and Ireland is progressing now in fine shape and is getting stronger every day. Good luck, Brother Mohr, we'll give you all the assistance possible.

Home News.

It is now estimated that the insurance risks in San Francisco will amount to $300,000,000.

Ten cases of heat prostration were treated in the City Hospital at Washington, D. C., on July 20.

J. Pierpont Morgan has paid more than $3,000,000 for paintings and antiques in Europe during the last three months.

James Manning, 57 years old, the man who led Guiteau, President Garfield's slayer, to the gallows, and who served several terms as Marshal of the District of Cilumbia, died at Chicago, Ill., on July 11.

President Roosevelt has been petitioned by the commercial bodies of Denver, Col., to appoint Thomas C. Scott, manager of the Colorado Manufacturers' Association, as a member of the Interstate Commerce Commission.

Quartermaster-General Humphrey of the Army has compiled a statement showing that the amount necessary to be expended as a result of the fire in San Francisco under the various titles of appropriations for his department aggregate $2,268,478.

Fire supposed to be of incendiary origin destroyed the town of Lynnville, Ind., on July 12, causing a loss of $200,000. Twenty-two buildings were burned and the town, which has a population of 1000, was practically wiped out of existence.

Five hundred men, women and children took part in a riot on the East Side of New York City on July 19, during which they made a raid on a wagon load of ice intended for free distribution among them, and took every pound in the wagon.

In the mountains east of Rawlins, Wyo., an emigrant train of three wagons was recently attacked by robbers. Everyone in the wagons was killed and the wagons looted. The number of killed is not yet known, but four bodies have been found.

As a result of 689 inspections the Bureau of Weights and Measures of New York City has confiscated 78 sets of scales from ice wagons. The captured scales are held as evidence when the corporation counsel's office gets ready to prosecute the ice men.

Lord Grey prorogued the Canadian Parliament on July 13. In a speech from the throne he announced the ratification of the trade treaty between Canada and Japan. He hoped King Edward would accept the invitation sent to his Majesty to visit his dominions.

Alderman Alfred Rado of New Rochelle, who, together with three other aldermen of that city, was recently indicted for bribery, was arrested at New York on July 14. It is alleged that the Alderman demanded $1000 to $2000 for granting a franchise to a telephone company.

The Senate, in executive session on June 29, confirmed the nomination of Franklin K. Lane of California to be a member of the Interstate Commerce Commission, to succeed former Governor Joseph W. Fifer of Illinois. The President sent the nomination to the Senate on December 6th last, but the Interstate Commerce Committee failed to take action.

Under the bill passed by Congress on June 30 last, 10 per cent of the receipts from the forest reserves must be paid to the States in which the reserves are situated, to be expended by the Legislatures for the schools and public roads in the counties in which the forest reserves are situated. This Act is now in effect, and $70,721 is to be distributed among the various forest-reserve States.

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Johansen, Thordwald P.
Jensen, -1578
Jacobsen, C. Y.
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Jorgensen, Th.
Jorgensen, Martin
Johnson, Alfred
Junker, Paul
Jensen, Ludwig, -1461
Johnson, F. -1281
Johnson, John (package)
Johannesen, A. -155- (photo)
Klingstrom, G
Kristensen, Peter
Klintborn, Martin
Kuhlman, Louis, -700
Kirwan, Elmer H.
Kristaoffersen, Sanders
Karlsson. Leonard, -964
Klein, John
Kirstein, John
Kallars, M.
Koop, John
Kristensen, Harold
Kristiansen, Ludwig
Kressman, Martin
Krallman, A.
Kenris, Hans
Karlson, Karl
Knutsen, Kunt
Kislich, L.
Knutsen, H.
Knudsen, Fred
Kristoffersen, Emil (photo)
Kristoffersen, A. (book)
Lauren, J. O.
Lervik, K.
Lorentzen, Ernst
Lindow, E.
Lukkima, Mr.
Lind, Gus A.
Lehtonen, John
Lovenjhelm, E. M.
Lutter, Franz
Lindholm, Nestor
Larsen, Hans
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Magnussen, -1029
McDonald, James L
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Magnussen, -1147
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Meyers, William
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Mikkelsen, -710
Mark, Frank (package)
Markman, H. (package)
Mannonen, E. -1224 (photo)
Nyman, Axel
Nestor, Wilson
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Nilsson, Th. -558
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Nilsen, Sigurd
Narem, Thor.
Nord, G E.
Nilson, Johan E.
Nurme, Viktor
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Nyman, O. (package)
Nilsen, Johan E. (package)
Olsson, Leonard
Olsen, Peder, Reg. P. O.
Orliz, John
Olsen, Joe E.
Ordig, Bruno
Olsen, -737
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Olsen, Olenius
Overland, F.
Opps, P.
Olsen, Fred
Ohlsson, O.
Ong, George L.
Olsen, Sofus F.
Ohlsen, A.
Olsen. S. B.
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Skodelund, L. C.
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Sorensen, Peter Chr.
Soderberg, Emil

Pacific Coast Marine.

The Pacific Mail Steamship Company has purchased the White Star liners Doric and Coptic, long in the transpacific trade under charter to the Occidental and Oriental Company.

The new steam-schooner Tamalpais, owned by the E. K. Wood Lumber Company, and outfitted by the Risdon Iron Works, had her trial trip on San Francisco Bay on July 28.

A telegram received at San Francisco on July 25 reported that the British ship Hampton, from San Francisco January 31, for Genoa, has been damaged by fire to the extent of about $60,000 at Savona.

The United States cruiser Milwaukee, built by the Union Iron Works at San Francisco, made a speed of over twenty-two knots per hour during her official trial trip in Santa Barbara Channel, Cal., on July 27.

The steamer Stanley Dollar, Captain Cross, will sail from San Francisco on August 4, for Portland, Or., to load a cargo of lumber for China. After taking on the lumber the steamer will go to Puget Sound to take in coal before proceeding to the Orient.

A cablegram received at San Francisco on July 23 from Honolulu reported that the American ship Tillie E. Starbucq, loading sugar for Delaware Breakwater, had been on fire, but with no damage to the ship. The cargo of sugar was damaged by water, though to what extent was not reported.

Orders have been received at the Mare Island (Cal.) Navy Yard authorizing Master Electrician George Hanscom to make a number of experiments with the local wireless plants on the Coast, and if they are satisfactory it is planned to equip all vessels carrying passengers up and down the Coast with wireless apparatus.

The four-masted schooners Golden Shore, Sophie Christenson and Solano recently sailed on the same day from San Francisco for Gray's Harbor, Wash. The vessels arrived a day apart in the order named, Sophie Christenson, Golden Shore and Solano. The Christenson made the passage in twelve days.

A remarkably fast trip from Coos Bay, Or., was made by the three-masted schooner Annie Larsen, Captain Jensen, arriving at San Francisco on July 25 with a cargo of 450,000 feet of lumber. Coos Bay is 375 miles from the Golden Gate in a direct line, but the Annie Larsen came down in two and a half days, or steamer time.

A log raft amounting to three big ships' cargoes arrived at San Francisco on July 23 from the Columbia River. The lumber is in the form of piles, bound together by chains, and measures 9,000,000 feet, board measurement. The raft was brought down by the steamer Francis H. Leggett of the Hammond Lumber Company's fleet, and was six days on the way.

The American bark Sea King, which carries a register under which she must enter and clear, came from San Francisco to Bellingham, Wash., to load lumber for Hobarttown, Tasmania, without consulting the Customs authorities. As a result she has been fined, and Captain Krebs, her master, is now dismissed by the owners. Captain Bergman will probably succeed him.

Captain C. H. Cross of the steamer Stanley Dollar was recently presented while in San Francisco with a medal in recognition of his services on a British transport during the Boer War from 1890 to 1902. He was an officer on the British transport Manchester Corporation at the time, and the medal, presented by the British Government, came through the hands of Consul-General Bennett.

A dispatch from Vancouver, B. C., announces that the Canadian Fisheries Commission, appointed to investigate the salmon-canning operations of the Pacific Coast, has just filed its report at Ottawa, as follows: "Without exception, we found conditions satisfactory. The salmon were placed in cans in an absolutely fresh condition, and in a most cleanly manner. We found no cause for complaints."

A telegram received at San Francisco from Hakodate, Japan, reported that the British steamer Dumbarton has been surveyed and that the cost of repairs is estimated at $30,000. The Dumbarton, about a year ago, was reported to have been wrecked on the Siberian Coast north of Sakhalin, with a general cargo, under charter to the Barneson-Hibberd Company of San Francisco. She was later floated and taken to Japan.

The Tiger Tug Company has filed a petition in the United States District Court, at San Francisco, asking that the liabilities against it, growing out of the libel won by the St. Paul Fire and Marine Insurance Company, be limited to $3000, the value of the tug. The insurance company sued for $7500, the amount it had to pay on account of a collision between the Tiger and the Robert Dollar, on July 13, 1905.

Advices from Japan state that the commands of the steamers of the Nippon Yusen Kaisha line, on the Seattle and European routes, where foreigners have had charge, are being transferred to Japanese, three changes having already been made in the six vessels on the Seattle route, Captains Ohno, Yaki and Kato relieving the European shipmasters, all of whom will ultimately be dismissed and their commands given to Japanese.

The law permitting the unloading of vessels from foreign ports after sunset has been amended to permit vessels and cars to be loaded after sunset with bonded or drawback merchandise. The regulation allowing inspectors of such $10 extra pay a night, or fraction thereof, has been changed so that they will receive $1 an hour at New York and 75 cents an hour at all other ports. The inspectors at San Francisco do not understand this discrimination.

The Japanese steamer Shainano Maru, at Victoria, B. C., brought news of many contemplated changes in Japan's navy. A naval program has been arranged whereby the strength of Japan's navy will reach 520,000 tons in 1908, but it is not believed this strength will be permanently retained. Twenty-three cruisers will be stricken off the effective list this year. The detail of the proposed expansion of the navy is now being drawn up at Tokio.

Plans for the largest and best drydock in the world are being prepared in the bureau of yards and docks at the Navy Department. The last appropriation act contained a provision for a dock to cost $1,250,000, to be constructed at the Bremerton Navy Yard, Puget Sound, Wash. This amount is larger than ever heretofore appropriated for a dock, and the new dock will, when completed, be able to take in the largest battleship either in course of construction or in contemplation.

Captain J. R. Sarrins of the schooner Espada, arriving at San Francisco on July 26 from Gray's Harbor, Wash., has reported to the Branch Hydrographic Office that on July 22 at 9:15 a. m., about eighty-five miles northwest of Mendocino, the vessel experienced a slight earthquake shock. Fifteen minutes later a severe earthquake was experienced, lasting six seconds, and giving the impression that the vessel was grinding over rocks. The weather at the time was clear and the sea smooth.

Despite the fact that the board of marine underwriters and the associate court of inquiry at Hamburg, Germany, held him blameless, and followers of the sea have applauded his month's fight to keep the German ship Mariechen afloat, Captain Held has been dismissed from the service of the boat's owners. Hhe Mariechen sprang a leak on Christmas Eve, and for a month the crew worked at the pumps to keep her afloat. Finally, in a blinding snowstorm, she went ashore in False Bay, Alaska. The vessel is now at Esquimalt, B. C., undergoing repairs. Because she was only insured against a total loss, the owners will lose heavily.

An interesting experiment is being undertaken by the fishery experts who are members of the Fishery Commission, now making investigations in British Columbia, to endeavor to ascertain the course of the sockeye salmon after they enter the Straits of Juan de Fuca. Trap owners, both in British Columbia and Washington, have been asked to assist. The scheme is to place tags, bearing letter and number, indicating the trap from which the salmon were taken, and the date. Whenever any salmon with a tag is found in a trap, the tag and particulars will be given to the fishery inspectors, who hope thus to solve the mystery of the route of the sockeyes. The other phase of the mystery, as to where the fish go after spawning, is also being investigated. Present evidence points to the Kamchatka coast.

Men in need of medicine go to City Front Drug Store, No. 10 Mission St., near East, S. F.

Get your Spring Blood Cleanser at the City Front Drug Store, 10 Mission street, opposite Sailors' Union Hall, San Francisco.

P. E. Erickson, dealer in Havana Cigars, Cigarettes, Tobaccos, etc. Sole agent for the celebrated Red Anchor Brand Snuff, importer of Swedish Razors and Cutlery, Subscription Agency for the Svenska Nyheter, Amerikanaran and Kuriren. 108 East Street, formerly at corner of California and Kearney, San Francisco.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. Particular attention is paid to insurance claims. Room 207, Merchants' Exchange Building. Phone, Temporary 394.

GERMAN SEAMEN INSURED.

The British Employers' Liability Act has its counterpart in Germany, but with a difference. Under German law all employes engaged in labor on land or sea are entitled to receive compensation in cases of accident; but, instead of providing the funds to meet such claims out of capital, or by private insurance, as in this country, each employer is compelled to become part of an organization which combines Self and State control, by joining the Berufsgenossenschaft, or union, of his particular commercial interests. The "Seeberufsgenossenschaft," or Seafarers' Union, is similar in organization to that for other trades, the administration being supervised by fifty-four delegates, elected by the shipowners from the members of their branch committees at each port of importance, who, along with Government delegates, meet annually for the consideration of points of importance, such as alterations in their rules; but a committee of eight elected from the General Committee, assisted by a staff of permanent officials, as well as by outside experts when required, carry on the general business of the year. Every owner must pay to this committee an insurance premium for each officer and man in his employ in proportion to his wage, within certain specified limits and under rates of premium which are adjusted to cover not only expenses and claims, but the formation of a large reserve and guarantee fund in the Government treasury. In addition to the collection of premiums, the committee has power to settle all claims under the Liabilities Act, settle disputes by special arbitration courts, issue rules and instructions as precautions against accident, and to give effect to representations from individuals or corporations which may add to the safety of life and property. These rules have the advantage of being framed by a body of those who are most practically interested in framing them wisely, and who have power to enforce them against individuals under penalties, which include that of stopping the ship. After approval by the main committee, the rules become operative immediately they receive the sanction of the Imperial Insurance Department, the Government department which controls the actions of all the trade committees.—Kuhlow's German Trade Review and Exporter.

Mr. Hesketh Bell, late administrator of Dominica, in a letter to the London Times on the question of the insurance of estates in the West India Islands against the risk of damage by hurricanes, announces that a scheme has been worked out under which underwriters at Lloyds have agreed to insure planters against that risk. Jamaica is very much concerned in this arrangement, because of her experience in recent years with hurricanes. Between 1844 and 1874 there is no record of a hurricane in Jamaica. The one in 1874 was followed by a severe one in 1880 and a mild one in 1886, and then there was not another break until 1893, when great damage was done to banana cultivation on the island. The underwriters have agreed to include damage done by any sort of wind and its immediate consequence in the way of floods or otherwise occurring within a period of twenty-four hours. There are some phases of the question yet to be worked out, but it is said that there is no question of the ultimate success of the scheme, and policies are already issued as to the effect of hurricanes upon the crops and upon buildings.

COAST SEAMEN'S JOURNAL

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Established in 1887

W. MACARTHUR, Editor | P. SCHARRENBERG, Mgr.

TERMS IN ADVANCE.
One year, by mail, - $2.00 | Six months, - - - - - $1.00
Single copies, 10 cents each.
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

To insure a prompt reply correspondents should address all communications of a business nature to the Business Manager.

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

ALLIED PRINTING TRADES UNION LABEL COUNCIL SAN FRANCISCO

WEDNESDAY, - - - - - AUGUST 1, 1906

WANTED, AMERICAN-BORN FLIES!

ONE HUNDRED boys for apprentices to serve on American steamers. They will occupy the position of petty officers on board. Must be American born and over 18 years of age; the term of engagement shall be three years; wages $20 per month first year, $30 per month second year, $40 per month third year, and a bonus at the end of the third year of $250.
For terms and conditions apply to
J. HOMER FRITCH,
Sec'y Steamship Association of S. F.
110 East st., San Francisco, Cal.

Well may the American boy exclaim: "This is so sudden." Its very suddenness is ground for suspicion. Well may the American boy pause and reflect before accepting the position of petty-officer on an American steamer; otherwise, he may learn, to his sorrow, that all is not gold that glitters in a newspaper advertisement. Not by a long shot!

The foregoing ad has been running in the daily press of the Pacific Coast for several weeks past. On its face the ad indicates a revolution in the minds and methods of the shipowners represented in the Steamship Association. Heretofore the shipowners have had no use for boys of any nationality; they demanded men, and good husky ones at that. With the exception of the messboy, the crews were composed entirely of men big and heavy enough to hump ties and lumber. The shipowner gave no thought to the future of the manning problem; he cared nothing about the race, color or creed of his employes, so be it they were able to stand up under the strain imposed upon them by the traditions of the calling. The shipowner knows quite well that the average period of human endurance under these conditions is about two and a half years; but he cares nothing on that score. So long as a sufficient number of men are available for officers, the rest may go to the junk-pile (i. e., the hospital or the grave), and good riddance to them! Frequently even the supply of officers ran short. The shipowner, however, was equal to the occasion. He simply made a few officers out of whatever material lay at hand. When there was no material at hand, the shipowner sent his vessels to sea without officers. Oh, you can't phase a shipowner when he makes up his mind to solve the manning problem. So far as that individual is concerned, there is no manning problem. Seamen may insist that there is such a problem, and statesmen may agree with them and even undertake to pass legislation upon the subject. But the shipowner knows better. Certainly, he ought to know. Vessels come and go, with or without crews, and that settles it. In the judgment of the shipowner, the only thing that really constitutes a problem is the thing that ties up his vessel. Any question that arises concerning the methods by which the vessel is actually sailed is a mere abstraction, a thing to be talked about by seamen, and perchance used as an "issue" by politicians, but nevertheless a thing beneath the contempt of practical men and especially practical shipowners.

A change has come over the spirit of the shipowner's dream. The shipowner's indifference has given way to solicitude, the depth of which may be judged by the fact that he is spending a lot of money to advertise the same. Evidently there is a manning problem, after all. Evidently something has happened to change the shipowner's views on the matter. Possibly it would have been better had the shipowner divulged the cause of his change of mind—and yet possibly it wouldn't. Anyway, we will risk that service, in the hope that, even if the shipowners do not appreciate it, it may prove valuable to the readers of their advertisement.

Something has happened, you bet! The shipowners have locked out their seamen, with the avowed purpose of destroying the seamen's unions. As a result of this step, the shipowners have been compelled to recognize the manning problem, and in its acutest form. In a word, the shipowners find themselves unable to secure crews of any kind, even with the aid of crimps, employment agents, gunfighters and all the other time-tried methods of solving (?) that problem. And so—so the shipowners advertise for "apprentices," who will "occupy the position of petty-officers on board." This is positively the prettiest little parlor that ever you did spy! No wonder the shipowners propose to reserve the place for American-born flies (that is, boys). The idea of apprentices who are to be "treated as officers" and who will be "schooled in seafaring life without going through the work in the forecastle" is too good to be wasted on any "foreign cattle." The forecastle, the tar-bucket and the marline-spike may be very good and necessary, and all that, for common sailors, but for officers, Nit! To the limbo of lost arts with everything that savors of sailorizing. What we need is officers, American born and over 18 years of age, and by jinks we'll have 'em if a plentiful use of printer's ink can do the trick!

The Steamship Association announces that it has received many replies to its ad. This much was to have been expected—that is, this announcement was to have been expected. However, the boys themselves have not yet materialized in any great numbers. Possibly that is because the boys are a little flyer than the shipowners think they are. Possibly, in fact probably, the boys recognize in the shipowners' temptingly-worded ad merely a scheme to use them (the boys) as a means of gaining their (the shipowners') point in the fight against the seamen. Anyway, the boy of 18, or even 8, who can't see this much must be very dull of intellect and blunt of conscience—too much so to make even a passable petty-officer. However this may be, the Shipowners' Association advertisement stands as a fine demonstration of the saying that "patriotism is the last refuge of a—" shipowner.

A WORD TO THE WISE.

When the lockout of the seamen's unions on the Pacific Coast was inaugurated by the United Shipping and Transportation Association, the former publicly declared their intention to fight it out alone. In order that other crafts might not become involved, the seamen's unions voluntarily severed their official connection with their associates in other callings by withdrawing from the City Front Federation. This step has been fully vindicated by the results. The fight has been confined to the parties immediately in interest, and inconvenience to other parties, from the third to the thirty-third degree, has been kept down to the minimum.

It is apparent, however, that this action of the seamen's unions has been misconstrued in certain sources. The act of the seamen in relinquishing all claim to the active assistance of their fellow-workers has been taken advantage of by certain of the latter to justify them in a course which very closely resembles scabbing, which in fact is scabbing. When the seamen declared that they did not wish the longshoremen to quit their own work, they did not thereby grant or recognize the right of the longshoremen to do the seamen's work. On the contrary, the seamen assumed, as they had a perfect right to do, that their withdrawal from the City Front Federation implied nothing more than the right of the longshoremen and other classes of labor to continue doing their own work. The obligation resting upon these classes to refrain from doing the seamen's work—that is, to refrain from scabbing—remained as binding as ever.

The seamen are as firmly convinced now as ever that their policy of strictly limiting the area of conflict is a wise one. That policy has been justified by practical experience since the fight began. Properly understood and respected, that policy is bound to be successful. At any rate, should the seamen find it necessary to change their policy, they will give due notice of that fact. Meantime the seamen would have it thoroughly understood that every man who performs any work customarily done by themselves, will be regarded as a scab, none the less so because he scabs under the pretense that he has been impliedly granted permission to do so by the seamen's unions.

The lines of demarcation between the work of the seamen and of other classes of labor connected with the maritime industry are perfectly clear; any doubts that may exist upon this score are hereby referred to the agreements made, signed and sealed between the parties concerned. We would suggest to our friends, the longshoremen and others who may be tempted by existing conditions to overstep the proper sphere of their work, that they give serious thought to the effects, not upon the seamen, but upon themselves, of their present course. Possibly a person, even of average intelligence, may be excusable for failure to grasp the real import of the struggle now going on between the seamen's unions and the United Shipping and Transportation Association, backed by its ally and parent, the Citizens' Alliance. But surely no person can be so blind to all reason and experience as not to see that in such a struggle the man who takes another man's job, or does another man's work, which is the same thing, is merely serving the common enemy. Of course, big inducements are offered, fine promises are made, and even kept—for the time being. But these present inducements

are the price of future submission. The seamen are fully confident of victory in the fight for the maintenance of their organizations. But, whatever the immediate outcome to them, the fate of those who permit themselves to be used on the side of the seamen's enemies is irrevocably sealed. We suggest that our friends give this matter the best thought they are capable of, with a view to determining where they are at before it becomes too late for them to exercise any choice in the matter.

It is reported that the Amalgamated Meat Cutters and Butcher Workmen's Union are using their trade-union label not only as a guarantee of union-made goods, but as a guarantee of purity of product. This use of the union label, if rigidly adhered to, would give the trade-unions a power greater than any other agency they could adopt. Suppose the food makers' unions to have won public confidence in the integrity of their labels, how long would a strike last in any food-producing trade? If the label were a guarantee, for instance, that the canned meat of the packers using it is wholesome meat, that imitation coffee with the label is unadulterated with real coffee or worse, and so on through the list, a strike involving withdrawal of the use of the label would be a tremendous labor weapon. This use might not be applicable to some trades, but there are many besides the food trades to which it would be applicable; and it would be effective because it would appeal to one of the strongest of motives—self-protection.—The Public, Chicago, Ill.

These views are significant, not so much on their own account as on account of their source. The Public itself, although claiming to be printed by union men, refuses to run the union label, because, as it says, that device is merely a "tag," representing nothing, so far as the printer's product is concerned, but submission to the Allied Printing Trades. As a matter of fact, every union label stands for quality, based upon the inference that that product is best which is manufactured under the best conditions of labor. A trade-union can't always guarantee the quality of the material in a given product, but it can, and does, guarantee the quality of workmanship. The power of the union label, in respect both to quality and workmanship, is limited only by the demand for that device, and the latter, in turn, is limited by the attitude of those who, while employing union labor, refuse to display upon their products the proof of that fact. The employer of union labor can have no logical or legitimate excuse for refusing to use the union label. The fact of such refusal is ground for suspicion that the employment of union labor is a matter of necessity rather than of principle.

John Ossian Soderquist, a seaman on the lighthouse tender Madrona, was presented with a silver watch, suitably inscribed, by the Seamen's Institute, of San Francisco, on July 8, in token of his bravery in rescuing an apprentice on the British ship Rahane, who fell overboard on February 18. Soderquist's act in jumping between the ship and the dock is described by his admirers as a fine piece of work.

The Seamen's Institute, late of 33 Steuart street, San Francisco, and now located at 517 Davis street, between Jackson and Pacific, announces that its savings bank is still doing business. Deposits and withdrawals may be made at any time. A large number of letters are lying at the Institute awaiting their owners. Services are held as usual, Sundays at 11 a. m. and 7 p. m., in the chapel behind the Institute.

Demand the union label upon all purchases.

Mr. L. H. Gray of the firm of L. H. Gray & Co., announces that "in future the employes on the steam-schooners are to be treated as individuals and no terms or concessions are to be made to the sailors through business agents of the unions. Should there be grievances, the shipowners will hold an investigation and adjust the troubles direct with the men." Now, what d'ye think of that? Hereafter the seaman, as an individual, will meet the shipowners, also as individuals, of course, and the trouble will be adjusted, to the satisfaction of at least one individual, let us hope. We are not informed as to the source of Mr. Gray's information, but presumably it is authoritative. Well, we'll see. Possibly Mr. Gray may find that in framing up his programme without consulting the seamen he has been just a little premature. It isn't always safe to leave the host out of the reckoning.

For the information of those boys, "American born and over 18 years," who may want to know something of the duties of a petty-officer, we would say that these are about as follows: First year, sweep decks and say "Yes, sir," and "No, sir," at the right time; second year, sweep decks and keep your mouth shut all the time; third year, sweep decks and jump as high as possible every time the captain or mates let out a roar. Petty-officers of more than three years' experience are entitled to choose between promotion to the rank of able-seaman or condemnation to the fate of petty-officer for the rest of their lives.

The rehabilitation process in San Francisco has encountered an unforeseen snag. Money is plentiful, but labor is scarce—that is, it is scarce at the terms offered. If only money could be made to build houses, wouldn't it be a fine thing—for the man who owns the money! Now the man who owns the money finds that he must go to the man who owns the labor and make a deal with him for the exchange of their respective forms of capital. Ain't it a pity that twenties are not beans or potatoes, so that by merely planting them they might grow into something good for eating. Truly, the labor problem is a nuisance!

Members of the Sailors' Union of the Pacific who have had occasion to meet and interview the men shipped from the East as strike-breakers speak in the highest terms of the friendly spirit shown by the railroad men along the line. To the information and assistance given by the latter is largely due the success of the union scouts in securing interviews with the intended victims of the United Shipping and Transportation Association. That much accomplished, the rest was easy. The seamen will always remember with gratitude the assistance rendered by their fellow-workers on the railroads.

Judge W. W. Morrow, in the United States Circuit Court at San Francisco, has granted an injunction against the Sailors', Firemen's and Marine Cooks and Stewards' unions, including an indefinite number of Does, Roes, Poes, etc. The said Does, et al., will now understand that they are enjoined from doing everything that they have no right to do, and which, therefore, they don't want to do. As to those things which they have a right to do, the said Does, et al., will continue doing them as hereinbefore aforesaid.

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., July 30, 1906. Regular weekly meeting was called to order at 7:30 p. m., C. Taucer presiding. Secretary reported shipping fair. The lockout situation remains practically unchanged. The steam-schooners Greenwood and Redondo have changed management and will in the future operate with union crews.

A. FURUSETH,
Folsom-street Dock. Secretary.

Tacoma Agency, July 23, 1906.
No meeting; no quorum; no idle members ashore.
H. L. PETTERSON, Agent.
3004 McCarver St. Tel. Main 808.

Seattle Agency, July 23, 1906.
Shipping fair; strike situation unchanged.
P. B. GILL, Agent.
1312 Western Ave., P. O. Box 65. Tel. James 3031.

Port Townsend Agency, July 23, 1906.
No meeting; no quorum; situation unchanged.
WM. THORBECK, Agent.
114 Quincy St. P. O. Box 48. Tel. 443.

Aberdeen Agency, July 23, 1906.
Shipping slack; prospects fair.
WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

Portland (Or.) Agency, July 23, 1906.
No meeting; no quorum; few members ashore.
D. W. PAUL, Agent.
40 Union Ave. Tel. East 4912.

Eureka (Cal.) Agency, July 23, 1906.
No meeting; no quorum; shipping fair; prospects uncertain.
CHAS. SORENSEN, Agent.
227 First St. P. O. Box 327, Tel. Main 553.

San Pedro Agency, July 23, 1906.
Shipping dull; prospects uncertain.
HARRY OHLSEN, Agent.
P. O. Box 2380. Tel. Main 774.

Honolulu (H. T.) Agency, July 16, 1906.
Shipping dull; prospects uncertain.
C. COLDIN, Agent.
821 Alakea St. Tel. Main 96.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, July 26, 1906. Regular weekly meeting was called to order at 7 p. m., Archie Long in the chair. Secretary reported situation improving and the owners are finding it more difficult from day to day to procure men for unfair vessels.

EUGENE STEIDLE, Secretary.

Seattle Agency, July 19, 1906.
Shipping fair; agent reported strike situation very favorable.
LEONARD NORKGAUER, Agent.

San Pedro Agency, July 19, 1906.
No meeting; situation fair.
CHAS. M. DAWSON, Agent.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, July 23, 1906.
Situation fair.
WM. PENJE, Secretary.
143 W. Madison St.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston (Mass.), July 23, 1906.
Shipping good; men scarce.
WM. H. FRAZIER, Secretary.
1½A Lewis St.

ATLANTIC COAST MARINE FIREMEN'S UNION.

Headquarters, Brooklyn (N. Y.), July 21, 1906.
Situation unchanged.
DANIEL SULLIVAN, Secretary.
15 Union St.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters, New York (N. Y.), July 23, 1906.
Situation good; shipping fair.
H. P. GRIFFIN, Secretary.

ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)

SAILORS AND FIREMEN.

Some of the vessel officers are freely predicting the downfall of the Firemen's Union next season; others predict the downfall of both the Seamen's and Firemen's Unions. There is a scarcely a doubt but the wish is father to the thought. The overtime, watch-and-watch clause in the contract for 1906, is very, very objectionable to some of the masters and mates. Why? The reason is very simple. It takes the slave-driver's power from him, and they do not like it. I do not mean to say this is true in all cases, or in many cases, but it is true in some. On some vessels I do not blame the mates; they are working an undermanned vessel at best They receive orders to give watch and watch and pay no overtime. What is the result? The mates have to do the work themselves. I could tell you the name of a first-mate who recently stood a forty-eight-hour drill and then took his boat out. This, it would appear, will finally lead the mates into an organization to protect themselves, as the seamen are doing. A well-known master, who sails one of the best steamers on the Lakes, told the writer recently that there would never be another contract signed with the firemen or the seamen, and we made a bet on that. He said: "We can get all the men we want for firemen. We had them whipped last spring when the longshoremen pulled off their contract and left the firemen in the air. The owners could have cut their wages $25 per month if they wanted to. They (the firemen) were kept completely at the mercy of the owners."

Now, while this may be true of last spring it will not be true of next, I hope. But where will the relief come from? The Longshoremen have a two-year contract. Next year they can't help the firemen. Then what can the Firemen do to help themselves? They must do one of two things, namely, get where they belong, or go up against a battle for existence next spring.

W. H. J.

Conneaut, O.

When the crew of the barge Antrim of the Gilchrist fleet attempted to raise the anchor outside the harbor of Duluth on July 13, they found that it was securely fastened at the bottom of the Lake. An investigation showed that it had become entangled in the wreck of the steamer Thomas Wilson, which was sunk in collision with the steamer Hadley a few years ago, carrying down several of her crew. After working several hours in seventy-five feet of water a diver succeeded in getting the anchor free. The steamer Sherwin, which was to tow the barge to Lake Erie, had in the meantime left port without it.

A contract has been closed between the Lorain Coal and Dock Company and the American Shipbuilding Company, for the purchase of a fuel lighter, for use at Lorain, which will be the largest and best-equipped of its kind on the Lakes. The contract price is $40,000. The new lighter will be 180 feet long, with a 38-foot beam.

Demand the union label on all products!

MORE STEEL TRUST FREIGHTERS.

The Pittsburg Steamship Company, which is the Lake end of the United States Steel Trust, will during the next few days place orders for at least two big freight steamers for 1907 delivery. President Coulby has for some time been getting data on the different sizes of freighters that have been turned out recently and has taken the matter up with the shipbuilders.

Bids will probably be received from the American Shipbuilding Company and the Great Lakes Engineering Works. The size of the new boats has not been decided upon, but they will carry upward of 10,000 tons and it is reported that prices will be named for two ships to be 552 feet over all and 58 feet beam. If that size is settled on the new boats will be seventeen feet shorter than the original big four, which are the William E. Corey H. C. Frick, G. W. Perkins and E. H. Gary. But they will have two feet more beam. The carrying capacity o fthe new boats will be about the same as the four steamers named and the steamer Gary held the ore cargo record until the J. Pierpont Morgan o fthe same fleet came out last month. Mr. Coulby thinks pretty well o fthe four first boats he ordered for the Steel Trust and the general dimensions of the new boats will probably not differ greatly from them.

Mr. Coulby has, since he has been at the head of the Pittsburg Steamship Company ordered eight steamers of the largest class. The steamers Corey, Gary, Frick and Perkins, which are 569 feet over all, came out last season. The other four were the first 600-foot ships to be ordered on the Lakes. The first of the steamers, the J. Pierpont Morgan, went into commission last month and she holds cargo records from Escanaba and Lake Superior. The second boat, the Henry H. Rogers, will go into commission in a short time, and it will be late in the season when the last two of the 600-footers come out.

THIRD SOO LOCK.

As a result of the recent inquiry by the Lake Carriers' Association at Washington, D. C., definite provision will be included in the next River and Harbor bill for a third lock at Sault Ste Marie to be located north of the Poe lock. The appropriation for the lock is the largest single Lake item in the bill. The lock will be built to accommodate a draught of twenty-five feet, and is estimated, roughly, to cost $10,000,000. Altogether the bill will carry about $15,000,000 appropriations, two-thirds of it authorizations and one-third money immediately available. About $2,000,000 is appropriated for the Cleveland harbor and $2,000,000 for the improvement of the lower Detroit River. It is understood, also, that the bill will contain an authorization for the deepening of the connecting waterways to either a twenty-two-foot or a twenty-five-foot stage. A report as to the cost of this improvement has been submitted to the War Department, but the cost of the twenty-five-foot waterway is so greatly in excess of a twenty-two-foot channel that it is not likely to be considered.

BOATS ARE FINED.

A number of boats have been fined $200 each recently for passing in the "cut" above Little Mud Lake in St. Mary's River. Most of the boats are owned in Cleveland. The regulations provided by the Secretary of War are that boats shall not pass in this cut, which is narrow, making it extremely likely that passing vessels will come into collision and to grief. In narrow passages of that sort boats are likely to take a sheer when slowing down to pass Such sheers in the past have caused disasters and the sinking of the boats in collision. The Government has had a number of experiences where a good deal of trouble has been caused and commerce delayed by the sinking of a big boat in such a narrow channel. The regulation was imposed to prevent such disasters. The rule was beginning to be honored in the breach, principally, and the Government officials were notified. They proposed to make an example of the boats caught in the act, and five or six shipmasters have been fined $200 each. It is hoped that this information getting abroad will stop the practice.

The officers of the Government make the statement that it has been a miracle that some of the passing steamers have not come into collision and blocked the channel. They say that as often as any boats are found violating the rule the fine will be imposed, and that if this is not satisfactory they will station a revenue-cutter there to see that the rules are obeyed. The matter is likely to be brought before the owners, as well. The Government and the owners have a vivid recollection of the sinking of the Douglas Houghton, at Sailors' Encampment, and the delay that entailed They do not care to duplicate the experience through the impatience of shipmasters who disregard the rule and pass in the narrow and forbidden channel.

The Detroit Shipbuilding Company has acquired a parcel of land 164 feet on Atwater street, Detroit, and running back about 450 feet to the river. This has divided its holdings, which have a frontage on the street and river of 800 feet or more. Vice-President Farr says improvements will be made soon on the new property. He will not admit that a big drydock, capable of accommodating the largest freighters, will be constructed, but it is known that he favors such a course, and that the company now has sufficient land for such purpose, by building dock on an angle with the river.

Dunkirk is to be made a distributing center for that section of the country by Edward Hall, Edward Hines and other prominent lumber dealers of Chicago. It is planned to bring the lumber to that port by boat, reload it into cars and ship it by rail to destination. Representatives of the companies, who are making arrangements, state that from 30,000,000 to 50,000,000 feet will be distributed from Dunkirk each year. The Washington avenue dock owned by the Erie railroad is to be used for unloading purposes.

MARINE NOTES.

The William P. Snyder, which broke one of her cylinders off Colchester, in Lake Erie, recently, has been repaired at the Great Lakes Shipbuilding Company's engine plant.

Lumber receipts at the Tonawandas for June were 65,123,504 feet, against 52,890,155 feet for the same period last year. Ore receipts were the largest of any one month known, amounting to 53,000 tons, which was 6,000 tons over the largest month up to June, 1906.

Delwin Fisher, of St. Joseph, Mich., suffered revocation of his papers as second-class pilot at the hands of the Chicago Inspectors, and appealed his case to Supervising Inspector Westcott, at Detroit. Captain Westcott has written Mr. D Fisher, declining to interfere in the action of the Local Inspectors.

Inspection of the Soo Canal traffic records to date this month discloses the fact that more boats passed through the locks on July 5 than on any other single day of the present season. The total was 110. This number breaks all records for the year, although on one day last month 103 vessel passages were registered.

It will be between Seytember 1 and September 15 before the steel barge Manila comes out of the yard of the Toledo Shipbuilding Company. The repair job on the wrecked barge will be one of the biggest ever performed on the Lakes. About 475 men are working on her, and she went into the yard the middle of June.

The steamer City of the Straits, on a recent trip, picked up a badly decomposed body about eleven miles off Middle Bass Island and turned it over to the coroner at Put-in-Bay. It is thought that the body may be that of a member of the crew of the schooner Tasmania, which was wrecked on Lake Erie last fall.

Contracts have been closed between officers of the United States Transportation Company and the Toledo Shipbuilding Company for the purchase of two new ore carriers for 1907 delivery. The dimensions have not yet been decided upon, but it is said the boats will be in the 9,000-ton class. The contract price for both boats is said to be $700,000.

The schooner Olga, which President Smith of the Great Lakes Towing Company bought at marshal's sale at Tonawanda, will be used as a lighter at Buffalo in place of the Active. The Active will be stripped and her McMyler machine and clamshell will be placed on the Olga, which has a capacity of 1,300 tons. The Olga was formerly the Sandusky ,of the Bradley fleet.

A diver who, under Government directions, had been working several days depositing 1,000 pounds of dynamite about the hull of the barge Yukon, which has lain almost directly off the harbor entrance at Ashtabula since October 21 last, recently exploded the charge, and a drag over the spot afterward showed nothing left of the wreck. Much of the debris came to the surface and is drifting ashore.

The Mutual Transit Company has chartered the package freight steamer George Gould for the season. The company has six package freighters of its own, and now has seven boats in commission. The company has been accustomed to charter boats to help handle its business, but usually this has never been necessary before September 1. The west-bound package freight business to the head of the Lakes is very heavy with all of the lines The Mutual Transit Company has removed from the third floor of the Board of Trade building in Duluth, to the ground floor, where it occupies the space formerly occupied by the Eagle Mountain Mining Company, and previous to that by the Western Transit Company.

Lake Letter List.

(Marine Postoffice, Detroit, Mich.)
July 12, 1906.

Roberts, Gaxen L.
Bacon, Wallace
Capperwaite, Douglas(Alf Mitchell)
Capperwaite, Willie — 2 (Alf Douglas)
Carlsen, Rudolf (Sinaloa)
Creighton, F. L.
Crisup, Chas. H (Montezuma)
Cook, Jas. A.
Corolan, Wm. (Jupiter)
Coffey, T. E. (Castalia)
Cumming, James(Clarke)
Carlson, Hans (Pabsc)
Carter, David (M. Mullen)
Densmore, Wm. (S. Kirby)
Drubert, Wm. (J. L. Weeks)
Dempsey, M.
Dodge, H. B. (Jas. Wallace)
Doyle, Thos.
Emery, Herbert, M. (Clarke)
Erll, Edy (Crampion)
Flaherty, Wm.
Goodwire, Andrew
Greening, Geo. (Nottingham)
Greer, Alex A. (Bixby)
Hurlbert, Geo.
Heller, Wm. (Lyman Smith)
Hermann, Otto (W. M. Eagan)
Hardman, Gus
Hayes, Wm.
Hayes, Eugene (Flower)
Henry, Edwin E. (Wm. Edwards)
Holton, Walter (Lambert)
Jenkins, Wm. H. (A. C. Minch)
Jones, A. (Uganda)
Kollie, J. W. (Angcline)
Kabat, Joseph (Amama)
Koffle, R. C. (Butler)
Lee, Hens (Lehigh)
Lanphere, David H.—2 (Clarke)
Munn, Jas. Ross
Morrison, J. N. (Wilbert Smith)
Mulligan, Jno.
McRae, Allen
MacCallum, Geo. W.
McBane, O. G. (West Shore)
McDougall, Wm.
Nault, Nelson J. (Ainama)
Pownall, R. M. (Hancock)
O'Toole, Frank (Grampcan)
Patterson, Neil
Patterson, Gilvert
Rolfson, H. (Fryer)
Randall, Pamell (West Star)
Raymond, Frank (Capt. Wilson)
Schuyler, Dr. R. (Colonel)
Splan, Alex (Bielman)
Stubbs, Chas.
Sauch, Delbert (S. C. Reynolds)
Silverdahl, B. E. (H. Mack)
Schwering, Wilhelm(Bulgaria)
Smith, Geo. (D. C. Whitney)
Tomlinson, Alf—2 (Bixby)
Taylor, D. R.
Thompson, Frank (Tampa)
Tate, John (H. Smith)
White, Geo. H. (Heffelfinger)
Wegner, Elmer
Wood, Wm.
Winkler, Max
Woodruff, Wm.—2 (Parent)

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)
143 West Madison Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, WIS.....133 Clinton Street
Telephone 240 South.
BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.....87 Bridge Street
Telephone 552.
CLEVELAND, O.....171 East River Street
Telephone Bell Main 1295.
TOLEDO, O.....719 Summit Street
Telephone Black 6981.
NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES.

DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3742.
ASHLAND, WIS.....515 East Second Street
Ashland Phone 1563.
SUPERIOR, WIS.....1721 North Third Street
Telephone, Old Phone, 4428 L.
BAY CITY, MICH.....108 Third Street
OGDENSBURG, N. Y.....40 Ford Street

SUB-AGENCIES.

MANITOWOC, Wis. .....725 Quay Street
ERIE, PA.....107 East Third Street
Telephone Bell 599 F.
CONNEAUT HARBOR, O.....922 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
Telephone 1944 South Chicago.
SANDUSKY, O. .....510 Meigs Street

HOSPITALS AND RELIEF STATIONS.
UNITED STATES MARINE HOSPITALS.
CHICAGO, ILL.; DETROIT, MICH.; CLEVELAND, O.
RELIEF STATIONS.

Ashtabula Harbor, O.	Manitowoc, Wis.
Buffalo, N. Y	Marquette, Mich.
Duluth, Minn.	Milwaukee,Wis.
Erie, Pa.	Saginaw, Mich.
Escanaba, Mich.	Sandusky, O.
Grand Haven, Mich.	Sault Ste. Marie, Mich.
Green Bay, Wis.	Sheboygan, Mich.
Houghton, Mich.	Sturgeon Bay, Wis.
Ludington, Mich.	Superior, Wis.
Manistel, Mich.	Toledo, O.

We Don't Patronize.

FOOD AND KINDRED PRODUCTS.

Bread—McKinney Bread Company, St. Louis, Mo.; National Biscuit Company, Chicago, Ill
Cigars—Carl Upman, of New York City; Krebs, Wertheim & Schiffer, of New York City; The Henry George and Tom Moore.
Flour—Washburn-Crosby Milling Co., Minneapolis, Minn.; Kelley Milling Co., Kansas City, Mo.
Groceries—James Butler, New York City.
Meats—Kingan Packing Company, of Indianapolis, Ind.
Pipes—Wm. Demuth & Co., New York.
Tobacco—American and Continental Tobacco Companies.
Whisky—Finch Distilling Company, Pittsburg, Pa.

CLOTHING.

Buttons—Davenport Pearl Button Company, Davenport, Iowa; Krementz & Co., Newark, N. J.
Clothing—N. Snellenberg & Co., Philadelphia, Pa.; Clothiers' Exchange, Rochester, N. Y.; Strawbridge & Clothier, Philadelphia, Pa.; Blauner Bros., New York.
Corsets—Chicago Corset Company, manufacturers Kabo and La Marguerite Corsets.
Gloves—J. H. Cownie Glove Co., Des Moines, Iowa; California Glove Co., Napa, Cal.
Hats—J. B. Stetson Company, Philadelphia. Pa.; E. M. Knox Company, Brooklyn, N. Y.
Shirts and Collars—United Shirt and Collar Company, Troy, N. Y.; Van Zandt, Jacobs & Co., Troy, N. Y. Cluett, Peabody & Co., Troy, N. Y.; James R. Kaiser, New York City.
Shoes—Harney Bros., Lynn, Mass.; J. E. Tilt Shoe Co., Chicago, Ill.
Suspenders—Russell Mfg. Co., Middletown, Conn.
Textile—Merrimac Manufacturing Co. (printed goods), Lowell, Mass.
Underwear—Oneita Knitting Mills, Utica, N. Y.
Woolens—Hartford Carpet Co., Thompsonville, Conn.; J. Capps & Son, Jacksonville, Ill.

PRINTING AND PUBLICATIONS.

Bookbinders—Geo. M. Hill Co., Chicago, Ill.; Boorum & Pease Co., Brooklyn, N. Y.
Printing—Hudson, Kimberly & Co., printers, of Kansas City, Mo.; W. B. Conkey Co., publishers, Hammond, Ind.; Times, Los Angeles, Cal.; Philadelphia Inquirer.

POTTERY, GLASS, STONE AND CEMENT.

Pottery and Brick—J. B. Owens Pottery Co., of Zanesville, Ohio; Northwestern Terra Cotta Co., of Chicago, Ill.; C. W. Stine Pottery Co., White Cottage, Ohio; Corning Brick, Tile and Terra Cotta Company Corning, N. Y.
Cement—Jackson Portland Peninsular Cement Co., Cement City, Mich.; Utica Hydraulic Cement and Utica Cement Mfg. Co., Utica, Ill.

MACHINERY AND BUILDING.

Carriage and Wagon Builders—S. R. Baily & Co., Amesbury, Mass.; Hassett & Hodge, Amesbury, Mass.; Carr, Prescott & Co., Amesbury, Mass.
General Hardware—Landers, Frary & Clark, Aetna Company, New Britain, Conn.; Kelsey Furnace Company, Syracuse, N. Y.; Brown & Sharpe Tool Company, Providence, R. I.; John Russell Cutlery Company, Turners Falls, Mass.; Atlas Tack Company, Fairhaven, Mass.; Henry Disston & Co., Philadelphia, Pa.; Merritt & Company, Philadelphia, Pa.; New York Knife Company, Walden, N. Y.
Iron and Steel—Illinois Iron and Bolt Company, of Carpentersville, Ill.; Carborundum Company, Niagara Falls, N. Y.; Casey & Hedges, Chattanooga, Tenn.; Gurney Foundry Company, Toronto, Ont.; Sattley Manufacturing Company, Springfield, O.; Page Needle Company, Franklin, N. H.; American Circular Loom Company, New Orange, N. J.; Payne Engine Company, Elmira, N. Y.; Lincoln Iron Works, (F. R. Patch Manufacturing Company), Rutland, Vt.; Erie City Iron Works, Erie, Pa.; David Maydole Hammer Co., Norwich, N. Y.; Singer Sewing Machine Co., Elizabeth, N. J.; National Elevator and Machine Company, Honesdale, Pa.; Pittsburg Expanded Metal Co., Pittsburg, Pa.; Peckham Manufacturing Company, Kingston, N. Y.; American Hoist and Derrick Co., St. Paul, Minn.; American Iron & Steel Company, Lebanon and Reading, Pa.; Kern Barber Supply Company, St. Louis, Mo.
Iron, Architectural—Geo. L. Meskir, Evansville, Ind.
Stoves—Germer Stove Company, Erie, Pa.; "Radiant Home" Stoves, Ranges, and Hot Air Blast, Erie, Pa.; Wrought Iron Range Co., St. Louis, Mo.

WOOD AND FURNITURE.

Bags—Gulf Bag Company, New Orleans, La.; branch Bemis Brothers, St. Louis, Mo.; H. B. Wiggins' Sons Co., Bloomfield, N. J.
Baskets—Williams Manufacturing Company, Northampton, Mass.
Brooms and Dusters—The Ice Broom and Duster Company, of Davenport, Iowa; M. Goeller's Sons, Circleville, Ohio; Merkle-Wilcy Broom Co., Paris, Ill.
Carriages—Crane, Breed & Co., Cincinnati, Ohio.
Cooperage—Northwestern Cooperage and Lumber Company (otherwise known as the Buckeye Stave Company), of Ohio, Michigan, and Wisconsin; Elgin Butter Tub Company, Elgin, Ill.; Williams Cooperage Company and Palmer Manufacturing Company, of Poplar Bluff, Mo.
China—Wick China Company, Kittanning, Pa.
Furniture—American Billiard Table Company, Cincinnati, Ohio; Brumby Chair Company, Marietta, Ga.; O. Wisner Piano Company, Brooklyn, N. Y.; Krell Piano Company, Cincinnati, Ohio; N. Drucker & Co., Cincinnati, Ohio; St. Johns Table Company, St. Johns, Mich.; Grand Rapids Furniture Manufacturing Association, Grand Rapids, Mich.; Derby Desk Co., Boston, Mass.
Gold Leaf—W. H. Kemp Company, New York, N. Y.; Andrew Reeves, Chicago, Ill.; George Reeves, Cape May, N. J.; Hastings Company, Philadelphia, Pa.; Henry Ayers, Philadelphia, Pa.
Lumber—Trinity County Lumber Company, Groveton, Texas; Reinle Bros. & Solomon, Baltimore, Md.; Himmelberger Harrison Lumber Company, Morehouse, Mo.; Union Lumber Company, Fort Bragg, Cal.; St. Paul and Tacoma Lumber Company, Tacoma, Wash.; Gray's Harbor Commercial Co., Cosmopolis, Wash.; Far West Lumber Company, Tacoma, Wash.
Leather—Kullman, Salz & Co., Benicia, Cal.; A. B. Patrick & Co., San Francisco, Cal.; Lerch Bros., Baltimore, Md.
Paper Boxes—E. N. Rowell & Co., Batavia, N. Y.; J. N. Roberts & Co., Metropolis, Ill.
Paper—Remington-Martin Paper Co., Norfolk, N. Y. (Raymond Paper Co., Raymondsville, N. Y.; J.L. Frost Paper Co., Norwood, N. Y.); Potter Wall Paper Co., Hoboken, N. J.
Watches—Keystone Watch Case Company, of Philadelphia, Pa.; Jos. Fahy, Brooklyn Watch Case Company, Sag Harbor; T. Zurbrugg Watch Case Company, Riverside, N. J.
Wire Cloth—Thos. E. Gleeson, East Newark, N. J.

MISCELLANEOUS.

Bill Pasters—Bryan & Co., Cleveland, Ohio.
Railways—Atchison, Topeka & Santa Fe Railroad; Missouri, Kansas & Texas Railway Company.
Telegraphy—Western Union Telegraph Company, and its Messenger Service.
D. M. Parry, Indianapolis, Ind.
Thomas Taylor & Son, Hudson, Mass.
C. W. Post, Manufacturer of Grape Nuts and Postum Cereal, Battle Creek, Mich.
Lehmaier-Swartz & Co., New York City.
J. N. Mockett, Toledo, Ohio.

WHALING INDUSTRY.

United States Consul Gabriel Bie Ravndal, of Dawson, Yukon Territory, has furnished a report on conditions in the Far North, which contains interesting information regarding the whaling industry. The consul forwards copies of letters received from masters of whaling vessels. He writes:

"My correspondents maintain that wanton slaughter by bombs and otherwise of young whales is practiced at certain coast points by irresponsible parties operating from shore. During the year 1905, if I am correctly informed, the total number of bowhead whales caught by the North Pacific fleet was 74. They yielded 118,715 pounds of bone, valued at approximately $593,575. One of the largest catches was made by the William Bayliss. She brought to San Francisco 35,000 pounds of bone, valued at $150,000. The total tonnage of the whalers sailing from San Francisco consists of ten steamers and barks and six schooners, with a total tonnage of 3,766. Seven vessels escaped before the ice closed in and are now starting on their spring run north. The former American whaling fleet of some 1,000 vessels, plying all seas of the earth, since the advent of petroleum has dwindled to about 15 sailing from New Bedford, and less than 20 sailing from San Francisco. In 1857 the whaling industry of New Bedford had reached its highest point. At that time its fleet was worth more than $12,000,000 and required 10,000 seamen. Then came the Civil War and the discovery of mineral oils, and the whale fishery received its death blow."

Captain A. H. McGregor, of the steam whaler Karluk, writing from Herschel Island February 27, says:

"The fur trade is not worth the necessary outfit, even if we had the material to trade with, as the Hudson Bay Company is in supreme control. The whaling outlook is not rosy. The business is certainly falling behind. The last two seasons have been discouraging. If the bowhead whale is not protected he will soon be exterminated, not by the whale ship, but by the ruthless slaughter of irresponsible shore fisheries or whaling stations, most prominent of which are Point Hope and Point Barrow. In 1898 at Point Barrow alone they struck and (probably killed) something over 400 whales, only 25 of which were secured. In my time I have seen 14 ships with their boats lowered and all fast to whales and not one of them lost. Nowadays it is rare to see two ships securing whales at the same time. Captain Murray, who has a fifty-year experience, has seen between 50 and 60 ships at one time, either fast to whales or entting in, showing how the whale population has been devastated."

Captain W. F. Macomber, of the steamer Thrasher, writing from Herschel Island, March 3, says:

"Regaring whaling, I should say that the bowhead is being gradually exterminated, not so much by catches by ships, as there are at present only 12 steam and gasoline vessels in the business, but by the irresponsible parties on shore whaling, carried on from Cape Smith —that is, Point Barrow to Point Hope—where whales, mostly young ones, are bombed from the ice floes and boats, with a small percentage of them saved.

The whalers report they have sufficient supplies to subsist them until August with help of deer meat, which they were receiving in large quantities. The vessels were in safe harbors, and no danger was anticipated when the ice broke up. They expected to get out about July 10, which is an unusually early date for vessels to be released.

"LOSS" OF SHIP.

By the Merchant Shipping Act, 1894, it is provided that where the service of a seaman terminates before the date contemplated in the agreement, by reason of the wreck or loss of the ship, he shall be entitled to wages up to the time of such termination, but not for any longer period. On March 10, 1905, a seaman signed articles at the British Consulate at New York to serve on the steamship Oldhamia at £4 a month wages. By the articles he agreed to serve for a voyage not exceeding three years in latitudes which included Japan, Manchuria and Siberia. A state of war existed at that time between Japan and Russia. The Oldhamia subsequently left New York, it being stated that her first port of call was to be Hong Kong. On May 18, 1905, she was captured by a Russian cruiser in the neighborhood of the Straits of Formosa and her crew were put on board another Russian war vessel. On June 2 the Russians destroyed the Oldhamia, and later the seaman was taken to Hong Kong, whence he was sent to England as a distresed seaman, arriving on September 5, 1905. He then made a claim for wages from March 23 to September 5, and on the owner of the ship refusing to pay except up to May 18, he took proceedings in a court of summary jurisdiction to recover the sum claimed.

No evidence was given as to the nature of the cargo of the Oldhamia, nor that her capture was justified, nor that her destination was any belligerent port. The seaman did not, in fact, know the nature of the cargo, nor the destination of the ship beyond Hong Kong. On behalf of the owner it was contended that the seaman's rights to wages terminated when the ship was captured on May 18, as she was then lost within the meaning of the Act. The magistrate decided that the ship was not lost when captured, and that therefore the seaman was entitled to wages as claimed. The owner appealed to the High Court.

Without deciding whether the ship would have been "lost" if she had merely been captured, the High Court held that when the vessel was destroyed she was "lost" within the meaning of the Act, and that therefore the seaman was not entitled to wages after the time of such destruction.—Sivewright v. Allen, King's Bench Division, April 26, 1906.

As a consequence of the opening of the Simplon tunnel in May, a triweekly "train de luxe" is to be placed in service over the new route for passengers between England and Italy via Calais, Paris, Lausanne, and Milan Two day and two night express trains will also run between Paris and Milan via the Simplon, with through carriages from Turin, Genoa, Venice, and Milan to Geneva, Laussane, Paris, and Calais, and vice versa.

There are reported to be 15,000 hands on a strike in the linen mills of Belfast and Lisburn, Ireland. The grievances are over the present scale of wages and the question of the fine system, which, besides reducing the workers' weekly pay, seems to be the cause of considerable friction and dispute.

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ICELAND FISHERMEN'S INSURANCE

On November 10, 1903, a law was passed making the following provisions relative to life insurance for fishermen in Iceland:

Section 1. Henceforth the life of every native sailor engaged in deep-sea fishing on decked vessels in local waters shall be insured in conformity with the provisions of the present law.

Sec. 2. At the time of enrolment of the crew of a decked vessel, starting on a fishing trip, the person charged with the enlistment is required to prepare a special list containing the name, place of birth, age, and civil condition of every seaman referred to in section one, engaged as sailor, mate, or captain; and to forward this list, as soon as possible after the enlistment, to the Insurance Board provided for in section 4 of the present law.

Sec. 3. Every seaman insured in conformity with the present law is required to pay into the insurance fund specified hereinafter a premium amounting to 15 ore ($0.04) for each week's duration of the winter fishing season for which he is enlisted, and 10 ore ($0.027) for each week of spring or summer fishing, the premium being computed from the day of enlistment. The ship-owner may pay to the agent charged with raising the ship's crew, upon the discharge of his seamen, the amount of the premium, which shall be refunded to him from their part in the product or from their salaries, or he may deposit, beside, from his own money, in the insurance fund, half of the total premium for the crew collecting; his contribution shall also be the duty of the enlistment agent. The premium is payable at the time of enlistment and may be collected by seizure. The enlistment agent shall pay the amount of the premiums into the insurance fund each year at the expiration of the month of September, with two per cent deduction for the cost of collection.

Sec. 4. The Insurance Board shall be administered by three persons under State supervision. The Government shall name one member of the Board, the asociation of ship-owners having the largest membership in the country shall select the second, and the association of seamen having the largest membership, the third. Each year one of the members of the Board shall retire, the first time by drawing lots, and another shall be appointed or elected in his place; however, the member retiring shall not be re-elected or reappointed. If a member dies or retires for any cause whatsoever during the period between two elections, the Government shall replace him by a temporary member, until the permanent member can be regularly chosen. The Government may also dismiss a member and take the necessary measures for the selection of the new member. The Government may use, each year, the sum of 400 crowns ($106.80), charged to the insurance fund, for services and expenses.

Sec. 5. If a seaman is drowned or becomes the victim of an accident in the course of the period for which he has paid an insurance premium in conformity with section 3, there shall be paid by the insurance fund, to his assigns, widow, children, father and mother, brothers and sisters, a yearly allowance of 100 crowns ($26.70) during the four years next following.

If there are no claimants of this class, the sum shall revert to the insurance fund, unless contrary disposition has been made by a will conforming to law.

Sec. 6. If it happens that the insurance fund does not suffice to pay the annual allowances provided for in Sec. 5, the State treasury shall supply the deficiency, reserving the right to be reimbursed thereafter when the condition of the fund shall have improved. However, the contribution of the State treasury shall not exceed 15,000 crowns ($4,005) a year.

Sec. 7. Immediately after the establishment of the Board provided for in section 4, the Government shall issue, upon the recommendation of the Board, an order to regulate the execution of the present law.

Sec. 8. The present law shall enter into effect January 1, 1904.—Annuaire de la Legislation du Travail, 1904.

ARBITRATION IN NEW YORK.

One of the commonest objections to unrestricted immigration is its tendency to undermine the organizations of wage workers, which are now generally recognized as the principal defense of the American standard of life. The method of defense is through the substitution of collective barganing for individual contracts, in the making of which a single employe is necessarily at such a disadvantage that he seldom obtains the wage that free competition theoretically assures him. Collective bargaining makes for justice and in the long run for industrial peace, also, as it makes a trade dispute a very serious affair to be avoided at the cost of almost any effort. It is the foundation of arbitration in the industrial world, a conspicuous example of which is found in the important building industry of New York City. The arbitration agreement existing since 1903 between associations of employes and unions of employes is still somewhat experimental, but has just successfully accomplished a severe test. Two trades—the housesmiths' or structural iron workers, and the painters—had already withdrawn from the Board this year, when a dispute arose as to the wages of carpenters in Brooklyn, who refused to work at the rate fixed by the arbitrator, Justice Gaynor, and thereby incited the association of master carpenters to lock out the journeymen employed in the other boroughs. Fortunately, the dispute lasted only a week, the carpenters returning to work, June 18, at the former rate under an agreement for an increase after August 15. The State Bureau of Mediation and Arbitration has lately succeeded in adjusting several disputes in New York City, including one in a Brooklyn wire hat frame factory. Its intervention also contributed to the settlement of one of the funeral coach drivers' disputes in Manhattan in May. —New York Labor Bulletin.

United States Consul H. D. Van Sant sends from Kingston a clipping from a Canadian newspaper describing a "freak craft, a triple-jointed production, able to turn a couple of circles within its length." The main hull is 30 feet long, and the outrigger 25 feet, joined to the main hull by steel braces. Either hull can pitch independent of the other one.

The Teltow Canal in Prussia recently opened, besides establishing an important link between the eastern and western canal systems of that country, provides for an electric system of traction for canal propulsion. This canal cost about $10,000,000 and was constructed by the district Council of Teltow.

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SHIPPING LIVE FISH.

United States Consul-General Richard Guenther writes from Frankfort that experiments made in Germany with reference to cheap transportation of live fish have demonstrated that all kinds of fish can live for days outside of their natural element, water, under certain conditions.

This apparently wonderful fact will be easily understood by examining the breathing apparatus of fish. The gills of fish are an organ similar to the human lungs; the blood in them comes up close to the surface. The lungs exchange for the outside air, rich in oxygen, carbonic acid which has been formed in the lungs. On the other hand, the gills of fish are constantly washed by water containing oxygen. The thin membrane of the gills separates the blood in them, vitiated with carbonic acid, from the water containing oxygen and the practical result is the same as with the human lungs. Carbonic acid is exchanged for oxygen.

It had been noticed long ago that many kinds of fish could live out of water for some time, provided that the gills remain wet. The experiments made aimed at keeping the gills wet and to see to it that this moisture be well charged with oxygen. In order to keep the gills wet the evaporation of the moisture of the gills had to be prevented; for this purpose the fish were placed in an atmosphere thoroughly saturated with water vapor. An hermetically closed wooden box was filled with water to the depth of about one-third of an inch, or the bottom was covered with wet rags, which through evaporation kept the air in the box always saturated with water vapor. The fish were placed in a box, which was then shut hermetically by the lid.

Through a tube, reaching to the bottom, oxygen was introduced and allowed to escape through a tube in the lid. This oxygen before entering the box, passed through several water bottles which thoroughly saturated it with water vapor. In this way the fish are always in a pure oxygen atmosphere and a drying up of the gills is not to be feared. The result of the experiments was surprising. Carp, tench, bleak, and other fish remained in the box for from three to four days perfectly well. When they were then placed into water to be fed they swam about in a lively manner and appeared perfectly fresh.

It is expected that this mode of transportation for fish will become popular, as it is much more economical than shipping live fish in water tanks. By the latter method the weight of every shipment was 93 to 96 per cent water.

The North German Gazette publishes some figures from statistics relating to the trade of Hamburg, which will shortly be issued by the Bureau of Commercial Statistics of that port. From these it appears that the sea-borne merchandise exported and imported during 1905 amounted in all to 17,374,218 tons, with a value of $1,268,161,000. As compared with the preceding year, this shows an increase of 1,500,000 tons in volume and of $123,900,000 in value. The main increase was in the imports, but exports also exhibited a substantial advance.

In Java the planting of indigo is steadily decreasing by reason of the great increase in production of the synthetic article; in fact, much of the land on which indigo has heretofore been cultivated has now been turned into sugar plantations. Exports in 1903 were 1,297,274 pounds, and in 1905 540,452 pounds.

News from Abroad.

It is expected that Japan will open Dalny to international trade beginning in September.

The Czar dissolved the Russian Parliament on July 22, as a result of which a serious uprising of the people is feared.

Fines were recently imposed on two British army contractors for supplying adulterated foodstuffs for the use of the troops in Hounslow barracks.

Sir Douglas Fox, Past President of the Institute of Civil Engineers, has been invited to prepare plans for a Channel tunnel. Parliamentary sanction for the scheme will be sought at the next session.

The people of Colombia on July 21 celebrated the anniversary of their independence and in honor of the occasion the Government released all political prisoners. Peace reigns throughout the republic.

Prince Gutskuilubitski, Chamberlain of the Russian Court and one of the descendents of Rusik, the reputed founder of the Russian monarchy, has been stripped of all court honors on account of his revolutionary connections.

Santos Dumont has begun experiments with a flying machine which he has just completed. It is in the form of an enormous bird, 300 feet long, weighing 320 pounds, and driven by a twenty-four horsepower motor.

The Scottish members of the British House of Commons have selected Mr. Perie, Liberal member for the North Division of Aberdeen, to introduce a bill providing for the establishment of a Parliament for Scotland.

The French Chamber of Deputies on July 13, by a vote of 448 to 43, approved the declarations of Finance Minister Poincaire favorable to an Income Tax, thus insuring its adoption at the next session of Parliament. The project places the main burden on large fortunes, and exempts the smaller income.

A treaty of peace between Guatemala, Salvador and Honduras was signed on July 20, on board the United States cruiser Marblehead on the high seas off the Guatemalan coast. The peace commissioners adopted resolutions thanking the presidents of the United States and Mexico for their intervention.

The fire which started at Lyzran, Russia, on July 19, continued throughout most of the following day, and the whole of the city, with the exception of a small section near the railway station, was consumed. The conflagration has rendered homeless 35,000 persons, who also are without food.

An attempt was made on July 18 to assassinate Count Todleben, aide-de-camp to Emperor Nicholas, at the engineers' camp at Therau, between St. Petersburg and Thusselberg. The would-be assassin fired at Count Todleben with a revolver, the bullet grazing his head. He then made his escape.

Sarah Bernhardt has been refused the cross of the French Legion of Honor, after years of agitation on the question whether that distinction could be conferred on her.

There was a demonstration July 19, at the tomb of Emile Zola, commemorative of the acquittal of Dreyfus. Major Dreyfus was recognized among the gathering and was greeted with a perfect ovation.

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INFORMATION WANTED.

Ronald Miller, aged 18, a native of England, left the British ship "County of Merioneth" at Adelaide, Australia, in April, 1905, now supposed to be on the Pacific Coast, is inquired for by relatives. Kindly communicate with the Journal office.

World's Workers

Farm laborers in Hungary are organizing for the purpose of going on strike for better conditions next harvest time.

The Victorian Government has decided to buy 1400 acres of land at Maribyrnong, near Melbourne, to be used for workmen's homes.

The Christiana (Norway) trade-unions have purchased a building for a Labor temple, which, when altered, will bring the total cost up to nearly £80,000.

The Sydney (New South Wales) Bread Carters' Union are asking the bosses for an open conference, with the object of arriving at an agreement covering working conditions.

It is reported that President Roosevelt has issued an order requiring the observance of the National Eight Hour law by contractors on Government work. The effect of the order will be far-reaching.

The Philippine Commission has adopted a resolution favoring the scheme of the Hawaiian Planters' Association to transport Filipino laborers and their families to Hawaii to work on the sugar plantations.

In the British House of Commons on June 19, John Burns, President of the Local Government Board, announced that the Government intendded to appropriate $1,000,000 for the relief of the unemployed this winter.

The former unemployed workmen, for whose benefit the city of Moscow, Russia, recently inaugurated municipal works, have struck, demanding a reduction in the hours of labor from ten to eight. The Aldermen voted to decrease the laborers' pay in accordance with this reduction in the hours of work.

Under the Arbitration Court's award, delivered recently, the New South Wales Tobacco Workers Union is to get an increase of wages glad to be able to get back to Australia. It's hard to get employment over there. Wages have come down, living is expensive, and the country is no place for us."

No less than three unions are bringing the high and mighty New South Wales Railway Commissioners before the Arbitration Court of that State, for increased wages, etc. The unions are the Electrical Trades' Union, the Amalgamated Railway and Tramway Service Association, and the Government Tramway Employes' Union.

The Deutsche Arbeigber Zeitung, the organ of the German employers of labor says negotiations are in progress between employers' associations in Germany and Austria having in view an international union for the protection of employers against organized labor. The plan appears to be to give financial assistance to companies whose employes strike.

At a conference of the Federated Seamen's Union in Melbourne, Vic., Senator Guthrie presiding, it was decided to register under the Commonwealth Arbitration Act. Under the new rules adopted the organization will be called the Federated Seamen's Union of Australasia, and will be comprised of sailors, lamp trimmers, donkeymen, firemen, and trimmers.

Senator Guthrie (S. A.), and Messrs. Belfrage (Vic.) and Cooper (N. S. W.) have been appointed a central executive of the newly formed Federated Seamen's Union of Australasia, taking the positions of president, vice-president, and general secretary, respectively. The federation has a membership of 7500, inclusive of the New Zealand Union, which has joined but is not yet affiliated.

In dissenting from a decision given by the two other members of the New South Wales Arbitration Court, the employe's representative (Mr. Riley) said he would use his best endeavors to bring about a repeal of the Arbitration Act altogether, since it was evident it was not capable, in view of the way in which it was interpreted, of doing the work for which it was passed.

Negotiations between the Federated Seamen's Union of Australasia and the Steamship Owners' Association, regarding rates of wages and working conditions, having been postponed until the end of August, the Seamen's Union has given six months' notice of termination of the existing agreement, as from May 17. It is explained that six months' notice is required, and that this action is not a hostile one, but merely to protect the unionists' interests.

A real Indian prince, with wealth uncounted, and honored at home as one of the two chief native rulers, comes to our shores in the most unostentatious manner. He is here, he says, to study the great steel industry of America, and to get some ideas which he can apply in the enlargement of his public-school system in India. "If I have a hobby," he is reported in the New York World as saying, "it is education and free schools. We already have free schools in a part of my State, and I hope to have them throughout the whole." The Rochester Democrat and Chronicle, in the following brief editorial, gives a good sketch of his Highness, Maharaja, Gaekwar of Barodo, Sayaji Row III., as he is officially entitled:

The Gaekwar of Baroda is one of the most interesting foreign visitors received by this country in recent years. Under his rule Baroda has become about the most progressive of the Indian native States. It has an area of 8,226 square miles and a population of over 2,000,000. That is to say, it is considerably larger than the State of Massachusetts and is almost as thickly populated. The Gaekwar is not an independent monarch, as Baroda is a feudatory State under the protection and indirect control of the Viceroy of India, but there is none among the native rulers more fully trusted nor allowed a freer hand by the British Government. His English education seems to have thoroughly westernized him. In all his ideas of government and in his mode of life he appears to be altogether an Englishman and not at all an Eastern potentate. A Mahratta prince, of the purest blood, who will sell the ancestral treasures of the crown for the benefit of his people, as the Gaekwar has done, has advanced very far from Mahratta traditions. How much of the old Orientalism he may retain under the surface, circumstances have not yet revealed. He is an interesting personage, to whom the British Government points with pride as a living proof of the success of its method of governing foreign possessions.

Labor News.

The California Supreme Court has rendered a decision upholding the Child Labor law passed by the Legislature of 1905.

Street-car linemen in the employment of the United Railroads Company of San Francisco, are on strike for an eight-hour day.

By a vote of 125 to 2, the lower branch of the Georgia Legislature has passed the Child Labor bill. This bill is identical with the measure which already has the approval of a majority of the upper house.

The San Francisco Labor Council has instructed its secretary to ask Mayor Schmitz and the Police Commissioners to disarm imported strike-breakers and special policemen hired ostensibly to protect non-union workmen who are brought to that city to supplant striking union men.

The Union Hill Mining Company in Trinity county, Cal., operating a big hydraulic property between Douglas City and Lewiston, has voluntarily raised the wages of its 100 employes 25 cents a day, and at the same time reduced the day from ten hours to nine hours.

At a conference between representatives of the miners' organization and the owners of the largest coal mines in Ohio, located in District 4, in the southeastern part of that State, the strike in that section has been declared off, and 1000 miners will return to work after being out since April 1.

The 200 molders and coremakers in all the job and machine foundries of Columbus, with the exception of the plants of O'Brien Bros., H. Loudenslager and Edwin Paulton, struck recently for an increase in wages of 25 cents a day over the present scale of $2.25 for molders and $2.50 for coremakers.

Alexander Fairgrove, President of the Montana State Federation of Labor, has been expelled from membership in Mount Helena Miners' Union of Helena. Charges were made against Fairgrove that he used his position as President of the State Federation of Labor to fight the Western Federation of Miners, of which the Helena union is a local.

The officials of the American Tobacco Company have issued a formal notice to their army of employes in every State in the Union that hereafter that company will pay a death benefit to the beneficiary of any person in its service who draws not more than $50 a week in wages. This notice affects about 150,000 men and women. The company will donate in cash to any person finally designated a sum equal to the wages paid to such dead employe during the last year of his or her life, not exceeding $500. No payments are required of employes.

Under the name of the "Japanese Realty and Wrecking Company," several wealthy Japanese have gone into the wrecking and salvage business at San Francisco, and are now engaged on several contracts in the burned districts. The company claims to have within call 5000 men who can be placed at work at once should the necessity for any such number arise. It contracts to do the work either on a percentage basis or at a lump sum and pay the highest market prices for all salvage. This enterprise is the latest to be started by the local Japanese colony.

San Francisco Letter List.

Letters are advertised for six months and kept at the Sailors' Union Office for twelve months, all told. If not called for at the expiration of one year letters will be returned to the Postoffice.

Aagard, Chr.
Abrahamsen, A.
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Maack, Hans
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Mackenzie, Alexander
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Nelson, Carl M.
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Neuman, Johan E.
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Operbeck, Eugene
Orr, John
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Osterhuis, John
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Olsen, Emil M.
Olsen, John
Olsen, Johan M.
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Nilsson, Bernhard
Nilsson, Karl F.
Nilsson, Bror. E.
Noack, Hans
Nor, Karl
Norbin, Axel
Noruenborg, John
Nordlund, F.
Nordstrom, Edwin
Nordstrom, Oscar E.
Nurmi, Wiktor
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Silfverberg, H.
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Springborn, Max
Speckmann, Max
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Sterro, John E.
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Tonnesen, Hans
Thomas, Jos. W.
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Tierney, J.
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Udbye, Harold
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Bohn, J. W.
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Bohnhoff, H.
Brandenberg, A.
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Jensen, Chr.
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INFORMATION WANTED.

John A. McLeod, aged 23, who was one of the crew of the ship Khyber, of Liverpool, which arrived at Cardiff from Portland, Oregon, on the 8th of March, 1903, is anxiously inquired for by his father, at North Sydney, Nova Scotia. Any one knowing his whereabouts will please communicate with the Journal office.

INFORMATION WANTED.

Harry B. Douville is inquired for by his mother. Kindly communicate with the Journal office.

Johannes Hansen, a native of Schleswig, Germany, is inquired for by his mother, Address COAST SEAMAN'S JOURNAL.

Lars Gundersen, No. 312, a retired member of the Sailors' Union of the Pacific, is inquired for by his brother. Communicate with C. F. Hammarin, Sailors' Union Office, San Francisco.

Domestic and Naval

The schooner Rebecca Shepherd has been sold at Rockland, Me., by United States Marshal's sale to Captain William H. Strout, of Millbridge, for $3500.

The steamer Amethyst, owned by George T. Cook, of Halifax, was recently sold by the United States Marshal at Bath, Me., for $1150 to C. H. Low, of Boston, who held a mortgage for $32,000.

Beginning July 23, instead of August 24, the White Star, American, Atlantic Transport, Dominion, Leyland and Red Star lines have resumed the eastbound northern track. The change was originally made owing to the presence of icebergs off the Grand Banks.

The United States naval drydock Dewey arrived at Olongapo, P. I., on July 9, just 193 days after it sailed from Solomon's Island, Chesapeake Bay, having finished the perilous voyage of more than 12,000 miles with an average speed of 100 miles a day for the time it was in motion.

The Common Pleas Court at Philadelphia has ordered that the plant of the Neafie & Levy Shipbuilding Company of that city be sold at public auction. The petition upon which the sale was ordered was presented by the receivers, who have operated the plant for eighteen months. The Court fixed the minimum selling price at $300,000.

The Allan liner City of Vienna arrived at Philadelphia, Pa., recently from Glasgow after sighting many large icebergs off the Grand Banks. On July 3 three massive bergs were passed, while the same afternoon another berg, measuring about 120 feet in height and 700 feet in length, was sighted. On July 9, the liner passed a spar projecting five feet out of the water attached to wreckage.

The Fabre liner America from Bermuda, in tow of a tug, arrived at New York on July 19, about two weeks overdue. Her passengers told a story of hardships and anxiety while the vessel drifted about in mid-ocean with a broken shaft. They said that from the time the accident occurred, on June 16, they were provided with inferior and insufficient food.

The French Government has served notice on the hydrographic offices of the world that it has increased two of its Mediterranean lighthouses to a greater luminous intensity. One of the lights is at Senetose Point, on the Island of Corsica, and the other at Cape Rosa, Algeria. They have been increased from 12,000 to 30,000 candlepower each, and the luminous range has been increased to 25 miles. Both are white lights, but the one on the Island of Corsica will also have a red light with a luminous power of 6,000 candles and a luminous range of 19½ miles.

The fleet of transatlantic steamers operated by the International Mercantile Marine Company will be increased within the next three years by six modern vessels, embodying the latest ideas in marine architecture and capable of maintaining a speed of twenty-five knots. Plans and specifications are now being prepared abroad and the contract for their construction will shortly be awarded. It is supposed they will be built at Belfast, Ireland. The vessels, according to J. Bruce Ismay, President of the International Mercantile Marine Company, will not be equipped with turbine engines.

With the Wits.

Necessarily Light Draught.—"I see a new party is about to be launched, but it won't draw much water."

"Of course not. Salt Creek is shallow, you know."

Way Off.—"He'd like to be considered a conversationalist. His greatest ambition is to perpetrate a bon mot every now and then."

"And does he ever succeed?"

"No, he never will. He pronounces it 'boon-mot.'"

Not An Enthusiast.—"He seems to be very proud of that machine of his. He certainly is an enthusiastic autoist."

"Oh, not at all. You couldn't call him an enthusiast. Why, I've known him to let his business interfere with him."

Ominous—Editor-in-Chief—You say the theatrical syndicate objects to our new dramatic critic. What do they say about him?

Managing Editor—Nothing, except that they don't like his name.

Editor-in-chief—What is his name?

Managing Editor—Knox.

Possibility of a Mistake.—As Senator Bailey approached, a yellow editor was observed to dodge.

"What are you scared about?" asked one who had observed. "He wouldn't notice you."

"Wou'dn't, eh? Say, I've been mistaken for a mosquito before now."

Far-Sighted.—"I can't afford to spend any money now. I'm saving up."

"For next summer's vacation, I suppose?"

"Oh, no; I saved up for next summer's vacation last fall. I'm saving up for next Christmas now."

The One Sure Way.—"We must devise ways and means for securing the passage of this bill by the Legislature," remarked the senior partner. "It means a fortune for us."

"Well," replied the junior member, "I know the surest of all ways if we only had sufficient means."

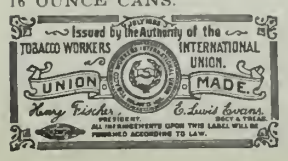
The Real Motive.—"Are you afraid of killing some of the golfers?" was asked of the railroad official who had sought an injunction to prevent the players from crossing the track.

"Not exactly that in itself," admitted the official, "but we shudder at the thought of the value that would immediately be placed upon the deceased."

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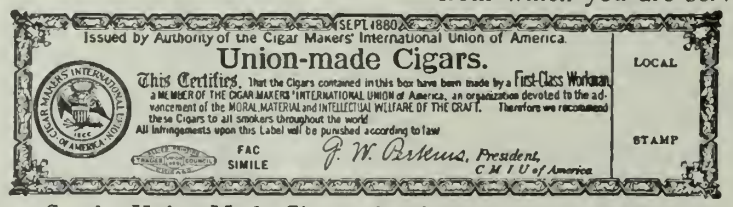
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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XIX. No. 46. SAN FRANCISCO, WEDNESDAY, AUGUST 8, 1906. Whole No. 982.

THE PRESS ON THE STRIKES.

IT ISN'T OFTEN that one finds any sense in the editorial columns of the average daily newspaper. In the discussion of labor affairs the press is particularly stupid, and usually strongly biased against the laborer. When one falls across an exception to this rule it becomes one's duty to journalism, to human intelligence and to common justice to rescue it from the oblivion in which it is born and place it where it may be seen of all men. Hence the reprint of an editorial from the Bulletin, of San Francisco, under date of August 1, as follows:

"Since the fire there have been a number of strikes in this city which have embarrassed the work of reconstruction and provoked some of the public to murmur. The murmurers declare that these strikes are inopportune and that the workingmen ought to bear their grievances and postpone their demands until affairs in the city shall have become settled.

"As there are likely to be more strikes in the near future, it is well for the public to take thought now concerning the situation and view both sides of the case before giving judgment against the workingmen.

"No one will admit more quickly than the workingman that strikes at the present time are calamitous. He does not enjoy a strike. It means to him and to his family privation, anxiety and a setback that takes him long to make up. Critics of the unions sometimes talk as if a strike were a mere lark to the strikers. They do not seem to consider that, much as a strike may put the public to inconvenience, it puts the striking union men to far greater inconvenience.

"The workingmen will admit, moreover, that a strike while the city lies in its present condition is justifiable only on the ground of extreme urgency. But he will contend that the strikes now in progress and those soon to be commenced are justifiable on that ground by the circumstances.

"Immediately following the fire, landlords in the unburned portion of the city raised rents on their tenants to amounts that few workingmen could afford to pay. Flats and houses that brought less than $35 a month before the fire are now rented for $70 and $80.

"Simultaneously, the cost of food has increased. The family dinner costs more than it ever did before. So does furniture, bedding and the clothing of womenfolk. At the same time credit has been stopped by most of the small business houses. The workingman must pay cash for everything he gets.

"Therefore, the workingman, especially if he belongs to one of the low-wage trades, must have more money. He is reluctant to strike, but his landlord, his butcher and his grocer press him to the act. He must have more money or reduce his standard of living.

"While hesitating between his reluctance to appear extortionate before the public and his reluctance to give up comforts to which he and his family are accustomed, the workingman beholds his employer rapidly accumulating wealth. In all lines of business there is great activity and prosperity. Contractors are so busy that they can hardly keep up with their work. Merchants say that they do not have to sell their stocks; customers come to the counters and compete for the goods. The sight of his employer's prosperity encourages the workingman to demand more money for himself. He thinks, not without reason, that he is entitled to some share of this prosperity; that he also ought to be permitted to make hay while the sun is shining.

"Many employers have conceded the justice of the workingmen's contention and have granted the demand for higher wages. The demand for labor is so much greater than the supply that the competition among employers has a strong tendency to lift up wages.

"These reflections may tend to make the public more patient with the strikers. Each strike, of course, must be judged on its own merits, and supported if it be worthy and condemned if it be not worthy of the public's approval. But it is not fair for members of the public to condemn a strike, as such, and without inquiring whether it be just or unjust. Disapproval without inquiry springs from deep-rooted class prejudice and not from any love of peace or of the city."

The Bulletin's views are almost too good to be true; that is, they are almost too sensible to escape suspicion of having been written by one who knows what he is talking about, and who, moreover, has enjoyed the unwonted liberty (under some species of managerial dispensation, presumably) of setting down the truth. In a word, the Bulletin editorial on the subject of "Why Workingmen Are Demanding More Pay" is excellent in its way and constitutes the solitary bit of common sense that has appeared in the San Francisco press since the beginning of history, i. e., since April 18, 1906. This, of course, isn't saying that one could not go a long way further back without being compelled to modify that statement. Not at all.

Another, and more familiar, example of newspaper opinion appeared in the Chronicle, of San Francisco, under date of August 2, which we also reproduce, by way of contrast, as it were, as follows:

"The strike of the linemen and track workers employed by the United Railroads is exceedingly unfortunate for the city, because it stops work which is of great importance to reconstruction. So long, however, as there is no disorder the public can get along. The public will not, at this time, endure coercive methods or intimidation. If the company can hire men to do its work, they must not be interfered with. If it can not, it will presumably have to yield or compromise. If the men whom it hires go prepared for trouble, nobody will be harmed if he does not provoke trouble. So far we have heard of no assaults by union men on those working, but the history of strikes in this city and elsewhere does not warrant the assumption that no assaults will occur. On the contrary, it warrants reasonable precautions against them. It is safe to say that nobody who does not intend to interfere with the workers cares a rap whether they are protected or not. It is, of course, the duty of the city to protect them, but the police force has been depleted by about one-fifth and the impossible must not be expected. The interests of the city require that work on the roads shall not be interrupted, but the city has no power either to compel men to work for present wages or to force the company to increase them. The matter must be settled by the parties directly concern d, and it must be settled without disturbance of the peace, and there will be no disturbance of the peace if the strikers keep away from the men who are at work.

"The Chronicle does not propose to discuss the merits of the controversy. One person is about as well qualified as another to judge what wages should be paid for labor on the tracks. There is this, however, to be said: The price which ought to be paid will depend largely on the kind of work which is done. Those who have employed a leisure moment in watching the men at work on clearing the tracks will probably conclude that, as to some of the workmen, if they were paid 50 cents a day they got too much. It is not too much to say that nearly one-quarter of the men employed were there with the deliberate intention to do as near nothing as they could. If there is to be a fixed minimum day's wage, it should be accompanied with the prescription of a minimum day's work. The majority of the men employed could be seen to be resolute workers, intending to earn their money. It would be interesting to know whether the leaders of the strike are from that class or from the shirkers. That fact, if known, would influence public opinion."

Doesn't it feel good to get down to the ground again? Sure! The intellectual atmosphere of the Bulletin is altogether too rarefied for ordinary endurance. Better the good old reasoning (?) of the Chronicle, which, even if somewhat of a strain upon teh understanding, can be read without blinking.

"So long, however, as there is no disorder the public can get along." In other words, so long as the Chronicle's peace of mind isn't disturbed, it cares nothing for the troubles of the strikers.

"If the men whom it (the United Railroads) hires go prepared for trouble, nobody will be harmed if he does not provoke trouble." That is to say, armed strike-breakers won't shoot anybody who is careful to keep out of the line of fire!

"The interests of the city require that work on the roads shall not be interrupted, but the city has no power either to compel men to work for present wages or to force the company to increase them." This means that the city must ride, even though it ride over the rights of the street car men; the city can do nothing but look on (and ride) and see to it that the company is permitted to break the strike by whatever means may be most available and least expensive—to itself.

"The matter must be settled by the parties directly concerned, but it must be settled without disturbance of the peace, and there will be no disturbance of the peace if the strikers keep away from the men who are at work." Exactly. Let 'em fight it out, provided they do so in an orderly and gentlemanly manner. There won't be any disturbance of the peace if the strikers permit the "men who are at work" to do all the fighting. Of course. The strikers can look for another job. Certainly.

"The Chronicle does not propose to discuss the merits of the controversy." To be sure not. The Chronicle never discusses the merits of any controversy. The Chronicle's mind was made up long ago. The Chronicle has inherited its

opinions from its ancestors, which opinions, by dint of frequent ventilation, are kept in a good state of preservation—good enough for those who take stock in them.

"As to some of the workmen, if they got 50 cents a day they got too much." Same thing applies to most workmen, only it ought to be about 25 cents a day. Human beings have been known to live on less. Not in San Francisco, perhaps; but then nobody is compelled to come to San Francisco, don't you know.

"It would be interesting to know whether the leaders of the strike are from that class (the 'resolute workers') or from the shirkers. That fact, if known, would influence public opinion." Just so. If the leader isn't all that he ought to be the cause itself ought to be condemned. Per contra, if the leader is a good man, his cause is good. The cause must be judged by its leader. Good leaders are always right and bad leaders are always wrong!

For bowelless indifference to every consideration of right, reason and good public policy the Chronicle takes the cake.

COMMENT OF THE PRESS.

The Unjust Injunction.

Another case of despotism through the power of a judge making use of his injunction whip. Judge W. W. Morrow of San Francisco has brought his restraining order proclivities into play at the behest of the Hammond Lumber Company and is reported to have definitely decided to issue a permanent injunction against the Sailors', Firemen's and Cooks' and Waiters' Unions next Monday. The strikers are to be restrained from interfering with the business of the lumber company, and it is up to the judge and the attorneys of the lumber barons to figure out what constitutes interference.

This decision is another of those sweeping orders that have become so common of late in labor disputes. It is another blow by an occupant of the bench against organized labor; another case of the utilization of a weapon which has been found by organized capital to be a most convenient one in enforcing the strike-breaking method of settling labor disputes. A strike is on and the shipowners are having the time of their lives to get enough strike-breakers to take the place of the strikers. They find it so difficult that the assistance of a judge is called in as the last hope for stopping the advance of the aggressive sailors.

The theory upon which the right of a judge to issue an injunction is based is that he shall have the power to prevent a threatened crime by the issuance of writs, whose aim should be to deter the would-be criminal from committing the act, and if he makes an attempt the court will be in a position to act promptly the moment he makes a move toward carrying out his intention. The whole theory of the power of judges to issue these orders presupposes that the ones against whom the writs are issued are contemplatsons asking a judge for the injunction.

In the present case the sailors do not contemplate the breaking of law. Yet an injunction is granted restraining them from doing that which they have no intention of doing. No better proof of the truth of this statement could be offered than the well-known fact that during the six weeks the strike had been in progress preceding the request for the injunction by the Hammond Lumber Company, there was not a single case of a sailor being arrested by any of the shipowners. Is it conceivable that if it really were the intention of the sailors to use lawless methods, that six whole weeks would pass without a single lawless act being committed that could be laid at their door? It is equally inconceivable that any act would be committed that would escape attention, for the companies certainly would have any striker promptly arrested who violated any law in carrying on the strike.

Not one such instance has come to light. On the contrary, the law-breaking has all been on the other side. The hirelings and paid thugs of the shipowners have shanghaied men and mere boys when they could not get sailors by legitimate means. They have gone to the extreme of committing murder in cold-blood, as was evidenced by the shooting of Kelner, the union sailor. Gun play on the boats and docks has been the order of the day since the strike was begun, and it has been the emissaries of the shipowners who have been threatening to shoot at the slightest provocation, and not the striking sailors. Any day the life of some sailor is threatened. Yet it is against this same sailor that the injunction is issued. Would it not be more becoming the dignity of Judge Morrow if he waited till the sailors actually threatened to commit some crime before dishing out his orders at the request of that party to the controversy whose hirelings have been guilty of the lawlessness thus far committed?

What makes "Government by Injunction" in the case of labor disputes so offensive to organized labor is that the power can be used by a judge so as to make of him what virtually amounts to a lawmaker. He places constructions upon existing laws which in reality amount to the making of new laws. Instead of being a court of justice where the law is impartially administered, the judge goes out of his way to use his power for the benefit of private and privileged interests. * * *

Still, what the judge and the employer do when the injunction method is resorted to is to forbid men from trying to induce their fellowmen to do something that they have a perfect right under the law to do. There would be as much reason in issuing an injunction against an employer forbidding him from making it disagreeable for one of his employes in order to make it an object for him to quit his job, or even forbidding him from discharging any of his help during a strike on the ground that doing so interfered with the business interests of the Sailors' Union and made it less prosperous and less able to carry out the purposes for which it was organized.

Would there not be greater justification in the latter course of reasoning than in the former, for what is the purpose of the two parties involved? The former exists for the purpose of making money without any regard for whether their operations injure society at large or not. If they can make larger profits at the expense of the people of a stricken city, that is what they consider their business, and they hold it is notbody else's business to interfere with their profitable operations, which are allowed by law.

Compare this with the purpose for which the sailors are organized. They stand for the betterment and improvement of several thousand men directly, and hundreds of thousands indirectly. The union stands for improving the material, physical and moral well-being of these men. Which is the most deserving business—that of the shipowners, whose sole aim is to gather in profits, or that of the union, whose aim and object is to better the men upon whom the future welfare of the nation depends in order that they and their families may live a more complete and fuller life? The judge juggling the injunction places the profits of the few above the welfare of the many. He places property above man, business interests above human rights guaranteed us by the Constitution of the United States, and sets himself up as a monarchial despot whose medieval reasoning must not be questioned under pain of jail and imprisonment.—Labor News, Eureka, Cal.

History-Making at Grays Harbor.

History was made Thursday when the Superior Court of Chehalis county issued a permanent injunction against the Longshoreman's Union of this city. The Gray's Harbor Stevedoring Company as plaintiffs had secured a temporary injunction against the Aberdeen Branch of the Sailors' Union. Wm. Gohl, agent, and Longshoremen's Union Local No. 2, Charles Larsen, President, A. Jonas, Recording Secretary, and M. Ingebrigtsen, Walking Delegate, as defendants.

The case was tried in the Superior Court, beginning July 18 and ending July 21. Judge Irwin handed down his decision Thursday making the temporary injunction permanent.

The evidence of the three days disclosed the fact that one defendant, a sailor, named in the complaint was involved, but during the entire trial no proof was introduced to show that a single longshoreman mentioned in the complaint had committed one lawless act, and the court in its opinion said:

"I deem it proper to observe that it appears from the evidence the officers of the Longshoremen's Union have conducted themselves with singular good judgment and discretion, and have endeavored to restrain the other members of their union from committing any unlawful acts, but were unable to do so."

Then why were these men enjoined? They were mentioned in the complaint, tried, and the court found that they had "conducted themselves with singularly good judgment and discretion," and had done nothing of a lawless nature, but had been unable to prevent others from doing so.

There are things that are difficult to understand, and this is one of them. Had the injunction extended to the sailors, the case would have been clear, but to involve the longshoremen, individually and collectively, also, in view of the evidence, is not clear.

The United Shipping and Transportation Association of San Francisco, for reasons best known to itself, decided to lock union seamen off its boats. For six weeks the Sailors' Union of the Pacific and the Transportation Association have been contending over the matter which applies to steam-schooners.

It being a San Francisco fight, nearly all the mill men of this harbor refused to bring the trouble to their docks. The S. E. Slade Company was an exception to this rule. Manager W. B. Mack barricaded his yards and sent for steam vessels. The usual disorder attending such industrial troubles followed.

The longshoremen of this harbor refused to load the vessels upon which there was trouble. They are a law-abiding body of men, organized for self-protection and mutual benefit. They promptly loaded every vessel where there was no trouble, but refused to touch the steam-schooners.

The S. E. Slade Company assisted and is assisting the United Transportation Association in its attempt to destroy the Sailors' Union. When the longshoremen refused to assist them in this matter, the Gray's Harbor Stevedoring Company was organized to destroy the Longshoremen's Union. Manager W. B. Mack of the Slade Company testified on the stand that he "advised" the formation of the Stevedoring firm. This firm is paying exorbitant wages to get men to defeat the longshoremen.

The Transportation Association robs the public, refused to treat with the sailors, organizes counter bodies to destroy longshoremen's unions, uses vast sums of money to purchase lawyers to get injunctions in courts and has its lobbies at work to secure laws letting in Orientals as workmen on this Coast. Cannot these men see that their plans are self-destructive?—Grays Harbor (Wash.) Post.

MINERS' CONGRESS.

At the recent session of the International Miners' Congress in Europe the report of the credential committee was to the effect that there are 708,200 miners in Great Britain, of whom 480,000 were organized, and had elected 14 members of the House of Commons. In France there are about 200,000 miners, and 150,000 are organized; they had two members in the French Parliament. In Belgium there are 135,000 miners, 65,000 of whom are organized, and they had two members in the Belgian Parliament. In Germany there are 600,000 miners, of whom 112,000 belong to the German Miners' Federation and 70,000 belong to the German Christian Miners' Federation. Austria has 135,000 miners, of whom 40,000 were organized in unions. The United States has 550,000 miners, 365,000 of whom belong to unions. It was therefore claimed that out of something like two and one-fourth million miners 1,282,000 were organized in trade-unions, and had sent 116 delegates to the Congress.

Resolutions were unanimously adopted demanding that, to prevent a recurrence of catastrophes such as that which recently occurred in France, there should be workingmen inspectors of mines, elected by the miners and paid by the State, possessing the right to visit the mines as often and whenever they chose, and with sufficient authority to insure that their recommendations shall be carried out. Mr. J. P. White, from the United States, said that workingmen inspectors could be elected in this country, but the workmen rarely possessed the necessary technical knowledge to pass the examination. The German delegates declared that in only about one-third of the mines of Germany were proper precautions taken to guard against accidents.

A new port will be opened in August on the coast of Wales by the Great Western Railway, called Fishgard Harbor. Over 2,000,000 tons of rock have been moved, a commodious railway station, electric cranes, power house, and marine depot, and six miles of sidings have been built, together with powerful breakwaters and sea-wall galleries for landing cattle. The new harbor is surrounded on there sides by high hills, two bold headlands six miles apart marking the entrance to the bay. It is expected to make Fishguard a port of call for ocean liners from Canada, the United States, South America, Australasia and eastern points, bound for Liverpool and Glasgow, as well as providing a new quick route from London to Ireland.

The British Consul at Cherbourg reports that the project for forming a deep-water harbor in front of that French city has been abandoned. On the other hand, a decree authorizing the building of a cement quay on the south side of the commercial basin will soon be issued. By the beginning of 1907 the outer commercial port and approaches thereto are to be dredged and cleaned, which will be a great advantage to vessels, as it is much in need of deepening.

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions)

CRIMPING IN MOBILE.

To the Editor of The Register:

Sir: The statement that an officer of the law, in the pay of the city, and pledged to suppress vice of every description could permit his office to become a willing and eager adjunct of the most disreputable set of lawbreakers will probably surprise and interest the citizens of Mobile. The facts as brought out in the case of Kademacher and Bergstrom vs. Thompson, recently disposed of in Judge Semmes' court, when the jury after a very brief retirement found Crimp Thompson guilty on both indictments revealed an almost incredible state of affairs at the time.

Two intelligent, orderly and well-dressed young men, it seems, were peacefully pursuing their way through the streets of Mobile, looking for employment. Both had considerable money in their pockets. Both are foreigners and have but the scantiest knowledge of the English language. Along comes a representative of the sheriff's department, who, after a minute's parley, unintelligible to the two strangers, takes them into custody and places them in confinement. No reason; no charge; no explanation. Almost immediately after their arrest Crimp Thompson appears on the scene. Thompson meets and has a chat with that misrepresentative of the law and incidentally gives half a dollar. Then he turns to the victims, sympathetically makes their cause his own. He explains a law—a peculiar law—obtaining in Mobile, which renders every man wandering through its streets, apparently without an object, liable to arrest, and to be sent to the coal mines. But Thompson is generous. He happens to know the officers. He will use his influence. He would save these men from the harsh fate of the coal mines. He has another chat with "the law," which is illustrated by another half-dollar. At last the officer yields and agrees to give these offenders of Mobile's sacred laws their liberty—provided they get out of town. Out of town? Why, yes—anything rather than the disgrace of prison or the coal mines. Thompson makes them a proposition. How would they like to go in a ship. Well, they are not sailors, but they would do their best rather than go to the mines. They are now bundled off after a number of drinks in the nearest saloon on board a Norwegian ship, bound to England. To make them realize that the Damoclean sword—in the shape of the coal mines—is still hanging over their heads, the sheriff shouts after the express wagon, "Let me know if they give any trouble." The chief mate and captain of the ship, noticing the utter greenness of the men, refused to employ them, but permit them to sleep on board that night—because Thompson and one of his negro henchmen were keeping watch on the wharf to prevent them going on shore. When they did venture back on Alabama soil the next morning, Thompson and his fellow vampire reversing their policy of "Samaritan sweetness," fell upon their victims, the former with a chunk of wood, the negro with a cobblestone, at which interesting juncture the avenger appeared upon the scene in the shape of the local agent of the Atlantic Coast Seamen's Union, who at once instituted legal proceedings, which have already culminated in transplanting Mr. Thompson to that blessed state of activity from which he succeeded in saving those men.—X. H. Leder, in Morning Register, Mobile, Ala.

INJUNCTION MARTYRS.

Ex-Mayor Walter L. Ramsdell, Alderman Henry L. Jacobs, Alderman Harry I. Jacobs, Business Agent J. D. McMahon, George Davis of the Building Trades Union and International Vice-President Walter Ames of the Machinists' Union spoke at the reception given by the Machinists' Union of Lynn, Mass., to Harry Ohlson and John Tagney, the young machinists who were martyred to the cause of unionism in serving ten days in jail at Salem charged with calling one of the strike breakers at the Essex Machine Company's plant in Lynn a "scab." They made addresses in which "Government by Injunction," was denounced.

Tagney, who had been in the employ of the Singer Sewing Machine Company, lost his position during his ten days' incarceration. At the reception which was held at No. 120 Market street, the headquarters of the union, Ohlson was formally initiated into the organization.

The complaints against Tagney and Ohlson, and which resulted in their arrest, were made by Putnam and Freeman Storey, two strikebreakers employed by the Essex Machine Company. Putnam says that they were going along Union street, near Central Square, Lynn, on the evening of June 12, when somebody cried: "There goes a scab."

For this alleged offense, Tagney, Ohlson, Robert Marshall and John Burke were haled into court, charged with contempt. They appeared before Judge Schofield in the Equity Session of the Superior Court in Boston. Ohlson and Tagney were adjudged guilty.

PERIL OF TRAVEL.

The terribly fatal accident which occurred recently on the railroad from Plymouth, England, to London is the more shocking because of its surprise.

It has become a matter of belief, inculcated by American travelers and confirmed by deductions from annual statistics, that in point of safety to passengers the English railroads are far superior to the railroads in this country. A good many homilies have been written on this subject, and the greater peril of American railroading has been expatiated upon.

It is therefore the more curious that the great railroad accident for the year in England should have for its victims only Americans. The killing of over a score of these, passengers on the American liner from New York completing their journey to London by rail, marks the disaster as awful.

So far as the cause of the crash of this fast train has been definitely ascertained, it seems to shake confidence in the claims which are made for greater solidity of construction and greater care in operation of railroads in Great Britain. One of the too frequent horrors of American railroad smashes, however, seems to have been absent. The crushed railroad cars did not take fire.—Boston Post.

NEW INJUNCTION POINT.

In Judge Fessenden's court, at Boston, Mass., recently, a test case in which William Smith, one of the members of the Tapestry Weavers' Union, of East Dedham, was charged with contempt in violating a court injunction, was decided and Smith was discharged.

His attorney, George Fred Williams, raised the point that an injunction issued against a labor union must be served individually on every member.

The case was an outgrowth of an injunction issued by Judge Scofield at the request of the Cochrane Manufacturing Company of East Dedham, restraining officers and members of Tapestry Union No. 529 from "interfering, intimidating or picketing."

Mr. Williams argued that a copy of a court's injunction must be served on each member personally, and Judge Fessenden upheld this position.

It is very probable that this decision will be argued before the Supreme Court. It is a matter of much importance, because large employers of labor recognize in it a danger of losing the opportunity of securing injunctions in the so-called blanket form.

The basis of the trouble between the striking tapestry workers and their employers consists of a fight for more pay. The strike was declared on June 1, and since that time the Cochrane company has been employing non-union help.

The company's attorney alleges that new employes have been constantly bothered, and that the business of the company has been seriously injured. It is also claimed that goods to the value of $20,000 have been destroyed on account of being held up in process.

END OF THE TEXAS.

The battleship Texas is destined to inglorious duty for the remainder of her days as a station ship at the United States naval station, Charleston, S. C., where she will become practically a floating boarding house for the enlisted men. Few vessels of the battleship class have been assigned to such duty, but the days of usefulness for the Texas as a warship are past, Uncle Sam considers. At least, he does not think it advisable to keep the ship in active cruising condition.

From the very day of her launching the Texas seemed pursued by a hoodoo. Ill luck followed her in after years, once to the extent of sending the vessel to the bottom of New York harbor.

The Texas is, perhaps, best known by her performance before Santiago, Cuba.

The last service of the warship was flag duty with the blue-starred pennant of Admiral F. W. Dickens, U. S. N., aloft. When the coast defenders returned from the winter maneuvers off Charlestown in the spring, Rear-Admiral Dickens' command was disbanded.

The Texas was then docked at Boston and went to the Portsmouth (Va.) Navy Yard for final stripping of her six-inch guns.

Demand the union label on all products!

Home News.

Russell Sage died at Lawrence, L. I., on July 22, aged 90 years. The fortune of the deceased is estimaed to exceed $100,000,000.

At Kingston, in Williamson county, Tenn., on July 25, a negress gave birth to six children. The children are well formed and all were alive at last accounts.

Thomas A. Edison has proposed a plan to fill in the East River, at New York City, in order to relieve the congestion of traffic on the bridges and in the tunnels.

Professor Omori, the earthquake expert of the Imperial University at Tokio, Japan, reports that the recent shock in California was strongest in a zone extending from Point Reyes to Point Arena.

The Tacoma (Wash.) city directory for 1906, issued on July 21, shows Tacoma's population to be 84,910—a gain of 10,040 over last year. The increase in population since 1900 is over 100 per cent.

In a decision made public on July 26th, Attorney-General Sturdevant holds that an ice combine exists in Lacrosse and that an offense has been committed. The important decision is also made that ice is a necessity of life.

In spite of all promises to the contrary, the railroads centering in Kansas City, Mo., are again mixed up in a rate war, which promises to equal that of 1890, when the fare from Kansas City to Chicago went to $1 for a one-way ticket.

Henry W. Miller and Frank E. Kincart, who pleaded guilty to subornation of perjury in connection with land frauds in Oregon, were recently sentenced by Judge Hunt at Portland, Or., to serve terms of one year each at hard labor in the Federal Penitentiary on McNeil's Island, Wash.

Offered for sale in a New York jewelry store is a perfect pearl weighing sixty-eight grains, for which the asking price is $15,000. The man who found it in a mussel shell on the Wisconsin bank of the Mississippi River only a few weeks ago sold it for 75 cents. The pearl came in a shell the size of a silver dollar.

Opium, morphine and cocaine today have nearly 50,000 abject slaves in New York City. The habit is spreading rapidly among physicians, a large proportion of the layers of odds and and bettors of all kinds—bookmakers, professional gamblers and race-track touts are victims. There is hardly a fallen woman in New York who does not sniff cocaine or use opium in some form.

The threatened strike of the United Brotherhood of Paper Makers has been averted. The United Paper Company, whose two mills at Schenectady, N. Y., are running day and night, will inaugurate a system of three shifts in the twenty-four hours instead of two, as in operation at present. The employes are to receive practically the same pay per day as under the two-shift plan. About 15,000 employes are affected.

The accident bulletin which has just been issued by the Interstate Commerce Commission for the three months ending March 31, 1906, shows the total number of casualties to passengers and employes to be 18,296 (1126 killed and 17,170 injured). The number of passengers and employes killed in train accidents was 274. The total number of collisions and derailments was 3490 (1921 collisions and 1569 derailments), of which 289 collisions and 167 derailments affected passenger trains.

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Pacific Coast Marine.

The engines formerly in the power schooner Corinthian, recently wrecked on Humboldt Bar, have been purchased by Thomas Crowley & Brothers, of San Francisco, and will be used in two new launches now nearly completed.

An official denial has been published in Paris of a report from San Francisco that France was abandoning her officia land military establishments on the Island of Tahiti preliminary to ceding the island to Great Britain.

One of the fastest sailing trips on record has just been completed by the barkentine Skagit, Captain Rose, which made the run from San Francisco to Cape Flattery in ninety hours. Seventy-two hours is the average time for the fast coastwise steamers.

Six cargoes of sugar, amounting to 174,565 bags, and weighing in the neighborhood of 10,000 tons, arrived at San Francisco on July 28. All the sugar came from Hawaii, and was in the following vessels: Bark Kaiulani, schooner W. H. Marston, bark George Curtis, schooner F. M. Slade, bark St. Katherine and bark Olympic.

The steamer Memphis of the Kosmos line arrived at San Diego, Cal., on August 4, for the purpose of taking on about 400 tons of structural iron for Central American coast ports. This is the first visit of a Kosmos liner to San Diego in more than four years, but it is believed that steamers of the line will be frequent visitors from now on.

The Japanese government has contracted for 2,000,000 barrels of fuel and refined oil, to be carried from this Coast within the next ten years to ports of Japan. The contract means an expenditure of of about $15,000,000 on the part of Japan, and it is said that the oil will be used principally in the warships and transports of Japan. The cargoes of oil will be obtained from the California fields.

The steamer Lansing, now under command of Captain C. F. Herriman, has cleared for Honolulu, by way of Monterey, where she is to take on a cargo of 45,000 barrels of fuel oil. The Lansing is the largest oil carrier in the Pacific. Since her arrival here a few weeks ago from New York she has been fitted up for the Pacific trade and she now starts out in regular business between this Coast and Hawaii.

A report was received from Nome, Alaska, on August 1, that the whaling schooner Monterey, Captain Foley, which put in there on June 20 with smallpox on board, had proceeded on July 28 for Point Barrow, with all well on board. The Monterey is to return to San Francisco later this season, and is expected to bring a good catch, a good showing having been made before she put into Nome.

The Kosmos liner Abydos, at San Francisco on July 31, brings news of the total loss of a large Norwegian steamer in Sarmiento channel, an arm of Smythe channel, near the western end of Magellan Straits, two days before the Abydos passed through the Straits. The crew of the Norwegian steamer, whose name was not learned, were landed safely at Punta Arenas, but the vessel and her cargo were a total loss.

A telegram received at San Francisco on August 2 from Falmouth, Eng., reported that the French bark Socoa, from Stettin for San Francisco, had gone ashore at Cadgwith, midway between Manacle Rocks and the Lizard. The crew were saved by lifeboats and tugs, although a heavy sea was running. It is thought that the vessel and cargo will be a total loss. The cargo, consisting mostly of cement, is insured in San Francisco.

Coal for the Empress liners, running from Vancouver, B. C., to the Orient, is to be hereafter taken from American mines in Pennsylvania, according to advices received at San Francisco. It is reported that a trainload of coal was lately started on the way across the continent for Vancouver for the coaling of these liners. The American coal has been found to be best, even considering the expense of the long haul from Pennsylvania.

The cargo of the Pacific Mail liner Manchuria, which arrived at San Francisco on August 2, is one of the richest that has come from the Far East in many months. It amounts to 6869 tons, and includes 375 bales of raw silk, 595 boxes of opium, worth about $500,000; 2724 packages of curios, 1701 bales of gunnies, 5415 rolls of matting, 9013 mats of rice, 1160 packages of spices, 24,058 chests of tea, 564 ingots of tin and much other merchandise.

The new Key Route ferry-boat, under construction by John W. Dickie at Alameda, Cal., was launched on July 31 and taken to the Union Iron Works to have her engines installed. She is a sister-ship of the San Francisco, for a long time regarded as the fastest ferry-boat on San Francisco Bay, and which has proven very satisfactory in every respect. The new boat may be named Contra Costa. It will be some weeks before she is read for service.

Low voices and carefully modulated tones are to be the rule hereafter in the offices of the Inspectors of Hulls and Boilers at San Francisco, according to a decision handed down by Captain John Bermingham, Supervising Inspector. This rule grew out of the complaint recently lodged with him by Henry S. Thomas, secretary for the port agent of the San Francisco bar pilots, charging Captain O. F. Bolles, Inspector of Hulls, with having talked to him in an insulting manner.

The steamer Xema sailed from Gravesend, Eng., on August 4, for an unannounced destination. It is believed she goes to seek buried treasure on Cocos Island, in the South Pacific. She is in command of Captain Grey, who made several trips to Cocos Island in his yacht Rose Marine. Earl Fitzwilliam bought the Xema in 1904 for use in the Cocos Island expedition, but found her too small for the purpose and bought the Harleeh of the Union Castle line. The Xema is magnificently furnished. Several women accompany the expedition.

The British steamer Apalache, Captain Mills, arrived at San Francisco on August 1, forty days from Hongkong and seventeen days and nine hours from Yokohama, with a large cargo of merchandise for Swayne & Hoyt. The Apalache is an oil tank steamer, but in returning from the Orient brings merchandise for the firm mentioned, in her tanks. When in the harbor of Yokohama, on July 7, the Apalache was in collision with the British steamer Athenian, cutting the latter vessel nearly in half. The Appalache herself was badly damaged, and was delayed an entire week in her departure from Yokohama.

Dr. David Starr Jordan, of Stanford University, says that the work of the California Fish Commission is the finest example of fish culture in the United States. Two years ago the total number of salmon eggs taken in this State by the United States Bureau of Fisheries and hatched by the California Fish Commission under one management aggregated 104,000,000 eggs, which is the banner record of the world. For the season just ended the figures reached 117,000,000, while in Oregon, where the conditions are supposed to be more favorable, the total take of salmon eggs for the year was approximately 18,000,000.

The old American ship Two Brothers lies at Union-street wharf, San Francisco, about to sail for Port Harford. For two or three years she has been laid up in Oakland Creek, while more modern but not better vessels came and went. Under the ownership of the Barneson-Hibberd Company, however, the Two Brothers may remain active indefinitely. So far as her real worth goes, say mariners, there is nothing better nowadays than the Two Brothers, whose frame is of Virginia oak, put together by Ebenezer Hinds, master builder for Peter and William Bradstreet, owners, on the Kennebec River, in Maine, in 1868. The Two Brothers has had a varied and interesting career, both in the Atlantic and Pacific.

The Alaska Packers' Association and kindred corporations' report of the salmon packing season of 1906 for the Behring Sea district, shows the pack this year to be 886,500 cases. There have been no reports from other Alaska districts. The North British Columbia district pack for 1906 is 299,000 cases. Columbia River's pack is not reported, but is said to be small. The packs are much smaller than last year, with the exception of the North British Columbia district, which is about 9000 cases over the season of 1905. In detail the season's pack is as follows: Alaska Packers' Association, six canneries, 480,000; North Alaska Salmon Company, five canneries, 125,000; Alaska Fisherman's Packing Company, one cannery, 53,000; Alaska Portland Packing Company, one cannery, 50,000; Columbia River Packers' Association, one cannery, 43,500; Northwestern Fisheries, one cannery, 38,000; Alaska Salmon Company, one cannery, 32,000; Nak Nek Packing Company, one cannery, 10,000; Red Salmon Canning Company, one cannery, 5000.

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F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. Particular attention is paid to insurance claims. Room 207, Merchants' Exchange Building. Phone, Temporary 394.

PROGRESS OF THE RACES.

The progressive strides taken by the United States in the last hundred years has turned the attention of the world to our shores, and immigrants come to us from all parts of the globe. The number coming here to better their condition has now passed the million mark in a single year, and if the doors were opened wide to the Orient and a favorable sentiment to their coming created, a stream of immigration would set in from that source which would eventually overwhelm the Pacific Coast. Those who Americanize and whose children and grandchildren become good American citizens have always been welcomed to this country. But the races of man are so different that they do not mix.

It was a mistake to bring the negro here, and doubly so because he was brought as a slave. It is likewise a mistake to bring the yellow man here, and particularly so because he is brought as cheap and servile labor, which is closely akin to slave labor. Their presence has a deteriorating effect upon the communities in which they live, because they cannot be assimilated; because their competition reduces the standard of living for those who toil for their livelihood and because they are not only more prone to adopt our vices than our virtues, but also more liable to impart their own vices to our growing civilization. Now, would not the races develop better if they worked out their destinies in separate countries? Corn grows best when cultivated by itself. Plant other cereals between the rows and both are stunted, for the one saps the life germs from the other.

On this Coast we are concerned chiefly with the yellow race. Would it not be better for us to determine once for all to work out our destinies separately. Let a white race build up and cultivate a civilization here and let the yellow race do the same on their own soil. To attempt to mix them will bring on an industrial war the outcome of which no one can foresee. All history teaches that if invading races were not driven from the countries they undertook to enter they drove the people of those countries away or subjugated them into some form of slavery or were subjugated themselves or were assimilated and absorbed by the people of the country they entered, or were strong enough to retain their own identity and absorb the people of the invaded country. We need not imagine for a moment that we can allow so persistent and industrious a race as is the yellow race to enter our country unrestrained without having changed materially our ideals and our civilization. This applies to the Japanese and Koreans with as much force as it does to the Chinese. One of the vexing problems that confronts this nation today is that of the negries in the South. Let us not heap upon ourselves an even more serious problem in the Golden West. Let the Mongolians become as great as the endowments of nature make possible for them, but let this take place in their own countries.

Let us be brave enough to do our own work with the aid of those who are or who eventually will become Americans in order that we may remain true to our ideals of liberty and equality, and develop enough independence and strength in the ranks of our own people soon to realize our ideals far more fully than we possibly can realize them under the present industrial conditions.—Labor News, Eureka, Cal.

COAST SEAMEN'S JOURNAL

PUBLISHED WEEKLY BY
THE SAILORS' UNION OF THE PACIFIC
Established in 1887

W. MACARTHUR, Editor | P. SCHARRENBERG, Mgr.

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ALLIED PRINTING TRADES LABEL COUNCIL SAN FRANCISCO

WEDNESDAY. - - - - - AUGUST 8, 1906

COMPULSORY ARBITRATION AGAIN.

The existing "labor troubles" in San Francisco, and the probability of more to follow, are causing great concern in certain quarters. Blind, bull-headed anger about expresses the attitude of the local press and prominent citizenship toward these "inopportune" manifestations of discontent on the part of labor. In the midst of darkness comes a bright and shining light, in the person of Mr. Franklin K. Lane, erstwhile prominent in the political life of San Francisco and California and now Interstate Commerce Commissioner. Mr. Lane proposes a court of arbitration, allee same New Zealand. To quote the gentleman's words:

> Another problem is the labor problem. You are threatened with a series of strikes. They may tie up the city. Every man must strive to avert such a catastrophe. In New Zealand they have a compulsory law for arbitration between capital and labor. I object to either capital or labor raising their prices because of our necessities. Let it be agreed that labor and capital will submit their disagreements to a court of arbitration—the Supreme Justice—the Archbishop or any other combination of leading men satisfactory to both interests. No man can say he is absolutely right. Questions must now be settled by fair dealing and equity.

Appropriately enough, these views were expressed at the annual dinner (ahem, banquet) of the Merchants' Association. The merchants received the light with high favor; but that fact doesn't necessarily attest the virtue of the proposition. Friend Lane is an agreeable speaker, no less so when delivering himself at a gastronomic function. But we can not help regretting, for the gentleman's own sake; that, in his desire to be agreeable to his hosts, he has voiced a thought that is repugnant to every thoughtful observer of the labor question, whether his viewpoint be that of labor or of capital. It is extremely unfortunate, we think, for Mr. Lane's reputation as a practical sympathizer with labor that he did not express some theory, however novel, of his own conception, rather than a proposition that has been practiced, and disproved, in the very land of its birth.

"In New Zealand they have a compulsory law for arbitration between capital and labor." This much is known to Mr. Lane and the gentlemen to whom he addressed himself, also to the newspapers that have quoted the address with approval. Everybody in the United States knows that much, but not everybody knows how the law works. Not everybody reads the COAST SEAMEN'S JOURNAL, therefore not everybody gets the news from New Zealand and other localities of the Antipodes. For the benefit of everybody, we quote from a recent issue of the New Zealand Worker, as follows:

> To-day the workers who were married to the Arbitration Court are seriously considering whether it is all that they thought it.
>
> Looked at in the light of satisfying all the desires of the working classes, the Arbitration Court has been, and will always be, a failure.
>
> Regarded from the point of view of a machine for adjusting disputes and preventing strikes, it has accomplished what it was created for—prevented strikes. It has sat heavily on the chest of unionism; it has by its protracted delays in dealing with disputes half strangled some unions, but it has prevented strikes.
>
> So much for the good it has done! What harm has it done? It has brought into existence a form of unionist who does not conceive any greater economic truth than that an application to the Court may produce a rise of a shilling or two a week.
>
> It has washed out all the sentiment of unionism; it has entirely abolished the larger landscape of Labor's possibilities; and has reduced unionism to a spineless inactive mass of political and economic inertia kneeling placidly at the feet of a tribunal for a shilling a day more.
>
> Not only has it done this, but it has split up the forces of Labor into isolated atoms without cohesion of any sort, until to-day we find the Labor movement in New Zealand a discordant tangle of dissimilar objectives—without any aim in common save that of getting better wages and conditions from the Arbitration Court.
>
> Now that the workers have failed to get all they want from the Court, what are they going to do? Wages have increased 8 per cent, the cost of living has increased 30 per cent. A clean loss to the workers of 22 per cent.

Of course, those who take the position that any law which "prevents" strikes, whether or not it removes the cause of strikes, is a good thing, may disagree with our New Zealand contemporary. We think it only fair to Mr Lane to assume that he is not one of these.

Criticism of the Compulsory Arbitration law is not confined to one paper, nor to one organization, nor to one locality. In fact, that system is condemned in unmeasured terms throughout Australasia. To quote another instance, being the views expressed by Secretary Belcher, of the New Zealand Seamen's Union:

> Referring to the award generally, the position is this: The Seamen have not gained one single concession. On the contrary, the Court have imposed further work on the poor fellows who now work eighteen hours a day, and deprived them of an overtime payment which they have hitherto been in receipt of. And this award has been made in spite of the fact that the evidence has proved the shipowners to be in an exceptionally prosperous condition. They are paying good dividends, are constantly adding large and costly vessels to their fleets—all paid for, on the evidence of Mr. Holdsworth, out of profits and earnings. . . . The fight has been unequal, and the power of the "almighty dollar" has again prevailed. I always believed that truth, right, and justice must prevail, but my faith in these virtues has been rudely shaken—so much so that my energies in future will be directed against Arbitration, which ignores truth and justice, and throws its weight into the scale against the worker.

Just another quotation on the subjec , and we are done, for the present. The Worker, of Brisbane, Queensland, which, in the humble judgment of the JOURNAL, is the leading labor paper of Australasia, speaking on the Compulsory Arbitration law, in its issue of July 7, says:

> The Worker's attitude toward this measure is well known. We have no enthusiasm on the subject. We can not pretend that we expect a good deal from it. Its inadequacy has been demonstrated in New Zealand. It has prevented strikes, but it has not done away with the necessity for strikes; that is to say, it has not prevented the exploitation of labor, nor greatly minimized it.
>
> Nevertheless, we recognize Industrial Arbitration as a necessary phase of our movement. The Labor parties of Australia have made up their minds that there is something in it, and whether there is or not only direct experience will convince them.
>
> When Labor has completed the capture of political power, it may be that the Arbitration tribunal will be shaped and sharpened into an instrument to make the thieves disgorge. But that is still in the future, and for the present the question is whether Arbitration makes for progress or acts as a soporific.

The Worker, as will be noted, qualifies its condemnation of the Compulsory Arbitration law by the hope that "when Labor has completed the capture of political power," it (compulsory arbitration) may amount to something. The JOURNAL is perfectly willing to second that hope, as applied to the United States. At the same time, we would make the obvious point that the day of complete capture of political power by Labor is a good deal further off in this country than in Australasia.

We might refer to the comment of the JOURNAL'S Australian correspondent, in the present issue, concerning the ineffectiveness of the Compulsory Arbitration law in New South Wales, just as we might refer to numerous other instances of the same sort that appear continuously in the Australian press. But enough has been cited to prove that the system of compulsory arbitration is a failure, a fraud and a farce. The opposition of British and American trade-unionists to that system is no longer a matter of argument based upon principle, but is become a matter of proof based upon many years of practice among its best friends.

Those who are anxious to insure peace between capital and labor must turn their thoughts in some other direction. If our friends, instead of flattering and cajoling the employing class with the suggestion of a system that will compel the other fellow to continue at work under the employers' terms, would tell the employing class just exactly what's what, and place upon that class its full share of responsibility for the labor troubles, some good might be accomplished. To suggest compulsory arbitration to that class which persistently takes the position that there is "nothing to arbitrate," is absurd. The spectacle of that class applauding that suggestion is one that is calculated to make the gods sacrifice their dignity to their risibilities.

The Pacific Coast Steamship Company's annual report, published on August 1, shows that the surplus of $120,000, which existed at the end of May, has been wiped out. This loss is attributed by the company to the "earthquake and fire at San Francisco, followed by the sailors' strike." Inasmuch as the company's losses from the first-named cause were comparatively slight, the showing of the books may be fairly construed as indicative of the progress made by the company in winning (?) its fight against the seamen's unions. Mr. Pyrrhus Pearce may well reflect upon the probable outcome of a victory (?) won at such cost. That gentleman would do well to reflect also upon the fact that he has only just begun to win (?).

The National Bureau of Labor Statistics, which has compiled figures showing the relative increase in wages and the cost of living, finds that the latter has increased forty per cent in the past ten years. Wages have also increased, but not in as large a ratio. Wherever wages have remained the same during this period, the result is to practically reduce them by forty per cent. This is exactly the position occupied by the seamen of the Pacific Coast. And yet the shipowners insist that they can not afford to grant the seamen an increase of about ten per cent!

For fair products of all kinds consult the JOURNAL'S ad columns.

EVERYTHING IS LOVELY!

By the way, it is now at least a week since we heard the statement that the seamen's demand for an increase of wages is "inopportune." Demands of that kind are now quite the fashion in San Francisco. Many unions, among these several which were themselves disposed to echo the "inopportune" cry against the seamen, have recently gone on strike for higher wages, and, better still, have won their demands. Plasterers, bricklayers, plumbers, box-makers, freight-handlers, bakers—these are but a few of the crafts that have won substantial improvements in their conditions during the past few weeks. The electric linemen, firemen and construction workers employed by the United Railroads are now on strike for an eight-hour day, and will probably win; at any rate, we hope they will.

Meanwhile, the seamen's unions continue their battle for an increase of wages in a certain class of vessels, said increase amounting to sixteen cents (SIXTEEN CENTS) per day on the present wage of $45 per month. Employers of labor on shore have found little difficulty in advancing the daily rate of wages from $3 to $4, from $4 to $5, from $5 to $6, from $6 to $7, from $7 to $8, in the respective callings. But the shipowner, poor man, can't see his way clear to increasing the wages of his employes from 1.50 to $1.66 per day, and found.

To be sure, the shipowner now admits that he isn't fighting against the seamen's demand for an increase of wages. The shipowner has built him a man of straw and christened it "Discipline." The shipowner is fighting for the maintenance of Discipline, for the right to "run his own business," and against the "dictation" of Andrew Furuseth. The shipowner has one consolation, anyway; when he gets tired or becomes ashamed of that excuse, he will experience little difficulty in finding another one equally good. The fact of the matter is that the shipowners don't seem to know what they are fighting about. Under the dictation of Schwerin, of the Pacific Mail Steamship Company, and George, of the Citizens' Alliance, the shipowners have been forced into a fight for their enemies and against their friends. When it's all over the shipowners will probably realize they have been pulling somebody's chestnuts out of the fire; they will probably realize, too, that that somebody isn't very much interested in the prosperity of the steamschooner trade.

Presumably the shipowners can stand it—for a while. Presumably, as long as the latter can stand it, no one else has any right to complain. The seamen, for their part, are not complaining. If anyone should ask, just say that the seamen are doing very well, thank you. The seamen are pleased to observe that their example in the line of "resuming the normal" has not been lost upon their fellow-workers on shore, and, further, that the said fellow-workers are meeting with much success in the effort to rehabilitate the general labor situation. The seamen are particularly pleased to reflect that they are bearing the brunt of the enemy's chief attack—that they are, so to speak, engaging the main forces of the Citizens' Alliance—thus making it impossible for that aggregation to offer any effective resistance in other directions. The seamen's day of victory will come in due course. For the present, as we have already remarked, the seamen are getting along nicely. We understand that the shipowners feel the same way about it. Everybody is satisfied. Hooray!

Labor Commissioner Stafford, of California, reports upon the recent arrival of Chinese and Japanese at San Francisco, as follows:

I beg to call your attention to the fact that while for the three months ending March 31, 1906, the net increase of Japanese was 2166, the net increase for the three months ending June 30, 1906, totaled 3606. On the other hand, while the Chinese net decrease for the first quarter of this year totaled 445, the decrease for the three months ending June 30th was 748. This suggests the possibility that, while some 200 Chinese left the country as a result of the fire, the same catastrophe would seem to have attracted 1500 additional Japanese.

The following is a copy of the report: April, 89 Chinese arrived from Asia, and one departed for that country, making a net increase for that month of 88. Of the 1531 Japanese who arrived during that month, 1493 came from Hawaii and 38 from Asia. The increase for that month was 1520. In May the Chinese decreased 282, and the Japanese increased 1265. For June, Chinese decrease, 554; Japanese increase, 821. Total decrease in Chinese, 748; total increase in Japanese, 3606.

These figures are significant as showing the need of determined and systematic work to prevent the flooding of the Pacific Coast States with the "cheap and nasty" Mongolian. Fortunately that need is fairly well supplied by the Japanese and Korean Exclusion League of San Francisco, to which body, more than to any other single agency, is due the fact that Chinese Exclusion still remains a practical measure of national policy. More power to it!

Our excellent contemporary, the Worker, of Brisbane, Queensland, now sports the union label. The design of the Australian label is almost identical with that of the Allied Printing Trades Council and bears the legend: "Typographical Union Label of Australasia." A shield in the center of the label displays five stars in the form of the Southern Cross, symbolical of the five Colonies. The Worker, noting the advent of the label in the journalistic field of Queensland, says:

Hail! The Union Label! This issue of the Worker makes its appearance with the magic emblem of fairplay stamped upon its frontispiece. It is the first paper in the State to do itself that honor; may others soon follow.

The Australasian Typographical Union has just issued this little mark, which is registered under the Commonwealth Act, and with the enthusiasm of a live organization behind it, it may be made a power for good in the upraising of trade conditions.

The Union Label is only a small thing to look at, but it carries with it a large significance. It stands for Unionism, and Unionism is the lever that is going to move the world.

We congratulate our Australian contemporary and fervently hope, as we confidently believe, that its example will be followed until the union label becomes among the organized workers and their friends in the Antipodes the power for good that it has been proved in the United States. Demand the union label on all products!

The authorities at Washington, D. C., have replied to the protest of the seamen's unions against the action of the Pacific Mail Steamship Company's steamer Curacoa, in importing a number of Mexicans to be used as a scab crew, saying that the question involved was settled (favorably to the Company, of course) in the Korea case. In other words, the Pacific Mail Steamship Company, being king on the Pacific Coast, can do no wrong!

The American boy, who doubtless has noted the complete indifference of the American shipowner toward him in the past, will not be slow to perceive the insult conveyed by the shipowners' advertisement appealing to him to accept service (as an officer, of course) for the sole purpose of aiding him (the shipowner) to defeat the seamen's demand for a slight increase in their present wage, or rather pittance.

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Aug. 6, 1906.
Regular weekly meeting was called to order at 7:30 p. m., H. G. Lundberg presiding. Secretary reported shipping medium. The Executive Committee reported the strike situation in good shape in San Francisco as well as all points along the Coast. The following amendment to the Constitution was introduced and laid over under the rules: Amend Article XVI by adding the following new sections: "Section ..... Members more than one (1) year in arrears in their dues may be reinstated upon payment of one (1) year's back dues, and such fine as the Union shall see fit to impose. Section ..... Members so reinstated shall not be entitled to any benefit from, nor to hold any office in this Union until after six (6) months from the date of such reinstatement."

A. FURUSETH,
Folsom-street Dock. Secretary.

Tacoma Agency, July 30, 1906.
No meeting; no quorum; men scarce.
H. L. PETTERSON, Agent.
3004 McCarver St. Tel. Main 808.

Seattle Agency, July 30, 1906.
Shipping fair; general situation unchanged.
P. B. GILL, Agent.
1312 Western Ave., P. O. Box 65. Tel. James 3031.

Port Townsend Agency, July 30, 1906.
No meeting; no quorum; shipping fair; few members ashore.
WM. THORBECK, Agent.
114 Quincy St. P. O. Box 48. Tel. 443.

Aberdeen Agency, July 30, 1906.
Shipping good; men scarce.
WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

Portland (Or.) Agency, July 30, 1906.
No meeting; no quorum; shipping good; men scarce.
D. W. PAUL, Agent.
40 Union Ave. Tel. East 4912.

Eureka (Cal.) Agency, July 30, 1906.
No meeting; no quorum; shipping and prospects medium.
CHAS. SORENSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, July 30, 1906.
Shipping fair; prospects uncertain.
HARRY OHLSEN, Agent.
P. O. Box 2380. Tel. Main 774.

Honolulu (H. T.) Agency, July 23, 1906.
Shipping dull; prospects uncertain.
C. COLDIN, Agent.
821 Alakea St. Tel. Main 96.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, Aug. 2, 1906.
Regular weekly meeting was called to order at 7 p. m., Ed. Andersen in the chair. Secretary reported the strike situation practically unchanged.
EUGENE STEIDLE, Secretary.

Seattle (Wash.) Agency, July 26, 1906.
No meeting; shipping fair; very few men ashore.
LEONARD NORKGAUER, Agent.

San Pedro (Cal.) Agency, July 26, 1906.
No meeting; situation fair.
CHAS. M. DAWSON, Agent.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, July 30, 1906.
Situation fair.
WM. PENJE, Secretary.
143 W. Madison St.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston (Mass.), July 30, 1906.
Situation unchanged.
WM. H. FRAZIER, Secretary.
1½A Lewis St.

ATLANTIC COAST MARINE FIREMEN'S UNION.

Headquarters, Brooklyn (N. Y.), July 25, 1906.
Shipping good.
DANIEL SULLIVAN, Secretary.
15 Union St.

DIED.

Peder Brown, No. 708, a native of Finland, aged 51, died on voyage to Alaska, May, 1906.

Alexander Schultz, No. 1766, a native of Russia, aged 36, drowned at Portland, Or., on August 3, 1906.

ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)

MORE LAKE VESSELS.

Orders for a total of twenty-nine new vessels for delivery this fall and next spring, are now in the hands of the Lake shipyards. Of the twenty-nine vessels, twenty-eight are bulk freighters; the other is the new D. & C. passenger steamer.

On Wednesday, July 18, at Cleveland, Ohio, six new bulk freighters were ordered, to cost $2,570,000, and President James C. Wallace of the American Shipbuilding Company booked five of the orders. This new mark fills all the berths of the American Shipbuilding Company for early delivery in 1907. The sixth order went to the Great Lakes Engineering Works, of Detroit. The orders for the new ships were all placed by Cleveland parties.

The carrying capacity of the new ships will range from 9,000 to 12,000 gross tons. Upward of 25,000 tons of material will be used in the construction of the new ships. The largest order was placed by the Pittsburg Steamship Company, which is the Lake end of the United States Steel Trust. President Coulby of the steamship company closed contracts for four steamers to have a carrying capacity of 12,000 tons, to cost $455,000 each. Three of the steamers will be built by the American Shipbuilding Company and the contract for the fourth boat went to the Great Lakes Engineering Works.

The new ships will be duplicates of the steamers Morgan, Rogers, Realm and Widener, which President Coulby ordered last year, and of which the Morgan is the only one that has gone into commission. They will be 600 feet over all, 580 feet keel, 58 feet beam, and 32 feet deep. They will have thirty-six hatches, spaced 12-foot centers. The new steamers will have triple expansion engines with cylinders 24, 39 and 65 inches, with 42-inch stroke. Two Scotch boilers 15 feet 4 inches in diameter, and 11 1-2 feet long will furnish the steam. The boilers, which will be allowed 180 pounds pressure, will be fitted with the Ellis & Eaves draft.

The construction and fit-out of the new boats will be the same as the four big steamers that were ordered for this year's delivery.

The next contract according to tonnage was placed by Pickand, Mather & Company. The local firm placed an order with Mr. Wallace for a steamer to be 552 feet over all, 532 feet keel, 58 feet beam and 31 feet deep. She will carry about 11,000 tons, and will cost $415,000. She will have triple expansion engines with cylinders 23, 38 and 63 inches, with 42-inch stroke. She will have two Scatch boilers 14 1-2 feet in diameter and 11 1-2 feet long. They will be fitted with the Ellis & Eaves draft, and will be allowed 180 pounds pressure.

Charles O. Jenkins, who operates a number of steel boats, placed the sixth order, which calls for a 9,000-ton steamer. This ship will be a duplicate of the steamer Charles S. Hebard of the Wilson fleet, which came out this season. The Jenkins boat will be 524 feet over all, 504 feet keel, 54 feet beam and 30 feet deep. She will have triple expansion engines, the cylinders of which will be 23 1-2, 38 and 63 inches, with 42-inch stroke. Her boilers will be of the Scotch type and will be 14 1-2 feet in diameter and 11 1-2 feet long.

The steamer that the Great Lakes Engineering Works will build for the Pittsburg Steamship Company will be turned out at the Ecorse plant, but President Wallace has not decided where the keels for the five steamers that he secured orders for will be laid. All the boats that the American Shipbuilding Company build for the Pittsburg Steamship Company will be turned out at the South Chicago yard and that plant will probably get some of the business.

The American Shipbuilding Company now has orders for seventeen freight steamers and a big side-wheel passenger steamer for the D. & C. line for delivery this fall and next spring. Most of the new boats will come out until 1907. The eighteen ships will cost about $8,000,000. The passenger steamer will cost more than any other ship that was ever built on the Lakes. Six of the steamers that the company has under contract are of the 600-foot class, and the smallest boats will carry 7,500 tons.

LARGEST STEEL PLANT.

The United States Steel Trust's proposed establishment at Gary, Ind., of what will be the world's greatest steel plant is a development considered of much importance to the Menominee and Marquette iron ranges.

Obviously, it is pointed out, they being much the nearest sources of ore supply, the two fields will be called upon to furnish a greater tonnage of raw material than were the big company to confine its operations to its present manufacturing centers. This increase in allotment is estimated at several millions of tons annually, and the great bulk of it doubtless will be forwarded from Escanaba, the only ore shipping port on Lake Michigan, at the foot of which the proposed great steel center is to be located.

A comparison of distances from the various ore shipping ports of the Lake Superior region shows that on shipments from Escanaba a haul of approximately 1000 miles would be saved. This means that, with the Gary works in commission, much of the Steel Trust ore now forwarded from Marquette would be diverted to Escanaba and shipped from that port, the tonnage retained by the old route being that consigned to Lake Erie.

Escanaba is already one of the largest ore shipping ports on the Lakes—it ranking third last season, being exceeded by only Duluth and Two Harbors—but even now it is prepared to handle a considerably larger tonnage.

REGARDING BAGGAGE.

Delegate Scanlon, of the Detroit Agency, requests that all members take note of the following facts regarding baggage and mail:

The Express Companies refuse to accept for shipment any out-going baggage unless the charges are prepaid, and refuse to deliver any baggage to boats unless the charges are prepaid. Therefore, if you are sending your baggage to your boat, via Detroit, or having it put off at Detroit to be shipped to you, you should prepay the charges. Otherwise, you will not get it.

Demand the union label on all products!

STILL MORE ORDERS.

Three more bulk freighters were ordered on July 19. The Great Lakes Engineering Works, of Detroit, Mich., secured the order, making six vessels which that firm has contracted to turn out before the next opening of navigation. The three new vessels will cost $1,185,000. Thus the total of two days' business by this firm is more than $3,750,000.

The vessels were ordered for parties that are interested in the steel trade and have their own ore mines in the Lake Superior district.

The largest of the steamers will be built to the order of William P. Snyder, the well-known iron man of Pittsburg. She will have a carrying capacity of about 11,000 tons, and her dimensions will be different from any of the boats that have been built recently. She will be 574 feet over all, 554 feet keel, 58 feet beam and 32 feet deep. She will have triple expansion engines, the cylinders of which will be 24, 39 and 65 inches, with 42-inch stroke. Her boilers will be of the Scotch type and will be 16 feet in diameter and 12 feet long. They will be allowed 170 pounds pressure. The Snyder boat will cost $450,000.

Pickand, Mather & Company closed with the Detroit firm a steamer to be a duplicate of the boat they ordered from the American Shipbuilding Company. She will be 552 feet over all, 532 feet keel, fifty-eight feet beam and thirty-one feet deep. She will have triple expansion engines with cylinders 24, 39 and 65 inches with 42-inch stroke. Steam will be furnished by two Scotch boilers, 16 feet in diameter and 12 feet long, to be allowed 170 pounds pressure. This ship will cost $435,000.

The order for the third steamer was placed by Pennsylvania furnace interests. This boat will have a carrying capacity of about 7,500 tons and will cost $300,000. She will be 440 feet over all, 420 feet keel, 52 feet beam and 28 feet deep. She will have triple expansion engines and Scotch boilers. The new boats will be built at the Ecorse yard.

Ample proof of the efficacy of the hand fire extinguishers required on Lake vessels by the recent regulations was given at Trenton recently. Flames broke out in the casino on the dock at Trenton, while the little ferry steamer Monguagon was lying alongside the dock. The fire extinguisher on board was quickly placed in operation and the conflagration was quenched in short order. The captain made a visit to the Detroit Inspectors to tell them what a good thing the new rumg had proved.

An appropriation of $50,000 for a new lighthouse and fog signal at the Rock of Ages, Kellar's district, has been made. One appropriation of $25,000 for surveying and preliminary work had already been made. Before the job is completed it will probably cost $100,000, the maximum amount allowed under the Act of Congress.

For lights on the Pierhead range at Holland on the east shore of Lake Michigan an appropriation of $6,000 has been made and $50,000 has been appropriated for a lighthouse and fog signal at the entrance of the refuge harbor at Milwaukee.

TO IMPROVE BUFFALO HARBOR.

Plan C. for the Buffalo River and Cazenovia Creek improvement has been approved by the Board of Councilmen. Plan C. is a cross between plan A and B, the Commissioner of Public Works said, in explaining it to the Councilmen, with his approval.

It provides for widening, straightening, enlarging, clearing from obstructions, dredging, deepening, dyking and embanking Buffalo River and Cazenovia Creek for the purpose of altering their courses, for the construction of new channels for them and for putting the Buffalo River in a navigable condition within the city limits of Buffalo.

The work is divided into four sections as follows:

Section 1.—Outlet drainage channel from Buffalo River to Lake Erie.

Section 2.—Buffalo River from the south line of lot 65, Indian reservation, to its junction with Cazenovia Creek.

Section 3.—Buffalo River from its junction with Cazenovia Creek to the easterly city line.

Section 4.—Cazenovia Creek from its junction with Buffalo River to Cazenovia street.

Plan C will make the new channel about one mile longer than the present one, but the additional expense incurred that way will be offset by the expense that will be escaped in avoiding the plan which threatened to bring trouble and lengthy proceedings from the owners of some of the adjacent property.

MARINE ITEMS.

An appropriation of $20,000 has been made for range lights off the Superior pierhead in Lake Superior, near Duluth.

Temporary lights have been put in every spring on the Peche Island range. They are placed on clusters of piles in Lake St. Clair. Every winter they were carried away by the ice and it cost fully $1,000 each spring to replace them. The new lights will be put on a solid foundation of cribbing and will be permanent.

The steamer Mecosta bears the distinction of taking the first cargo of iron ore from the Chicago, Milwaukee and St. Paul company's new ore dock at Escanaba, Mich., which was completed recently at a cost of $1,000,000. The new dock was placed in commission on July 20, and shipments from this point by the Milwaukee will be doubled.

An appropriation of $18,000 for two range lights on Peche Island is included in the list of amounts which the last Congress voted to apply to the improvement of the lighthouse service on the Great Lakes. The appropriations were made in the Sundry Civil bill and the Deficiency bill passed by Congress on June 30.

There are 7,409 millionaries living in the Kingdom of Prussia, according to the recent taxation figures; but they are millionaries in marks (23.8 cents each), not dollars. There are 23 persons each with over thirty million marks, 24 possessing twenty to thirty millions, and 146 with ten to twenty millions.

United States Consul Metcalf, of Newcastle-on Tyne, Eng., furnishes a paragraph from a British shipping periodical, which states that the British India Steam Navigation Company has distributed orders among Clyde, Belfast and Sunderland shipbuilders for 20 steamers. Commenting upon this order the Newcastle Journal says:

It is seldom that such large contracts are given out by one company, but the British India Company recognizes that the life of a modern ship is short, and that a shipping company which would keep in the front rank must renew its fleet at comparatively brief intervals. The orders now placed indicate in an unmistakable way how thoroughly and on how large a scale this company means to maintain its fleet in the most modern and efficient state.

Lake Letter List.

All mail advertised in these columns as remaining at Detroit Marine P. O. is sent to the Dead Letter Office at the expiration of two weeks.

Manitowoc, Wis.

Angus, Robert,
Anderson, Mrs. J. D.
Bailey, Wm. F.
Bailey, K. M.
Beahan, Edward (3)
Beal, Lee
Belill, F. P. (W. P. Snyder)
Blair, Andrew A. (S. M. Parent)
Blair, Mrs. D. C. (Bulgaria)
Bonnah, Harvey (Roumania)
Boyle, Wm. E.
Brown, Jas. (W. C. Brown)
Carlson, G. A. (Vulcan)
Carr, John G.
Case, Charlie (M. C. Smith)
Cavanaugh, Wm. (Vulcan)
Cicero, Joseph (Albright)
Coakley, D. J. (James)
Collins, Claude S. (Seapa)
Coons, Fred C. (Amcrica)
Couper, E. J. (Jimiata)
Covert, Geo. (Hawgood)
Davis, Jas. (Squire)
Dekehre, Miss Madeline
De Mars, T. T. (Maythern)
Dorman, G. L. (Princeton)
Duffy, G.
Dyotte, Eddie (Beatty)
Edgecomb, Morgan (Ralph)
Fairbanks, H. A.
Farquhar, Elmer J.
Flescher, Harry (Waldo)
Foglesang, Sam
Forrester, Roy
Goble, A.
Greenley, A. J.
Hamilton, John—2 (Jenness)
Hanlon, Thrse
Hanlon, D.
Hanny, John
Hart, F. W.
Hawkins, Ben (Nye)
Hem, Lester (Sherwin)
Houghton, Alf. H. (Case)
Hurbut, Geo.
Ingles, Robert—3 (Oliver)
Iverson, Martin (Rensslear)
Kamhout, P. H. (Rensseler)
Kelley, Ed.
Kenway, Phineas P.
King, Joseph
Kollie, Jas. W. (Jenks)
Knappe, Adolph (Smeaton)
Krug, J. T. (Treasure)
Kruse, Joseph
Landers, James (Bay City)
Latart, Edw. (Wyoming)
Lawrence, Frank
Lawson, Archie (Butler)
Laycock, J. E. (Massachusetts)
Longe, Geo.
MacDonald, A. T.
Marsh, Walter (Stanton)
McCarthy, Dalton (Fay Brown)
McDonald, Alex.
McMann, Fred
Mendel, Albert
Moore, Carl (Hoyt)
Moore, Floyd E.—3 (P. Mirch)
Morrison, Archie
Morrison, Geo. C.
Nolan, Frank
Nelson, Chris (W. D. Rees)
Payne, S. E.
Post, Harry W. (Jenks)
Prank, H. R.
Primeau, Elmer (Clarion)
Ralph, Roy S.
Reid, John—2 (Olympia)
Reid, Donald E. (W. L. Smith)
Riford, Chauncey W. (C. W. Warner)
Rinkel, Willie (2)
Roberts, Claud
Rosbock, Arthur (Lagonda)
Roth, Mathias (Wawatam)
Seymour, Isabella
Scham, Walter (Butler)
Smith, Geo. C.
Smith, Chas.
Svensen, Emil Squire
Tansey, M.
Terry, Fred (Zenith City)
Thibodeau, Louis
Vasbinder, Maroin (Bangor)
Van Dusen, Dan (S. Eddy)
Vinger, Frank
Wallem, Conrad (Louisiana)
Whitcomb, Walter (Sillwood)
White, W. Jack
Wilson, W. (W. L. Brown)

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)
143 West Madison Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, WIS.....133 Clinton Street
Telephone 240 South.
BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.....87 Bridge Street
Telephone 552.
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AUSTRALIAN NOTES.

(For the Coast Seamen's Journal.)

Something out of the common has just taken place here in connection with politics. Two prominent politicians have tendered their resignations. It appears that one, John Norton, the member representing Surry Hills, accused W. A. Holman, a Labor member, of shady transactions. Holman denied the same. This did not satisfy Norton, who challenged the Labor man to resign, declaring he would do the same, so that the matter in dispute could be fought out in Cootamundra before the electors.

The general opinion is that this old game of bluff on the part of Norton is about played out. He did not expect that his hand would be called. The only trouble now is that it will not be a clear-cut issue between the two M. P.'s, as several other candidates are in the field, but the sympathy, even of Labor's enemies, is with the Labor man.

The election takes place on July 28, at Cootamundra, and the result will be known here on the 29th. Just to give the readers of the Journal an idea of the calibre of the two individuals, the Commodore's opinions are as follows: W. A. Holman, Labor M. P., is a practical cabinet-maker, a young man and a first-rate orator, having a splendid grasp of economics. He entered politics twelve or fourteen years ago and has stood the test and kept his campaign pledges to the letter, in the cause of labor. A few years ago he took a notion of studying for the bar, and the result is that at present he is a barrister, with a fair amount of practice. As a man he is respected by all classes in and out of Parliament. To prove this, here is an expression of the President of the Reform League, which is an organization absolutely opposed to the Labor party in politics: "That, as Mr. Holman is seeking to vindicate his honor as a public man and to answer before his constituents charges of corruption which have been laid against him, and under these circumstances the Council are of the opinion that they should not interfere; but, at the same time, that the Council's action should not be understood that they agreed with W. A. Holman or his socialistic friends, and that they would oppose him at any other time as they were anti-socialists.

John Norton is an able man, as far as education goes, a journalist, editor and conductor of the Sunday paper, Truth. That paper is about the most up-to-date example of gutter journalism that it is possible to conceive of. At one time he was mixed up with the Trades Hall people, but as he could not make use of them he dropped away and now he is on the side of John Norton, first, last and all the time.

The Commodore can say without fear of contradiction that the Labor opponent has had more narrow squeaks of being sent to prison than the average common crook, but somehow or other he happened to bluff the police courts, as I think that there is a certain amount of fear of being ridiculed in the columns of Truth. There is also another point in Norton's game, and that is that he is ambitious for a seat in the Senate and first wishes to advertise himself.

There is more trouble in the mining districts as the wheelers in the mines are on strike, so that the miners cannot work. The wheelers, who are mostly boys, demand an increase of pay, and the mine-owners have refused. The mines are laid idle, and, as the Arbitration Act has been torn to pieces by the present Government and its satelites in power, the workers at present don't know where they are at.

There is a certain amount of friction among the workers in the tobacco industry here. One of the largest factories requires the men to teach young women the work, which they absolutely refuse to do, with the result that there has been a cessation of work. The management and the workers have held several conferences, and after arriving at a decision, the Tobacco Trust went back on its agreement, and the consequence is that no one can rely on it now, and things are all in a heap.

The new agreement between the local shipping companies is now in working order between the seamen and shipowners, who conferred together and one other firm has since signified its intention of falling into line. So that now there are four companies giving the conditions as agreed upon. I believe that in a very short period the other two or three shipping companies will come to the same decision.

Our State Parliament has just met again, after a recess of about six months, on full pay, and at present is at it, hammer and tongs, on the Land scandal. The chief of the boodlers is now on his way to Australia, having been extradicted from South Africa. The question is, will the Government be able to sheet home the charge? Or, are there too many implicated in the matter, more especially friends at court, or in the same boat?

Our Premier is now having a jaunt around the country looking for a good site to establish a home for consumptives, and has selected a place called Waterfall. No doubt it is a very humane work, but it seems that it would be the better course to see that the masses are better housed, and so prevent consumption or other diseases whereever possible.

Tenders have been accepted for the construction of dwellings for the workers, to be erected close to the water-front at a place named Miller's Point. The powers that be have chosen a hole in which to build, with a very large shipping store opposite, so that residents will have a splendid opportunity of counting the bricks in the opposite wall, and will be able to have a fair idea of learning how many bricks go to the mile. But they will have to stay inside if there is any wind, as there is so much dust flying at times that it is not a bad place to go when you require to create a splendid thirst, and you are not too particular as to how much grit or dust you may happen to swallow. To place the finishing touch on all, the charge, I am given to understand, will be 16 shillings per week. How, in the name of Columbus, is the average worker going to pay that amount? Just fancy $4 for rent, and the average wage rate is about ten dollars per week! The houses are to be of four rooms and a kitchen, with a frontage of about twelve to fifteen feet. And still the Government cries out for people to come to this country. What can it give as an inducement? Heavy rents and poor pay for all workers!

The only chance for a worker here at present is to go rabbit-trapping, as persons following that work at present are doing fairly well. But at present the landowners want to poison or inoculate the rabbits with germs of any kind of disease, so that they can be exterminated. The rabbit, which was at one time considered a pest, has now become an industry.

The New South Wales financial year closed on June 1. The revenue for this State was £12,267,532, or about $61,327,660. Irrigation

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The Coast Seamen's Journal

Can be procured by seamen at
Any of the above-mentioned places;
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is still in the air, where it is likely to remain, instead of on the land. News has been obtained here that there are floods in the interior, and the water is running to the sea by way of the river Murray, and yet the farmer votes into power the fellow who controls his land. If it were a flood of whisky there would be a means adopted to save it, if it were only by the Custom officials.

The Federal elections will be in full swing in a few months, and no doubt some fine work will be got in by both parties.

Fraternally,

THE COMMODORE.

Sydney, N. S. W., July 7, 1906.

FATALITIES IN COAL MINES.

While the output and the number of employes of coal mines in Great Britain has steadily increased, the number of fatalities in mines has remained almost stationary and the number per 1,000 of employes has greatly decreased. Statistics covering thirty-three years are published. In the ten years period 1873-1882, the average number of mine employees yearly was 503,428; average number of tons of coal annually raised, 138,086,800; average yearly number of deaths from accident, 1,129. Death rate per 1,000 employed, 2.24; per million tons raised, 7.42. In 1905 the number of employes was 858,373; tons raised, 236,111,150; death rate per 1,000, 1.35; per million tons, 4.64. In the country as a whole there was a slight increase of the death rate per 1,000 and per million tons in 1905 as compared with 1904, but in this district both decreased. Extraordinary accidents in other parts of the country accounted for the general increase. The decrease in mine fatalities is due to improved methods of mining and greater attention to the welfare of employes. In one district, it is reported, no girls or women are employed at the mines, though in the country generally nearly 6,000 are thus engaged—none underground, however.

LABOR TROUBLES IN FRANCE.

The labor conflict in France still continues. The workmen declare that they are determined to struggle until the employers capitulate, while the employers, apparently equally determined, declare they will not make any concessions. Some of the French industries are very much demoralized.

The labor agitations in recent years are said to have had an impórtant effect in leading to a "concentration of industries." In 1896 there were 2,344,471 independent establishments in France; in 1901 the total number of such establishments was 2,245,356, a diminution in five years of nearly 100,000 establishments. The number now is said to be very much smaller. The small establishments are reported to have been the ones which have largely gone out of business. During the period of 1896 to 1901 no less than 102,355 small firms disappeared, while establishments employing from 21 to 100 workmen increased by 2,535, and the number of large firms, employing more than 100 workmen each, increased from 3,918 in 1896 to 4,623 in 1901. The present agitation, with a demand for shorter hours and increased wages, is said to have added greatly to this concentration of business in certain lines to the large firms.

The new port of Varna, Bulgaria, which has been under construction for eight years, was opened with impressive ceremonies on May 31.

TO PROTECT FISHERIES.

To attract the attention of the people of Western Washington more specifically to the importance and perpetuity of the salmon as a great food fish, and as the life of a great industry is at stake, the fishermen of the Pacific Coast are strenuously engaged in a campaign which has this end in view. Ed Rosenberg, Secretary of the Fishermen, recently succeeded in having a resolution pass the Central Labor Council of Bellingham, Wash., which goes into the fishing situation in detail and asks the support of the people, through their representatives in the Legislature to aid the fishermen in their fight for what they deem better conditions. The resolution is as follows:

Bellingham, July 12, 1906.

Whereas, The salmon fisheries of Puget Sound employ yearly over 10,000 fishermen and cannery workers; and,

Whereas, The city of Bellingham is the principal seat of the salmon industry, now unfortunately threatened by extinction through the criminal greed of powerful corporations who believe that laws for the protection of this industry need not be obeyed by them, depending on the intimidation or corruption of courts and juries to free them when caught violating the laws; therefore be it

Resolved, By the Bellingham Central Labor Council, in regular session assembled, July 12, 1906, that the delegates hereby indorse the following statement and urge its careful perusal by all citizens, so that in our great State aroused public sentiment, backed by the courts of the State, will send to jail the thieves of our natural resources, as the courts of Oregon are doing with the land thieves of that State.

No finer fish than the sockeye salmon of our waters is caught anywhere. For many decades this fish has given a good living and fair fortunes to many who were engaged in catching and selling it. Capital was readily attracted by the profits to be gained in this industry. Some of the largest salmon canneries in the world now dot the shores of Puget Sound. In 1901 the value of the canned sockeye salmon exceeded the value of the great timber output of our State; also exceeded the value of our wheat crop. But in this industry, as in many others, the quick profits to be gained blunted the moral sense of many men, and every device that human ingenuity could invent was employed to catch every fish that came into our waters.

As the farmer must save a portion of each year's crop for seed or have his farm lay fallow the next year, so a certain amount of fish must be permitted to reach the natural spawning grounds and hatcheries to insure the return of the fish in the future. Our salmon, when allowed to reach the spawning grounds, spawn and die, the young returning from the ocean in four years full-grown salmon. The sockeye salmon almost exclusively spawn in the headwaters of the Fraser. The Canadian authorities soon realized the need of protective legislation and some fifteen years ago enacted a weekly closed season of thirty-six hours. And this law was also enforced. But the fish traps on Puget Sound multiplied like flies in July and the clamors and wiles of greed prevented the Washington Legislature from the enactment of like and wise legislation.

In the meantime the sockeye and other salmon of Puget Sound decreased more and more, small companies and individual fishermen who could not manipulate the wires of frenzied finance having a very hard time to make a living. At this stage the companies and men mainly responsible for the lack of protective legislation, then sprung on the Washington Legislature a scheme to close the sockeye fishing entirely for 1906 and 1908 and stop fishing during the other years for thirty-six hours every week, claiming that such a measure was absolutely needed to save the sockeye. But as people are naturally suspicious when the devil quotes scripture, even a cursory examination of this measure introduced by Senator Earles showed up the big nigger in the woodpile. To close entirely for two years would have ruined the smaller companies and the individual fishermen, leaving the field in the future free to the large companies and to traps. The thirty-six hours weekly closing clause in that bill was pure, unadulterated fraud, no provision being made as to what traps and other stationary gear should do to stop fishing during the closed season. Thus a trapman could have suspended a pencil in front of the tunnel during the closed season and claim that this scared the salmon away. And unless some one was quick enough to dive after a salmon entering the tunnel (the tunnel leads to the pot that impounds the salmon) and catch it by the tail and present it as evidence in court, no judge or jury would convict the lawbreakers.

For over six weeks every pressure in the power and command of rich corporations was brought to bear on the State legislators to have this bill passed. It did pass the Senate, but failed in the House.

In the meantime the fishermen who fought this measure because it would ruin them, had a bona-fide weekly closing law introduced, passed by both houses and signed by the Governor, the fishermen fully realizing that the salmon needed protection, also knowing that such a weekly closing would not only save the salmon, but give the fishermen of this and other generations a chance to follow their calling.

Events that have occurred since this action of the Legislature of 1906 fully demonstrate that the large stockholding corporations did not care a fig for the continuance of the salmon industry, and that the Earles bill was a brazen jobbery that was tried to be forced upon the Legislature. The men who were strongest and loudest for the Earles bill were the first to violate the thirty-six-hour closing law, being aided in this by ex-Fish Commissioner Kershaw. This was fully shown up in the trials in the courts of Kings county. Now this year, when the present Fish Commissioner is using the powers of his office to have the closing law enforced some of the large companies are trying to repeat the practices of 1905. The penalty for violation of this law is a fine of fifty to one thousand dollars or imprisonment of thirty days to one year, or both such fine and imprisonment.

Desirous of aiding in every possible legitimate way the fishermen in their fight for the continuance of our salmon industry, be it further

Resolved, That a copy of these resolutions and statement be sent to the Governor, the Attorney-General and the Fish Commissioner, and be given to the press, it being the hope of the delegates to this central labor body that these officers and the courts, backed by public opinion, will be able to put a stop to criminal greed that is destroying one of our great industries.

H. W. SMITH, President.

Bellingham Central Labor Council.

L. L. Gifford, Secretary.

News from Abroad.

The Russian Government claims to have been successful in preventing an uprising of the people as a result of dissolution of Parliament.

The electoral delegates on July 25 elected Don Pedro Monte President of the Republic of Chile for the ensuing term of five years.

The German Foreign Office is considering the purchase of the house at Vailima, Samoa, formerly owned by Robert Louis Stevenson, as a residence for the Governor.

Secret arrangements have been made for the removal of the body of Pope Leo XIII from the Vatican to the Lateran, which, according to his will, was decided to be his last resting place.

Colonel Salamatoff, assistant to the chief of gendarmes, was stabbed to death at Warsaw, Poland, on July 25 The assassin escaped. Lawlessness in that city is assuming alarming proportions. Daring thefts and robberies, with violence, occur daily.

The French Budget Committee, in taking up the estimates for 1907, struck out the salary of Diebler Jr., the public executioner, thus foreshadowing the disappearance of the guillotine.

The Danish freight steamer Nikobar, which arrived at La Rochelle, France, on July 27, reports having run down and sunk a sailing vessel, name unknown, fifteen miles off shore. All of the crew of the sunken ship went down with her.

Edmund Robertson, Parliamentary Secretary of the Admiralty, announced in the British House of Commons on July 27 that one battleship of the Dreadnaught class will be dropped from the original programme, and savings totaling $12,500,000 would be effected by reducing the turn-out of a number of smaller vessels.

Owing to the failure of an heir to the throne of Holland and the consequent likelihood that the house of Orange will become extinct at the death of Queen Wilhelmina, the Hollanders are discussing an amendment to their Constitution enabling them to name their own ruler. This step is intended to prevent a German succession.

Chief of Police Martinoff while driving in the street at Tiflis, Russia, on July 17, was mortally wounded by a bomb. His leg and arm were blown off The bomb was thrown from the Georgian Nobles School. Martinoff was much hated on account of the severity of the measures he adopted in putting down meetings and for the maltreatment of natives.

The committee of the British House of Lords on juvenile smoking has resolved in favor of legislation providing a penalty for selling cigarettes to a child under 16 years old, imposing a penalty on a child found in possession of cigarettes or smoking tobacco, and authorizing the police, schoolmasters and park keepers to stop youths from smoking and to confiscate their tobacco.

Half a dozen Russian Government spies were found dead in the industrial section of St. Petersburg on July 27. Political assassinations are increasing in Poland, and small strikes are reported to have been declared in many places in the provinces, but the peasant movement, so far as the reports show, is not gathering headway. Half of the Seminovsky Guard regiment has been sent to Cronstadt in view of the ugly temper of the sailors there.

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Boulin-Lelchner Co., 519 Filbert st., S. F.
Boutes, Louis E., 1833 Green st., S. F.
Brunt, W. N. Co., 336 Main st., S. F.
Buckley & Curtin, 1735 Dolores st., S. F.
Bulletin, The, Lombard and Sansome sts., S. F.
Calkins Newspaper Syndicate, Clay st., nr. East, S. F.
Call, The, Third and Market sts., S. F.
Canessa Printing Co., 535 Washington st., S. F.
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Chronicle, The, Market and Kearny sts., S. F.
Coast Seamen's Journal.
Daily News, Ninth st., nr. Folsom, S. F.
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Dettner-Wilson Press, Forty-ninth and Shafter, nr. Telegraph, Oakland.
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Eastman, Frank & Co., 2259 Jackson st., S. F.
Elite Printing Co., 3257 Twenty-fourth st., S. F.
Eureka Press, Inc., 304 Polk st., S. F.
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Hicks-Judd Company, 1000A Golden Gate av., S. F.
Hughes, E. C., 725 Folsom st., S. F.
Jalumstein Printing Co., 1326 Eddy st., S. F.
Labor Clarion, 2089 Fifteenth st., S. F.
Lane & Stapleton, 900 Eddy st., S. F.
Latham & Emanuel, 971 Howard st., S. F.
Leader, The, 643 Stevenson st., S. F.
Liss, H. C., 500 Utah st., S. F.
Lynch & Hurley, 3476 Twentieth st., S. F.
Majestic Press. 1919 Ellis st., S. F.
Mining and Engineering Review. 1225 Eighteenth av., Sunset, S. F.
Mitchell, John J., 2317 Webster st., Berkeley.
Monahan, John, 449 Duboce av., S. F.
Morris & Blair, 3232 Mission st., S. F.
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Murdock Press. The, 1580 Geary st., S. F.
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Pacific Heights Printery, 2348 Sacramento st., S. F.
Phillips & Van Orden, 1617 Mission st., S. F.
Post, The Evening, 992 Valencia st., S. F.
Richmond Banner, The, 320 Sixth av., S. F.
Recorder, The, 643 Stevenson st., S. F.
Roesch Co., Louis, 2513 Howard st., S. F.
Rooney, J. V. Co., 3237 Nineteenth st., S. F.
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Note.—The office of the Allied Printing Trades Council of San Francisco is located temporarily at 342 Ninth st. Business Agent Geo. A. Tracy and Secretary D. T. Powers may be addressed as above.

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Chas. Buettner, No. 14977, please communicate with Headquarters, Lake Seamen's Union, Chicago.

Carl Johan Anderson, born June, 1867, in Uddewalla, Sweden, is inquired for by relatives. Address, Coast Seamen's Journal.

World's Workers

The Sydney (New South Wales) Shop Assistants' Union has filed an application with the Arbitration Registrar for reference of a dispute to the Arbitration Court, in which it claims increased rates of pay and better conditions of labor. The bosses are deliberating to see in what way they can block the employes from bringing the case before the Arbitration Court.

The figures for 1905 show that since 1901 the number of "central" unions in Austria has increased from 32 to 47, and the number of "local" unions from 1273 to 2964. On the other hand the "district" unions show a decrease from 266 to 100. The total number of organizations has therefore increased from 1571 in 1901 to 3111 in 1905. During the same period the total membership has risen from 119,050 to 323,099.

The New Zealand Arbitration Court has awarded the Auckland Hairdressers' Assistants' Union the following: A 57-hour week; a minimum wage of £2 5s. per week for all journeymen, and not less than £2 15s. when engaged to do board work generally; casual labor, not less than 10s. for long days and 7s 6d. for other days; overtime, double time rates; and preference to unionists. Subletting of chairs is prohibited.

The number of labor disputes which occurred in Germany during 1905 showed a marked increase on the preceding year, and reached a higher point than in any year since 1899, when the statistics were first compiled by the Imperial Statistical Office. The number of disputes which came to an end during the year was 2657, of which 2403 were strikes and 254 lockouts, as compared with 1990 in 1904, 1444 in 1903, 1106 in 1902 and 1091 in 1901. Thus the increase in 1905 as compared with 1904 was 667, or 33 5 per cent.

When delivering the award in the Newcastle (New South Wales) Wharf Laborers' case recently, the President of the Arbitration Court (Judge Heydon) referred to recent rulings of higher Courts. If the Arbitration Court has no power to amend awards, he said, and if there is no other way out of the difficulty, the Court will be reduced to impotency. The result of the interpretation of the Arbitration Act by superior Courts showed that the Legislature had failed to give the Arbitration Court the necessary power to do the work, and unless the law is amended the Court will be seriously hampered.

Between 700 and 800 men crushed and fought each other to get into the C. S. R. Co.'s premises in Sydney, New South Wales, in answer to an advertisement for cane-cutters to go to Queensland. The struggle is said to have been something akin to a riot, and the police were employed to keep the men back. Three hundred of them were engaged, and others are to be taken on. Commenting on this the Mackay Pioneer says: "There are more men in the sugar districts than can find work now, and the dragging in of hundreds more is a savage attempt to force down the white slave to a lower standard."

In order to block the New South Wales Laundry Employes' Union from proceeding in the Arbitration Court for better wages and conditions, the bosses' association alleges that "there is no unrest in the laundry industry." In answer to this the secretary of the employes' union writes to the Sydney press, stating that girls are worked to 9, 10, and 11 at night, and, in one instance, on a Sunday, for wages as low as 6s. per week; and that there are girls working for some of the respectable and large laundries who do not get sufficient money to keep body and soul together, and in many instances have to live on bread and dripping or treacle from one week's end to the other.

A certain Australian firm extols the many virtues (from a boss's point of view) of the new labor-saving machine called the "job-costing time recorder." With this piece of mechanism in use all jobs are debited with the correct quota of labor expended upon them, and, as each workman makes his own record mechanically, it will render disputes impossible, and "should give rise to healthy emulation among the employes." It is claimed also that it "will save all the clerical drudgery hitherto employed in arriving at exact manufacturing cost," and that "it is an automatic accountant, working without salary, doing its duty without fear, favor, or affection, and with absolute impartiality to employer and employe."



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Labor News.

Several hundred car repairers on the Southern Pacific Company struck at New Orleans, La., on July 24, for a recognition of their union.

A strike is threatened by the freight conductors on the Southern Pacific Railroad at San Francisco and vicinity. The conductors demand improvements in the hours of labor and method of computing overtime.

The conference of miners and operators of the Fifth Ohio sub-district, which includes Belmont, Harrison and Jefferson counties, in Ohio, and the four West Virginia panhandle counties has reached an agreement, ending the long-drawn-out strike of four months, in which 8000 miners were involved.

The first prosecutions in the District of Columbia for violation of the National Eight-Hour law on Government work was begun at Washington, D. C., on July 27, when United States Attorney Baker filed in the Police Court three informations against the Penn Bridge Company, a corporation of Pennsylvania, and two against the District Construction Company of the District of Columbia.

New indictments were returned on July 25 by the Grand Jury of Chicago, Ill., against Cornelius P. Shea, President of the International Brotherhood of Teamsters, and forty-two other labor leaders and officials, thirty-one of whom were indicted at the same time as Shea one year ago. Conspiracy to injure the trade of a number of the largest business houses in the city, as well as that of all the express companies, is charged.

Peonage in a vicious form is charged against the officers of the Jackson Lumber Company at Lockhardt, Ala. If the allegations are true about 100 immigrants, mostly Germans, are held in the lumber camps of that company virtually as slaves. A party of Germans reached Pensacola on July 25 from the camps, stating that they had escaped. They went to the German Vice-Consul for protection and told him a tale of ill-treatment and cruelty that has hardly a parallel in the South.

Acting Secretary of the Navy Newberry recently received a delegation of workingmen from the Washington Navy Yard, who protested against putting in effect the premium or piece system in the gun factory They said they represented practically all the men in the yard, who were opposed to any change. Only three or four men had advocated the premium system. Owing to this representation, Acting Secretary Newberry has deferred action, and no attempt will be made to introduce any change while it meets with so much opposition.

J. T. Lavery of Salt Lake City, Utah, President and member of the Executive Committee of the State Federation of Labor, has received from the Silver Bow Trades and Labor Assembly, of Butte, Mont., a copy of "an appeal to every central labor body in the United States to set apart Sunday, August 5, next, for a general, united and direct demand" on Judge Frank J. Smith, of Caldwell, Idaho, to either gives Charles H. Moyer, William D. Haywood and George A. Pettibone an immediate trial or to admit them to bail pending their trial for the murder of former Governor Frank Steunenberg. Every labor body in the country is urged to adopt resolutions addressed to District Judge Smith.

San Francisco Letter List.

Letters are advertised for six months and kept at the Sailors' Union Office for twelve months, all told. If not called for at the expiration of one year letters will be returned to the Postoffice.

Aagard, Chr.
Abrahamsen, A.
Abrahamson, B.
Absalonsen, O. M.
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Agerup, Rich.
Alquist, Oscar
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Alexander, Nels
Apelberg, Oscar
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Brakman, C.
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Bloek Hermann
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Hermansen, M.
Hedman, John M.
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INFORMATION WANTED.

Lars Gundersen, No. 312, a retired member of the Sailors' Union of the Pacific, is inquired for by his brother. Communicate with C. F. Hammarin, Sailors' Union Offiee, San Franeisco.

INFORMATION WANTED.

Harry B. Douville is inquired for by his mother. Kindly communicate with the Journal office.

John A. McLeod, aged 23, who was one of the crew of the ship Khyber, of Liverpool, which arrived at Cardiff from Portland, Oregon, on the 8th of March, 1903, is anxiously inquired for by his father, at North Sydney, Nova Scotia. Any one knowing his whereabouts will please communicate with the Journal office.

Domestic and Naval

Rear-Admiral Charles J. Train, commander in chief of the United States Asiatic fleet, died at Chefoo, China, on August 4, of uraemia.

Two yachts coming in from the fishing banks capsized on Hereford Inlet bar off Anglesea, N. J., on July 29 and eight persons lost their lives.

It is announced at Havana, Cuba, that the Southern Pacific Railroad is building three steamers in Philadelphia with the intention of establishing a new line between New York, Havana and New Orleans.

After being ashore at Owl's Head, near Rockland, Me., since last fall, the schooner Menewa, owned by Pendleton Brothers, was floated recently out on the railway at Belfast for a new keel stem, new spars and a general overhauling.

Licutenant Clarence England, navigating officer of the United States cruiser Chattanooga, was accidentally killed by a rifle bullet fired by a member of the crew of the French armored cruiser Dupetit Thouars, during rifle practice at Chefoo, China, on July 28.

The United States cruiser Tacoma, anchored off Tomkinsville on August 3, received a wireless message from the United States cruiser Columbia saying that the latter vessel had found and torpedoed a derelict off Absecom light.

Jose Antonio Ostos, a Mexican student at Cornell University, walked on the water of Cayuga Lake, New York, on August 3. He wore a pair of water shoes which he recently designed in the department of mechanical engineering. He shot about over the water in every direction, with little apparent effort.

Captain J. Wesley Conner of New Albany, known personally or by reputation to almost every river man on the Missisippi, the Ohio, and their tributaries, died of senility on July 27 at his home in New Albany, Ind. For nearly sixty years he was a steamboat pilot and master on the great rivers and had the distinction of piloting the Robert E. Lee when she won the memorable race with the Natchez from New Orleans to St. Louis.

The steamer Whitehall, from Colon, was recently declared a menace to the health of all ports, and orders were given by the Louisiana State Board of Health to hold her indefinitely at the Mississippi River quarantine station. The Whitehall has one of the worst fever epidemics on shipboard in the records of tropical shipping, having arrived at New Orleans with several cases of Chagres fever. With the death on August 4 of the steamer's second-mate, three of her complement of twenty-one men have died and sixteen others are in the hospital

The dangerous derelict John S. Deering, which figured in last winter's most sensational wreck off Cape Hatteras, has been sighted 1000 miles west of Queenstown by the White Star liner Cevic, which recently arrived in New York. Captain Clark, of the Cevic, reports that he passed the waterlogged American schooner in latitude 47.13 north and longitude 31.48 west. The derelict is therefore considered a most serious menace to shipping, as it is directly in the path of all west-bound steamships on the North Atlantic passenger route. It was slowly drifting eastward when passed, with its deck awash and only the stumps of the fore and mainmasts above the water.

With the Wits.

The Real Question.—"What's this senatorial canal inquiry I hear so much about?'

"Seems to be 'what'll it cost?'"

Delicately Insinuated.—"Is it hot enough for you?"

"Yes, but there's only one place hot enough for the man that asks that fool question."

The Dear Public.—"What'll we do next?" asker the press agent of the Star.

"The public is still available, isn't it?" answered the star, suppressing a yawn.

Why He Was There.—"Huh!" said Johnny, "that new spellin' ain't new to me."

"You must be a smart boy."

"Oh, I don't know. I'm at the foot of the spellin' class."

What, Indeed?—"Miss Mugley says she paid $18 a dozen for those photos of herself."

"But they don't look a bit like her?"

"Of course not. What do you suppose she paid $18 for?"

Rejected.—Tom—That's a queer sort of ring you're wearing. It isn't suitable for a man at all.

Dick—No? Well, I tried it on a girl and she didn't seem to think it suited her, either.

Gave Him Pause.—"Surely you have confidence enough in me to lend me your umbrella."

'The most implicit confidence in your integrity, but not in your judgment. You might show it to the owner."

Falling Prices.—"What do you think of the Massachusetts scandal where a legislator was offered a $50 bribe?"

"Outrageous," responded the statesman. "Outrageous! Why, they'll be offering to buy us with street car tickets next."

His Neighbors.—Citiman—I'm told there are invariably two factions among the residents of every suburban town. I suppose Swamphurst is no exception?

Subbubs—Well, yes; you may say we have two factions. Those who are always borrowing and those who never lend.

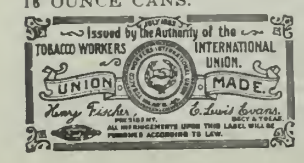
Not Equipped.—Somebody delicately called the attention of the Tsar to the approaching flames of revolution.

"Most unfortunate," said his Majesty; "looks like it was going to be quite a blaze, too, and I can't play a lick on the fiddle."

So deeply did he brood over his lack of equipment that he finished his tennis game with but indifferent zest.

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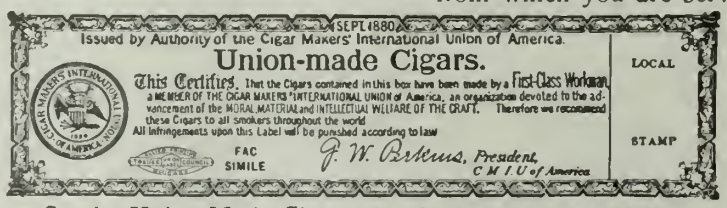
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A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XIX. No. 47. SAN FRANCISCO, WEDNESDAY, AUGUST 15, 1906. Whole No. 983.

A. F. OF L. CAMPAIGN PROGRAMME.

TO ALL ORGANIZED LABOR and Friends in the United States:

Dear Sirs and Brothers: Events in the industrial affairs of our people have rapidly changed and are rapidly changing. The trade-union movement, as expressed by the American Federation of Labor, has kept and proposes to keep pace therewith.

The wheels of industry cannot be halted or turned back, nor should they be, even if that were possible. Welcoming industrial progress, labor must be ever alert to meet new conditions, recognizing that eternal vigilance is the price of industrial as well as political liberty.

The working people cannot hope to maintain their rights or a progressive position in the varying phases of modern society unless they organize and exercise all those functions which, as workmen and citizens, it is their privilege and their duty to exercise.

Labor makes no demand upon government or society which is not equally accorded to all the people of our country. It can and will be satisfied with nothing less.

The position of organized labor upon the question of political action by the working class, their friends and sympathizers, has often been declared, but was more clearly set forth in the following declaration, unanimously adopted by the Nashville Convention of the American Federation of Labor, in 1897, and often reaffirmed since:

"Resolved, That the American Federation of Labor most firmly and unequivocally favors the independent use of the ballot by the trade unionists and workmen, united regardless of party, that we may elect men from our own ranks to make new laws and administer them along the lines laid down in the legislative demands of the American Federation of Labor, and at the same time secure an impartial judiciary that will not govern us by arbitrary injunctions of the courts, nor act as the pliant tools of corporate wealth.

"Resolved, That as our efforts are centered against all forms of industrial slavery and economic wrong, we must also direct our utmost energies to remove all forms of political servitude and party slavery, to the end that the working people may act as a unit at the polls at every election."

We have been ever watchful to carry the purposes of that declaration into effect. At times we met with partial success, yet, within the past few years claims and promises made in platforms or on the hustings by political parties and politicians, and especially by the present dominant party, have been neither justified nor performed. Little attention has been paid to the enactment of laws prepared by us and presented to Congress for the relief of those wrongs and the attainment of those rights to which labor and the common people are justly entitled and which are essentially necessary for their welfare.

Several Presidents of the United States have, in their messages to Congress, urged the passage of equitable legislation in behalf of the working people, but Congress has been entirely preoccupied looking after the interests of vast corporations and predatory wealth.

Congressmen and Senators in their frenzied rush after the almighty dollar have been indifferent or hostile to the rights of man. They have had no time and as little inclination to support the reasonable labor measures, the enactment of which we have urged, and which contained beneficent features for all our people without an obnoxious provision to any one.

Patience ceased to be a virtue, and on March 21, 1906, the representatives of labor presented a Bill of Grievances to the President and those responsible for legislation or the failure of legislation in Congress, reciting the failure or refusal of the party in power to adopt or enforce legislation in the interests of the toiling millions of our country. After setting forth labor's grievances and requests and urging early action, we closed that now famous document with this statement:

"But if perchance you may not heed us, we shall appeal to the conscience and support of our fellow-citizens."

The relief asked for has not been granted. Congress has turned a deaf ear to the voices of the masses of our people; and, true to our declaration, we now appeal to the working people, aye, to all the American people unitedly to demonstrate their determination that this Republic of ours shall continue to be of, for and by the people, rather than of, for and by the almighty dollar.

The toiling masses of our country are as much, if not more, interested in good government than our fellow-citizens in other walks of life. In line with the contention herein stated, the American Federation of Labor made its declaration of political policy as already quoted above. And in line therewith we hope, and have the right to expect, to arouse the citizenship of our common country, interested in good government, to the apathy or hostility of the party in power to the real interests of the people, so that men more honest, faithful and progressive may be elected as the people's representatives.

Attention is called not only to Congressional and legislative indifference and hostility to the interests of labor, but also to the interests of the large mass of all our people. The press for months has been burdened with exposures of the corruption and graft in high circles. The great insurance companies, the trusts, the corporations, the so-called captains of industry, have indeed become the owners of the legislators of our country. Public officials, many of whom have the cry of "stop thief!" nearest the tip of the tongue, have been elected through these very agencies and the contributions from them.

If it has come to a condition in this, the greatest and wealthiest nation on earth, that the almighty dollar is to be worshipped to an extent of forgetting principle, conscience, uprightness and justice, the time has arrived for labor and its friends to raise their voices in condemnation of such degeneracy, and to invite all reform forces to join with it in relegating indifference to the people's interests, corruption and graft to political oblivion; to raise the standard of legislation by the election of sincere, progressive and honest men who, while worshipping money less, will honor conscience, justice and humanity more.

We recommend that central bodies and local unions proceed without delay by the election of delegates to meet in conference, or convention, to formulate plans to further the interests of this movement, and in accordance with the plan herein outlined at the proper time and in the proper manner nominate candidates who will unquestionably stand for the enactment into law of labor and progressive measures.

The first concern of all should be the positive defeat of those who have been hostile or indifferent to the just demands of labor. A stinging rebuke to them will benefit not only the toilers but the people of the entire country.

Wherever both parties ignore labor's legislative demands a straight labor candidate should be nominated, so that honest men may have the opportunity in exercising their franchise to vote according to their conscience instead of being compelled either to refrain from voting or to vote for the candidate and the party they must in their innermost souls despise.

Where a Congressman or State Legislator has proven himself a true friend to the rights of labor he should be supported and no candidate nominated against him.

This movement must not degenerate into a scramble for office. It should be a determined effort, free, absolutely, from partisanship of every name and character, to secure the legislation we deem necessary and essential to the welfare and happiness of all our people. As the present objects of this movement are purely in the line of legislation, all efforts should be concentrated upon the election of members of Congress and the various State Legislatures.

To make this—our movement—the most effective the utmost care should be taken to nominate only such union men whose known intelligence, honesty and faithfulness are conspicuous. They should be nominated as straight labor representatives and stand and be supported as such by union men and their friends and sympathizers, irrespective of previous political affiliation.

Wherever it is apparent that an entirely independent labor candidate cannot be elected, efforts should be made to secure such support by indorsement of candidates by the minority party in the districts and by such other progressive elements as will insure the election of labor representatives.

All observers agree that the campaign of our fellow-workmen of Great Britain has had a wholesome effect upon the government, as well as the interests of its wage-earners, and the people generally of that country. In the last British elections fifty-four trade unionists were elected to Parliament. If the British workmen, with their limited franchise, accomplished so much by their united action, what may we in the United States not do with universal suffrage?

In order to systematically carry out the policy and work necessary to this campaign, the Executive Council of the American Federation of Labor has selected the following members as the "Labor Representation Committee":

SAMUEL GOMPERS, JAMES O'CONNELL, FRANK MORRISON.

Those earnestly engaged in our movement must, we repeat, be guided by the fact that the principles for which we stand must be of primary consideration, and office, secondary. We ask our fellow-workers and friends to respond to this call and to make of it a popular uprising of honest men, and to see to it that the best, most conscientious men of labor or their supporters are chosen as their representatives.

Reports and returns should be made to the

headquarters of the Labor Representation Committee (which will be located in the offices of the American Federation of Labor), who will give the best possible information and advice on uniform procedure.

Whatever vantage ground or improved conditions have come to the workers of our country were not brought to them on silver platters; they are the result of their better organization and their higher intelligence; of the sacrifices they have made and the industrial battle-scars of many contests. The progress of the toilers has not been due to kindness or consideration at the hands of the powers that be, but achieved in spite of the combined bitter hostility of mendacious greed, corporate corruption, legislative antagonism and judicial usurpation.

Labor men of America, assert your rights! and in addition to strengthening your faith and loyalty to your organization on the economic field, exercise your full rights of citizenship in the use of your ballot. Elect honest men to Congress and to other halls of legislation, and by so doing you will more completely and fully carry out your obligations as union men, and more than ever merit the respect of your fellow-citizens.

Labor demands a distinctive and larger share in the governmental affairs of our country; it demands justice; it will be satisfied with nothing less. Fraternally yours,

SAMUEL GOMPERS,
President.
JAMES DUNCAN,
First Vice-President.
JOHN MITCHELL,
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JAMES O'CONNELL,
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Executive Council, American Federation of Labor.

COMMENT OF THE PRESS.

Sailors and Longshoremen Enjoined.

In the Superior Court of the State of Washington, in and for Chehalis County.

C. F. Drake and H. Van Tassell, Partners Doing Business as Grays Harbor Stevedoring Company, Plaintiffs,

vs.

Aberdeen Branch Sailors' Union of Pacific, and Wm. Gohl, Agent; Longshoremen's Union Local No. 2, Charles Larsen, President; A. Jonas, Recording Secretary, and M. Ingebrigtson, Walking Delegate, Defendants.

This cause coming on to be heard upon the complaint of the plaintiff and motion for a temporary restraining order pending a hearing thereof upon notice and for a permanent injunction in connection therewith upon such hearing, and it appearing from the complaint that the relief demanded consists in the restraining of the commission or continuance of acts during the litigation, which if allowed to be committed or continued would produce great injury to the plaintiff, and it further appearing that the defendants are doing, threatening to do, and about to do and are procuring and are suffering some act to be done in violation of the plaintiff's rights in respect to the subject matter of the action as therein set out and that such matters should be restrained pending a hearing upon this temporary injunction.

Now, therefore, it is hereby ordered, adjudged and decreed that upon the plaintiff filing in this cause a bond in the sum of $1000 as by statute required, with surety approved by the clerk of this court, conditioned to pay all damages and costs which may accrue by reason of the issuance of such temporary injunction that the defendants and each of them, together with their agents, employes, members and sympathizers be and the same are hereby restrained and enjoined pending the hearing upon such injunction, which injunction is hereby directed to be made returnable to this court on the 16th day of July, 1906, and that pending such hearing the said defendants, their agents, employes, members and sympathizers are hereby strictly enjoined, prohibited and restrained from in any manner interfering with, attempting to interfere with, placing obstructions in the way of, using vile epithets or opprobrious names, or aiding, abetting or seeking to procure the performance of any and all of these aforesaid things towards the plaintiffs, their employes and associates in the discharge of the business of the said plaintiffs as set out in the complaint in this action, to-wit, in the loading and discharging of water vessels or in their going to and from such employment and that the said defendants and each of them, their said agents, employes, members and sympathizers are hereby charged to refrain from the doing or attempting to do any of the acts as hereinbefore enumerated and they are notified that upon failure to recognize and obey the terms of this order they and each of them will be adjudged to be in contempt of this court and be dealt with according to law.

Dated this 12th day of July, 1906.

MASON IRWIN,
Judge.

Opinion of Court.

No. 6431.

In the Superior Court of the State of Washington, in and for the County of Chehalis.

C. F. Drake and H. Van Tassel, Co-partners Doing Business as Grays Harbor Stevedoring Company, Plaintiffs,

vs.

Aberdeen Branch Sailors' Union of Pacific, and William Gohl, Agent, and each and all of the Members of Said Union; also Longshoremen's Union Local No. 2, Charles Larson, President thereof, A. Jonas, Recording Secretary, M. Ingebrigtsen, Walking Delegate, and Andrew Nelson, Pete Wilson, Emil Anderson, H. L. Green, Members of Said Union, and all Other Members of Said Longshoremen's Union Local No. 2, Whose Names are Unknown to Plaintiffs, Defendants.

Plaintiffs allege that they are a co-partnership formed for the purpose of loading and unloading ships at the different cities of Grays Harbor, and were engaged in the pursuit of their said business at the time they commenced this action, and for some time prior thereto.

They also allege that about thirty days before the suit was commenced a disagreement arose between certain shipowners of the Pacific Coast and the Sailors' Union of the Pacific, and that the sailors located at Grays Harbor and belonging to the Aberdeen branch of said union went out on what is commonly known as a strike, and refused to load or unload, or assist in loading or unloading certain vessels belonging to said ship owners. Plaintiffs also allege that the Longshoremen's Union of Aberdeen entered upon a strike in sympathy with the sailors and that the two unions and the individual members thereof conspired together and entered into an unlawful agreement for the purpose of monopolizing the business of loading and unloading vessels on Grays Harbor, and preventing these plaintiffs and all other persons not affiliated with said unions from engaging in the business of loading and unloading vessels; that by reason of the acts and conduct of defendants toward plaintiffs and their employes they have been greatly annoyed, hindered and delayed in the prosecution of their business and have been greatly damaged thereby, and will continue to be so damaged unless defendants are restrained and enjoined from unlawfully interfering with them.

The defendants in their answers deny everything alleged by plaintiffs except they admit that the two unions are unions as alleged.

There is much conflict in the evidence in the case, but after thoroughly considering all the evidence it forces upon me the conviction that the defendants have very unwarrantably interfered with and hindered and delayed plaintiffs in the prosecution of their business, and were continuing so to do at the time this action was commenced, and the restraining order issued.

Plaintiff's witnesses testified with great particularity and exactness as to specific acts of violence committed by many of the defendants upon the men employed by plaintiffs, and also as to scurrilous and opprobrious epithets addressed to plaintiff's workmen, and by threatening them in intimidating language, on account of which conduct of defendants some of plaintiff's employes actually quit work, and many others were deterred from entering the service of plaintiffs at all.

The testimony of defendants was largely negative in character. It is true that any particular defendant charged with any specific act of violence, using any opprobrious language or making any threat, would deny that he had so done, but the others who were present and could have heard and seen what was said and done, would merely state that if any such thing occurred they did not hear or see it.

Unquestionably it is the right and privilege of any man or body of men to refuse to work for another, if there is no contract obligation to the contrary. It is also the right of working men to form unions, and no doubt much good is frequently accomplished thereby, but unions have no right, nor have the individual members thereof any right to interfere in any way with others in the lawful and peaceable pursuit of their business. The joining of a union gives a man no special legal right or privilege not enjoyed by other persons, nor does it deprive him of any legal rights or privileges. The legal rights of non-union men and union men are exactly the same, both must obey the law, and when either of them illegally interferes with the other, they will be restrained and enjoined whether they be members of the union or not.

The evidence shows that the defendants H. L. Green and Emil Anderson are not members of either union and have not interfered with plaintiffs or their men in any way, and the action will be dismissed as to them.

I deem it proper to observe that it appears from the evidence the officers of the Longshoremen's Union have conducted themselves with singularly good judgment and discretion, and have endeavored to restrain the other members of their union from committing any unlawful acts, but were unable to do so. The same cannot be said of the agent of the Sailors' Union. He was not so discreet. He gave his members very good and proper instruction when talking to them at their meetings, but violated his instructions himself when on the streets. The evidence discloses that he is a man deliberate in action, energetic, aggressive and courageous, all of which are very desirable qualities for any man to possess, when tempered with good judgment and sound discretion. But if the judgment and discretion are lacking those very virtues are apt to lead their possessor and his followers into many difficulties. The agent of the Sailors' Union lacks good judgment and discretion.

The temporary injunction will be made permanent.

Dated this 26th day of July, 1906.

(Signed) Judge.

Taxpayers' Rights.

Wednesday evening the City Council voted to pay the bills for private watchmen appointed by the ex-chief of police. On the first page we publish the list of bills as allowed by the City Council. Councilman Hite was the only member who protested against the payment.

Nearly the entire account was for services on private property, fenced in, and with notices posted conspicuously, worded "Private Property, Keep Out!" That the taxpayers of this city should be compelled to pay these bills we believe to be wrong.

The Post believes in law and order. We believe that sufficient officers should be employed at any time to protect the public and its rights. If six hundred, instead of six, are necessary the city should furnish them and the people as a whole should pay for them.

But when a citizen fences in his property, posts signs that it is private and for the public to "keep out" we hold that the city is not under obligations to put men inside the enclosure and pay them as watchmen.

The further fact that some of these "specials" acted as agents for these private parties while drawing pay from the city as officers, should have deterred the City Council from paying the bills The taxpayers should be considered occasionally, even by the council. One man should have as good a chance for equity as another. Discrimination in favor of a steamship line that would not be given a business man or private citizen is not good government, and causes disrespect for officials whose sworn duty it is to act for the public good, with equal justice to all. —Grays Harbor (Wash.) Post.

Victory In Sight.

The efforts of the United Shipping and Transportation Association to disrupt the Sailors, Firemen and Cooks and Stewards' Unions were, as has been frequently stated in these columns, foredoomed to failure, and the truth of this prediction is daily becoming more evident. A number of shipowners have become so tired of the unequal contest that they have practically surrendered, and their vessels are now sailing with union crews. The action of these shipowners has not been given the publicity usually attending such incidents. The reasons for this are apparent to those acquainted with the situation and especially the nature of the compact a majority of the shipowners were forced into. However, regardless of the methods the shipowners are employing to cover their defeat, the end of the strike is in sight.

Early this week Captain Goodall of the United Shipping and Transportation Association secured some choice live exhibits of what he claimed to be evidence of lack of police protection on the water front for his proteges. The exhibits consisted of several men sporting blackened optics, scarred noses and other evidences of the vagaries of water-front "fire water." The exhibits, according to the veracious Captain, were the work of union sailors—at least their decorations had been applied by the union men. These exhibits were secured to emphasize Captain Goodall's demand on Mayor Schmitz for increased police protection for his charges. It is not of record that the Mayor was visibly impressed by the doughty Captain's contentions.—Labor Clarion, San Francisco, Cal.

Carries No Passengers.

The San Francisco & Portland Steamship Company's liner Costa Rica tied up at the Ainsworth dock a few days ago for the first time in two months, as she has been lying idle at San Francisco as a result of the sailors' strike.

She brought a full cargo of freight, consisting of 1200 tons. but no passengers. Many applications for berths were received at the Bay City, but, owing to the inexperience of the green hands shipped to man the vessel, the Government Inspectors refused to grant the steamer a passenger license. This is in accordance with the United States Government regulations, and the officers of the vessel stated that they hoped by the next trip to have the new crew drilled so that they will be able to satisfy the Inspectors as to their efficiency. Most of the men were seasick a goodly portion of the voyage, but are said to be rapidly learning their duties.—Oregonian, Portland, Or.

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions)

A SEA STORY.

A sea story seldom loses anything in telling. The following press dispatch was published recently in all the leading dailies:

Without provisions for days, and their ship weighted down by tons of barnacles, the crew of the Swedish sailing ship Eva were near death from starvation when succored in midocean by the German steamship Vandalia, which arrived (at New York July 17) from Algiers. So great was the weight of the barnacles, which were more than one foot thick on her sides and bottom, that the ship could make no progress even with favorable winds, and was sunk three feet below her waterline. Weakened by their long struggle, the crew of eight sailors and Captain Anderson had given up in despair of being rescued.

The Eva is a vessel of more than 300 tons, and it would take a very handsome collection of barnacles to sink such a craft three feet or even one foot, below her water line, although such a marine growth might easily reduce her speed by more than fifty per cent. We are afraid that the reporter obtaining this story was mistaken by the sailors for a marine. Just listen to the balance of the story:

Their eyes were sunken and they were gaunt and helpless when the crew of the Vandalia went aboard the Eva. Several lay on the deck, too weak to walk, while others eagerly grasped for food and water. They had exhausted every kind of edible object, and it was the opinion of their rescuers that they could not have lived another day.

The Eva is a three-masted ship and was bound with a cargo from Montevideo, South America, to Havre. The trip is supposed to take about 50 days, and 60 days is slow. The Eva carried about 75 days' provisions. Frank Meyer, second officer of the Vandalia, told this story of the rescue:

"When we sighted the Eva she was so deep in the water we thought she must be heavily overloaded or sinking. The signal of distress was flying, but we could not see any one on board. When we came near enough to distinguish things it was about the worst sight I ever saw at sea. A few of the crew made feeble efforts to cheer, but were too weak, and others lay as if dead. Dogs, cats and ship rats had been eaten. Driven almost mad by thirst, several sailors were trying to squeeze water out of hard, dry apples.

"Several of the men were nothing but skeletons. They would have been dead in another day. About the first thing we put on the Eva was a bag of strong onions. Two of the crew grabbed big onions, strong enough to make a horse sick, and eagerly devoured them. They drank quarts of water.

"We gave them about 60 days' supplies, and we figured they should make port in 30 days, even with bad winds. When they have regained their strength they will be able to considerably lighten their ship by knocking off the barnacles."

One of the most remarkable cases of resuscitation ever reported to the Life Saving Service has just been sent by Superintendent Knowles of the third district. The case is that of Robert Mooney, who was thrown into the water near Wakefield, R. I., on July 4, by the capsizing of a boat and, according to the official report, remained under water for 23 minutes. When first aid was given him 3 1-2 quarts to a gallon of water was expelled from the lungs. A second operation brought another pint of water from Mooney, who bore all the appearances of a drowned man. Artificial respiration was employed for an hour and 48 minutes before the first signs of returning consciousness were apparent. Friction and hot stones were then applied and the bellows movement continued. The patient did not recover complete consciousness until the next day after the accident.

The former Plant liner (British) has had her name changed to A. W. Perry, in honor of the President of the line.

SHIPBUILDING FOR THE YEAR.

During the fiscal year ended June 30, 1906, 1463 merchant vessels were built and officially numbered by the Bureau of Navigation, measuring 421,744 gross register tons, compared with 1301 of 326,213 gross tons for the fiscal year 1905. Of the new tonnage 384 vessels of 73,399 gross tons were unrigged barges and canal boats.

The year's increase has been entirely in steel steamers on the Great Lakes numbering 52 of 237,724 gross tons, compared with 29 of 102,497 gross tons for 1905. The former year of greatest Lake construction was 1901, when 175 vessels of all types of 169,085 gross tons were built. Three steamers over 7000 gross tons were added this year to the Lake fleet, the J. Pierpont Morgan, 7161 gross tons, being the largest.

On the seaboard only two steamers for foreign trade have been built, Mexico and Merida, 6207 gross tons each, under mail contract to Cuba and Mexico, and built to replace two steamers sold to the Government's line to the Isthmus of Panama. Only one other ocean steamer over 1000 tons was built. Remaining large steamers are for ferry, river or bay service, including four for New York's city-owned ferry system.

Only five schooners over 1000 tons were built, compared with fourteen in the fiscal year 1095. Three years have now elapsed since a square-rigged vessel was built in the United States.

FAST CANADIAN LINE.

The combination of the Canadian Pacific Railway Company with the Allan Steamship Company for the conveyance of mails between Great Britain and Canada has attracted considerable attention in both countries. The new combination promises to transport mails between Europe and America in less time, owing to the shorter route, than is done by any other line, and it expects to get the United States mails. At least, that is announced as one of the purposes of the combination. The Allan line vessel and the Canadian Pacific steamships have been in competition with each other, but ,owing to the Canadian Pacific having become owners of some specially fast ships, the Allan company agreed to combine, where before it had refused.

As the United States mails are largely carried by the Cunard and White Star vessels, which are British lines, the Allan-Canadian Pacific combination think that they will have no difficulty in getting those mails, provided they can make better time, but that remains to be seen. From Liverpol to Halifax it is 2,845 nautical miles, while from Liverpool to New York it is 3,036 miles, besides the delay caused by stopping at Queenstown. The Canadian line does not intend to make a stop in Ireland.

The Treasury Department suspended the Customs laws of the United States in order to admit free of duty the magnificent silver cup presented by King Edward of Great Britain, which was contested for in the yacht races at Newport, R. I., recently.

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BLUEJACKETS PLAY BALL.

"Fighting Bob" Evans, in charge of the Atlantic squadron, will summer at Rockport, Mass., this year. For the last four years the Atlantic squadron has been executing its summer maneuvers at Provincetown, Mass., and in order to have some amusement the crews of the squadron have chipped in and bought some land and built an athletic ground, where they can play baseball, football, etc., on Sunday. However, the inhabitants of Provincetown deemed it best that the bluejackets should attend divine service on Sunday, and so took the matter up with the Department and caused some very strong correspondence between Admiral Evans and the authorities at Washington, with the result that, rather than shock the morals of the good people of Provincetown, it was decided to summer at Rockport, Mass., where the people say that the boys can play ball on Sunday to their hearts' content.

Since the Government has built the new breakwater at Rockport, the harbor has become one of the finest in the United States, and large enough to accommodate the entire navy. About forty ships under Admiral Evans have already arrived there.

AMERICAN BEEF.

The following press dispatch shows what the seamen in the British navy think of our American beef:

LONDON, July 9.—As the result of the refusal of one of the ships of the British Atlantic fleet to take on American tinned meats during the recent naval maneuvers, the Admiralty directs that ships' companies be supplied with Australian or Argentine brands instead of American.

The remainder of American tinned meats now on hand is being returned to the victualing yards, and will be no longer a compulsory ration for the navy.

When it is remembered that only the best is used for the export trade the general public can imagine what our naval boys had during the late war. The volunteer army, not being used to hard living, made a kick that was pretty generally heard, but it is a well-known fact that the army fared much better than the navy, and the quality yet served in the latter part of our defense service has not perceptibly improved since 1889.

Captain O'Neil and the crew of the well-known fishing schooner, Mary A. Powers, recently arrived in Boston, having been sent home by the United States Consul at St. Johns, N. S. The Mary A. Powers was abandoned on the afternoon of July 2, while 200 miles off Cape Spear, N. F., having sprung a leak that could not be located, and after working at the pumps for a considerable length of time the crew finally had to take to the dories, in which they reached Bay Bulls, from whence they were shipped home.

An influential Republican paper in New York (the Sun) says: The next Governor of the State of New York will be a Democrat. The next Governor of the State of New York will be the next President of the United States .

Home News.

The San Francisco Relief Red Cross funds at present on hand amount to $3,992,366.74 net. The total amount so far received is $5,673,206.96.

George P. Brock, former cashier of the Doylestown (Pa.) National Bank, who defrauded it out of $60,000, was sentenced recently at Philadelphia to five years in the Eastern Penitentiary.

William Marcus, the first white man to be executed in Charleston county, S. C., since the Civil War, was hanged at Charleston on August 4 for the murder of his bigamous wife on Sullivan's Island last April.

William H. Belcher, who, while Mayor of Paterson, N. J., absconded a year ago, and who surrendered recently, was sentenced to twelve years' imprisonment in the State prison at Trenton on a charge of embezzlement.

Judge Kennedy of the Common Pleas Court at Cleveland, O., on Aug. 3 decided that Mayor Johnson was not guilty of contempt of court in connection with the tearing up of the tracks of the Cleveland Electric Railway Company.

A terrible cloudburst struck the borough of Hamburg, Pa., on Aug. 3. A ten-foot flood swept through the main portion of the town, leaving in its wake ruin and devastation. One man was drowned. The total loss will amount to more than $50,000.

The Republican and Democratic Territorial Committees met at Phoenix, Ariz., and combined, by the appointment of a joint committee, against joint Statehood. The conventions of both parties will be held at Bisbee on September 6.

That an alarming percentage of the young men of the cities of the South are physically unfit to enter the army, owing to cigarette smoking, late hours and other bad habits, is the statement of W. E. Bennett, Jr., in charge of the recruiting office at New Orleans, La.

Alford S. Hixston, the bookkeeper of the Union Trust Company, of Pittsburg, Pa., who is under arrest and is said to have confessed to peculations amounting to $125,000, is locked up in jail, having failed to secure the $20,000 bail fixed in the case.

For the second time within a week the Standard Oil Company on August 2 reduced prices of crude petroleum. The cut is the same as made on July 28, 3 cents on the higher grades and 2 cents on the lower grades, except Ragian, which remains unchanged.

Governor Magoon, of the Panama Canal Zone, has informed President Amador that President Roosevelt will visit the Canal Zone in November. President Amador, through Governor Magoon, extended a formal invitation to President Roosevelt to visit the City of Panama.

The opening gun in the war of the Government in Chicago on the Standard Oil Company was fired on August 6, when the Federal Grand Jury began to hear evidence concerning the relations of the company with certain railroads, the alleged granting of rebates and reported discrimination in the matter of storage charges.

Willard Jones, a member of the Oregon Legislature of 1903, and a wealthy contractor and timber dealer, has been sentenced by Judge William H. Hunt in the United States Circuit Court at Portland, Or., to one year's imprisonment, and to pay a fine of $2000. Jones was convicted of conspiracy to defraud the Government in October last. Thaddeus Stevens Potter, a well-known Portland lawyer, who was tried and convicted jointly with Jones, was sentenced to six months' imprisonment and to pay a fine of $500.

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Pacific Coast Marine.

At present 109 vessels are on the way or chartered to San Francisco, carrying 213,000 tons of cargo, mostly building material.

A telegram from Seattle reports that the bark Battle Abbey struck a rock near Port Townsend, and went to Winslow to be drydocked.

The American bark Haydn Brown, of 821 tons register, has been sold to the Alaska Copper Company, and will be converted into a barge.

A telegram received at San Francisco on July 31 from Kobe, Japan, reported that the cargo of the American ship Agenor, before reported wrecked, is a total loss.

The new steam-schooner Tamalpais, owned by the E. K. Wood Lumber Company, and outfitted by the Risdon Iron Works, had her trial trip on San Francisco Bay on July 28.

The British steamer Flamingo, a fishing boat, recently purchased for use on the British Columbia coast, arrived at San Diego, Cal., on Aug. 3, after a passage of ninety-one days from Hull.

Twenty-seven French steamers are booked to call at Puget Sound ports for the purpose of carrying wheat and grain from the Sound to foreign ports. The total amount of tonnage of the fleet will amount to 68,160.

A tule life-preserver bearing the name, "City of Rio de Janeiro" and supposed to be from that vessel, was picked up on the beach near San Francisco on August 6. The Rio was lost on February 22, 1901.

The Pacific Coast Company's steel passenger and freight steamer building at the yards of the New York Shipbuilding Company, Camden, N. J., will be named President. The vessel is of 5500 tons gross, 417 feet long, 48 feet beam and 30 feet deep.

Hugh Murray, 22 years of age, a seaman on the United States Army transport Warren, was instantly killed at San Francisco on August 9 while at work on the forward deck of the vessel at Folsom-street wharf. Deceased was a native of Scotland.

The Moran Shipbuilding Company of Seattle, Wash., will soon commence the construction of a steel fishing vessel, costing $50,000, for use on the southeastern coast of Alaska. A company has been organized in San Francisco and the plans are to build a fishing, oil and guano plant.

Captain Griffin, master of the steamer Princess Victoria, has been committed for trial at the Supreme Court assizes in Victoria, B. C., on the charge of manslaughter in connection with the sinking of the tug Chehalis in that harbor four weeks ago, when eight persons were drowned.

Captain John Bermingham, Supervising Inspector, has denied the appeal of Captain George W. Brown from the decision of the Inspectors of Hulls and Boilers, at San Francisco, who suspended his license for ninety days for grounding the steamer City of Para off Point Ano Nuevo on July 10.

The steamer Hilonian has taken 250 tons of refined sugar from the Honolulu plantation to Portland. This is the first direct shipment of refined sugar ever made from the Islands to any port than San Francisco. On the same voyage the Hilonian took 1750 tons of refined sugar to San Francisco.

Moran Brothers, of Seattle, Wash., are to build for the Northwestern Steamship Company the largest steel lumber vessel on the Coast, having 4000 tons burden and a lumber-carrying capacity of several million feet. At present the Francis H. Leggett is the largest steam-schooner on the Coast.

The fish traps installed on the Vancouver Island shore of the Straits of Juan de Fuca by Victoria and Vancouver packers have so far this year proved a failure. There are twenty-three traps in operation. At a conservative estimate these were installed at a cost of $8000 each, which means a total outlay of $184,000.

Captain John Bermingham, to whom William Tribble, first-mate of the schooner J. B. Stetson, appealed from the decision of the Portland Inspectors, has reduced the suspension of Tribble's license from six months to four months. The Stetson was in collision with the barkentine Jane L. Stanford off the mouth of the Columbia River on June 12.

The tug Tiger was recently sold to satisfy a judgment against her in favor of The St. Paul Fire and Marine Insurance Company. The suit grew out of a collision of the Tiger with the George W. Elder. J. P. Ormond was the purchaser and the price was $1300. United States Commissioner James Brown fixed the value of the Tiger at $2800.

Supervising Inspector John Bermingham has instructed the Seattle Inspectors to take no further proceedings against John Burgstand, second-mate of the American ship Henry Villard, who was accused by Mrs. Annie McNeil of assaulting her. Captain Bermingham holds that the testimony taken before W. M. Schuster, Insular Collector of Customs at Manila, P. I., and the Seattle Inspectors is not sufficient to deprive Burgstand of his license.

It has been decided to do nothing with the old United States gunboat Marion, and in all probability that vessel will be appraised at an early day and offered to the highest bidder. It was contemplated recently to convert the Marion into a coal hulk for service on the Pacific station, but the estimates from experts at the Mare Island Navy Yard have been altogether too high to suit the Navy Department and it has been decided to get rid of the Marion.

Instructions have been sent from Washington, D. C., to the officials at the Navy Yard on Puget Sound to make borings for a new drydock at Bremerton. This is the only structure of that sort authorized by Congress at the last session. The experts of the Bureau of Yards and Docks are at work also on plans for the dock, which is to be of the largest dimensions, about 750 feet in length and 37 feet in depth.

The Immigration Inspectors at San Francisco have decided that twenty Mexicans and a Peruvian, who came to that port from Acapulco on the Pacific Mail liner Newport, cannot land, and must go back when the steamer sails. They shipped as "supernumeraries" on the Newport, the wage agreed upon being a nominal one of 25 cents a month, and the understanding being that upon arrival at San Francisco they could be shipped as sailors or returned to their home, at the option of the Company.

Plans have been completed by the Southern Pacific Railroad for a through route from San Francisco to New York. The trip will be by way of New Orleans. The trains leaving San Francisco over the Sunset route will proceed to Los Angeles and then cut across the country through Arizona, New Mexico and Texas to Louisiana. On reaching New Orleans the passengers will be transferred to steamers and go to New York. Three new steamers are being constructed by the Cramps shipyards in Philadelphia for this purpose and will be completed soon.

Extensive work is in contemplation at the naval coal depot at California City, San Francisco Bay, and a contract for the work will be awarded soon by the chief of the Bureau of Equipment. The only specification ready for the bidders is that for the coal-handling plant. The specifications contemplate a coal-handling and storage plant consisting of a steel frame coal hoisting tower, movable steel bridge and timber trestle, cable railway and concrete platform for coal storage. The coal storage area will be 650 feet long by 100 feet wide. The tower must have a capacity of at least seventy-five tons per hour.

A report of the world's tonnage of shipping makes a good showing for the United States. Under all flags the total tonnage for 1906 is given at 31,744,904 gross for steamers, and 5,809,113 net for sailing ships. The United States is second in sailing ship tonnage with 1,413,833, and Great Britain is first with 1,444,348 tons. The United States is, however, down to third place in steamer tonnage, with something over 2,000,000, Great Britain being first with 16,166,748 and Germany second with 3,375,743 tons. But of the tonnage under the British flag, over 1,000,000 tons are owned and controlled by Americans who have been unable to place their vessels under the American flag.

Judge J. J. De Haven, of the United States District Court, at San Francisco, rendered his decision on August 10 in the case of the St. Paul Fire and Marine Insurance Company and the California City Rock Company vs. the tug Tiger and the steamship Robert Dollar, which collided in the Bay, causing damages to the boats, which the insurance company had to pay, and involving the loss of a barge which the Tiger was towing. The insurance money was recoverable because the collision was the fault of both boats. The following awards are made: From the Tiger to the insurance company, $1101, to the rock company $198; from the Dollar to the insurance company $1899, to the rock company $5075. Interest runs from November, 1905.

Men in need of medicine go to City Front Drug Store, No. 10 Mission St., near East, S. F.

Get your Spring Blood Cleanser at the City Front Drug Store, 10 Mission street, opposite the old Sailors' Union Hall, San Francisco.

P. E. Erickson, dealer in Havana Cigars, Cigarettes, Tobaccos, etc., sole agent for the celebrated Red Anchor Brand Snuff, importer of Swedish Razors and Cutlery, Subscription Agency for the Svenska Nyheter, Amerikanaran and Kuriren, formerly at corner of California and Kearny, now doing business at 108 East Street, opposite Mission-street wharf, San Francisco.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. Particular attention is paid to insurance claims. Room 207, Merchants' Exchange Building. Phone, Temporary 394.

ENGLISH CHANNEL TUNNEL.

The plan for tunneling from France to England underneath the Straits of Dover, which was abandoned about thirty years ago owing to the opposition of the English authorities, has recently been revived by the establishment of friendly relations between Great Britain and France, and the promoters of the project will make another effort to obtain the sanction of the British Government. Says the Scientific American in its editorial columns:

"The Societe Francais du Tunnel Sous-Marin was incorporated in the early seventies for the purpose of carrying out this great work. A shaft was sunk on the French side of the Channel at a point about six miles from Calais, and the English terminus was fixed near to Dover. A considerable amount of tunneling was done by the French company; but after they had spent about half a million dollars, the British Government put a stop to the work on the English end, ostensibly for the reason that a tunnel beneath the Channel would destroy the security which Great Britain's insular position afforded, and would render her liable to attack by an invading army.

Engineers of the Northern Railway of France have recently made an investigation of the abandoned works and found them to be in good condition, and it is probable that the present session of Parliament will witness the introduction of a bill for permitting the work to proceed on the English side. The tunnel would be an ideal one to drive, as practically the whole of its 23 1-2 miles of length will pass through a firm but easily quarried chalk, which it is believed is free from faults. This would make it possible to drive the tunnel without the use of the pneumatic process or the necessity for serious pumping operations. Apart from military considerations, which, in themselves, can not have much weight, because of the tunnel's limited capacity and ease of destruction, there is much to be said in favor of the proposed tunnel. The Dover-Calais passage is notoriously rough and uncomfortable, and the substitution of an all-rail route between London and Paris would be a decided boon to hundreds of thousands of travelers between England and the Continent."

Sir W. Holland, M. P., on being interviewed by a representative of The Daily Mail, expressed a hope that Parliament would eventually sanction the tunnel, whose military danger he had a plan for obviating, which he thus explained:

"I have a scheme which I hope to see adopted by the Powers, and that is that the tunnel shoud be denationalized—that it should be made neutral territory. The French Government supports the scheme, and I have no doubt that before many years are over the tunnel will be an accomplished fact."

United States Consul-General W. R. Holloway sends from Halifax the announcement of the Nova Scotian commissioner of railroads that $3,000,000 will be expended at Halifax terminals, quays and wharfs, to care for the increasing trade with Newfoundland and West Indies traffic in connection with the Inter-Colonial Railroad.

The Nippon Yusen Kaisha is reported to have definitely decided to open a fortnightly service between Hong Kong and Bangkok. The chartered steamers Tilder and Prometheus will be put on the service for the present.

COAST SEAMEN'S JOURNAL

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THE SAILORS' UNION OF THE PACIFIC
Established in 1887

W. MACARTHUR, Editor | P. SCHARRENBERG, Mgr.

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript. .

ALLIED PRINTING TRADES LABEL UNION COUNCIL SAN FRANCISCO

WEDNESDAY, - - - AUGUST 15, 1906

MORE POLICE WANTED.

It appears that Andrew Furuseth was not expected to be present at the conference held Wednesday afternoon at the Mayor's office between the chief executive, Chief of Police Dinan and a committee of steamship owners from the United Shipping and Transportation Association. From remarks made yesterday by the owners this may in some measure have been the cause of the heated discussion between Furuseth and Captain H. W. Goodall, chairman of the executive committee of the steamship owners.

"We did not expect to see Furuseth there," said Captain Goodall yesterday. "We had asked for a conference with Mayor Schmitz, at which Chief of Police Dinan was asked to be present, for the purpose of convincing these officials that stern measures were necessary to prevent the violence that has been going on along the water front. Furuseth's presence was evidently arranged for by the Mayor. We had, and still have, no intention of arbitrating anything with Furuseth, but we do want this violence on the part of the strikers ended."

The foregoing is the Chronicle's report of an interesting seance which took place in the the office of Mayor Schmitz, on the 8th inst. The shipowners had asked an interview with the Mayor, and the latter, presumably divining the object of the interview, invited Secretary Furuseth to be present. "We did not expect to see Furuseth there." Of course not. The shipowners expected to have it all their own way, to attack and villify the seamen without fear of contradiction or refutation. But the thing didn't pan out as programmed. Instead, Secretary Furuseth was present, with the inevitable result that the shipowners got slightly the worst of the encounter.

The burden of the shipowners' complaint was, "Violence." To this charge, Chief of Police Dinan and Captain Martin, in charge of the water-front detail, replied that conditions on the water front are normal, that there is no more infraction of the law in that locality than in ordinary times. When Captain Goodall contradicted the Chief in terms reflecting upon the latter's efficiency, the latter replied in terms that wouldn't look well in print and which it is sufficient to say didn't reflect any credit upon the Captain's character as "man to man."

The shipowners didn't want to arbitrate, nor to discuss any terms of settlement; they wanted one thing, and one thing alone, namely, more police protection. This plea doesn't jibe very well with the claims of the United Shipping and Transportation Association, that it "has the sailors licked." However, we will let that pass; anyway, these claims were made several weeks ago. The seamen, believing that a strict compliance with the law—by the shipowners, as well as by themselves—can not fail of good results, instructed Secretary Furuseth to reply on the point, as follows:

Hon. Eugene E. Schmitz, Mayor of San Francisco—Dear Sir: The suggestion made by Mr. Schwerin at the meeting in your office yesterday, namely, that you detail and we consent to police officers being carried in our picket launches, was submitted to our committee, which instructed me to inform you that we have no objection to such arrangement, provided the owners, in turn, will permit one member of the Union, in company with the police officer, to visit all the vessels and docks and be given an opportunity to speak to the men on board the vessels or on the docks.

The fact that a large number of men, who have had no experience at sea, have been brought on board of vessels under misrepresentation and held there by intimidation should, we think, be sufficient reason for the steamship owners consenting to this proposition, in order to clear themselves of any charge of tolerating, or being parties to, a condition which exists, yet is by them strenuously denied.

I inclose herewith copy of circular which is being distributed by our pickets to such men and boys on board ship as we are able to reach.

Respectfully yours,
ANDREW FURUSETH.

It is not likely that the shipowners will accept the proposal contained in the letter of Secretary Furuseth. When the shipowners ask for police protection, they mean protection in violating the law. They want a police-officer on every steam-schooner and two police-officers on every dock, to act as strike-breakers, procurers, and, in emergencies, as gun-fighters. And they won't be satisfied with anything less. The shipowners' present attitude indicates a state of mental desperation that foreshadows an early conclusion of the present little unpleasantness.

ANSWER TO SHIPOWNERS' AD.

The advertisement of the Steamship Association, of San Francisco, calling for "100 boys for apprentices," to which reference has already been made in these columns, has elicited wide comment, mostly of an uncomplimentary tenor. The following, from an old and honored correspondent of the JOURNAL, is characteristic of the general expression on the subject. Our correspondent says:

Editor Coast Seamen's Journal: The undersigned engaged in the arduous life of the sea as an apprentice at the early age of 12 years and 6 months. After four years' experience in that position, I entered the United States Navy, serving during the Mexican War, from the capture of Vera Cruz to the conclusion of peace. I came to California in the sloop-of-war St. Mary's, and was transferred to the ship Southhampton, which gave its name to Southhampton Shoal, eastward of Angel Island, in San Francisco Bay.

Now, after fifty-eight years' experience on the Coast, I discover in the ad. of the Steamship Association, of San Francisco (a clipping of which I inclose), an anomalous proposition, to-wit: American-born boys, 18 years of age, will be engaged by that concern as apprentices, but they will occupy the position of petty officers!

For unadulterated rascality, the scoundrel (be it one or more) who propounded that scheme takes the cake.

The absurdity of the project is transparent. It is vicious in construction and would be an added danger to the navigation of vessels. But why are the boys to be native born? Is that a reflection upon the foreign-born seamen? We are all of European derivation. It is no axiom that a person born in a certain locality will make a better seaman than others who are born elsewhere. To assert or to think so is a form of self-conceit. Were it not for the presence of European seamen on the Coast, the demand would exceed the supply. Commercialism carried to its inevitable goal results in tyranny, degradation and the obliteration of all that preceded in greatness and solidity.

The shadow of the French Revolution now darkens the horizon—the elements of disturbance are gathering. The fate of Rome is a lesson unheeded. Nevertheless, those nations who lower the standard of maritime service, including labor generally, and who nourish an aristocratic incubus, favoring the rich and crushing the poor, are doomed to suffer the same fate. Great Britain and the United States of America are no exceptions; their vainglorious civilization will disappear like chaff.

The wealthy thieves can enjoy the privileges of organization; but, Great Scott, these same rogues consider it criminal in labor to form unions and protect themselves. Reader, there are men called judges in this country who will support the rich in every contention against labor.

Boys, American-born or otherwise, take the advice of a seaman, 76 years of age, and avoid the gaudy-colored web spun by this aggregation of spiders and bloodsuckers of American manhood—the Steamship Association of San Francisco.

At the end of three years, the boy will receive a bonus of $250. Rot! Before the end of the third year, bonus and boy will disappear.

OCCIDENT.

Marshfield, Or.

It is quite apparent that our friend "Occident" is indignant—in fact, what may be called "hot in the collar." It isn't a very dignified attitude on the part of a gentleman, the less so considering our correspondent's patriarchal years. Yet, when one pauses to reflect upon the provocation in the present instance one is bound to make some allowance for ordinary human impulse. The ad of the Shipowners' Association might reasonably be offered as a plea in extenuation of almost any lapse from dignity, even on the part of an old sailor. This is not said by way of mitigating the force of our correspondent's remarks, but on the contrary, to indicate the sentiment naturally and inevitably aroused by the appeal of the shipowners to the American-born boy. The man, and especially the sailor, who would not become indignant at that appeal, implying, as it does, an insult to common intelligence, must be lost to all sense of the fitness of things, Even a graven image might be excused for descending from its pedestal in disgust at even a smaller offense against common sense.

Referring to the charges made by representatives of the seamen's unions, that vessels controlled by the United Shipping and Transportation Association are constantly violating the Navigation laws by carrying passengers without a license, Acting Collector of the Port William Hamilton has expressed his conception of the situation, as follows:

The authority of the Collector—or any one else for that matter—regarding vessels that violate the passenger act is very limited. The owners of the boat may be fined if she is overloaded with passengers, but the vessel may leave port with them on board without molestation. If a vessel has an insufficient crew the Collector may refuse to give her clearance papers, or may prevent her from sailing if she goes to a domestic port. But a vessel with equipment, life-preservers and accommodations for, say, fifty passengers, can carry as many more than that number as her owners please. A fine of $10 for each passenger, besides the passage money, may be imposed, but the vessel can not be prevented from leaving port.

In other words, the officials of the port may lock the stable door after the horse has been stolen, but are absolutely powerless to prevent the theft itself! Common sense suggests that the law in this connection is intended primarily to safeguard the passenger, not to penalize the shipowner. The official opinion suggests otherwise. But perhaps it is out of order to talk about common sense in connection with the Navigation laws, or at least in connection with the official construction of these laws. The opinion of Acting Collector of the Port William Hamilton indicates that either "the law is a hass," or a certain official intrusted with the administration thereof is distantly related to the equine family.

Our readers are respectfully referred to the "A. F. of L. Campaign Programme," published on page 1 of this issue. "Read, mark, and inwardly digest."

Demand the union label on all products!

BULLETIN HITS IT AGAIN.

Last week the JOURNAL reprinted (with approval) an editorial from the Bulletin, of San Francisco. This week we repeat that unusual performance, leaving the reader to pass judgment upon such use of our valuable space and his (the reader's) equally valuable time. Under the caption, "Why the Workingman Wins With the Odds Against Him," the Bulletin says:

Workingmen on strike have an advantage in their poverty that overbalances all the massed wealth of their employers. This is a paradox, but for all that it states a deep truth of political economy.

Judged without taking human nature into account, the odds in a strike are heavily against the workingman. He and his family are dependent on his labor for their daily bread. His savings, if he has any, are meager and will not last him many months. Nor can he providently afford to spend his savings which he has accumulated by much stinting against old age.

On the other hand the employer, in very many cases, is wealthy. The revenues of his business are not necessary for the support of his family. He has other investments probably and other sources of income. He is sure, whatever happens, of a roof over his head and plenty to eat and wear. Without suffering privation he could hold out until doomsday; while the workingman's power of enduring the deadlock is obviously limited.

Why, then, do the workingmen win so many strikes? Why are they so much more steadfast than the employers? Why, to consider a particular case, have wealthy shipowners in the existing strike on the water front broken away from their associates and yielded to the unions, while not one union man of the thousands that left their work has deserted his union? Isn't it strange that the men who possess the largest resources should surrender to the men whose main resource is simple fortitude and strong devotion to a principle—admirable qualities, but not nutritious?

Money, which is rated as a source of power, is rather a cause of weakness. Capital makes cowards of us all. The rich man has much to lose; the poor man, so long as he has his hands and health, is confident that he can do hard labor and live, if things come to that extremity. The man of money has acquired necessities that bear him down. He lives on an expensive scale. His wife must have fine dresses and servants to help her. His daughter's social ambitions must not be thwarted. His son at college must have a liberal allowance. Luxury, long enjoyed, breaks down character. The opulent man fears a diminution of his copious revenues more than the mechanic fears downright penury. The capitalist can not bear to view his pile of hoarded wealth dwindle. His joy has been to behold it grow larger from year to year and he has become by a slow process the slave of his superfluous capital. In him the desire for more money is often stronger than any sense of fidelity to his class or his colleagues. When he enters into a compact with other employers he looks on the combination purely from the point of commercial self-interest, and when he sees that his interest would be served by breaking away from his associates he breaks away without any sense of shame, for he feels that any of them would do the same thing. His fellow employers are his competitors and he does not love them. If he were to ruin their business he would profit by their loss. Consequently in confederating with them he is moved by no altruistic feelings. He goes in the direction of more money, whatever tack he takes.

The workingman, on the contrary, is sentimental, rather than mercenary, in his zeal for his union. He will not quit the union when an employer, whose men have struck, offers him wages above the union scale. He thinks more of his fealty to his fellow workingmen than of his pocket. That is why he wins so many strikes with the odds against him.

Now, this is quite alarming! If the business manager of the Bulletin, or whoever it is that controls the destiny (i. e., the policy) of that "great moral engine," continues to let the office-boy write the editorials, he may wake up to find a mutiny among the advertisers. On second thoughts, however, it may be just as well if the business manager shall slumber on, in blissful ignorance of the course upon which his paper is now headed. If the business manager sleeps long enough, he may wake up to find that it pays just as well, and possibly better, to write sense than to write as editors commonly do write. In other words, the business manager while asleep may experience a revelation of the truth that it isn't absolutely necessary that the editor shall stultify himself in order that the paper shall pay. Peace to the slumbers of the Bulletin's business manager! Go to it, Mr. Editor, while you have a chance.

The Southern Pacific and Santa Fe railroad companies are bending their energies to secure a large quantity of labor for San Francisco, all in the interest of reconstruction and without the slightest reference to the interests of the passenger traffic. Readers of the graphic, not to say glowing, literature issued by the railroad "bureaus of information" will do well to be guarded against the statements concerning labor conditions in San Francisco and its environs. Labor is needed in that locality, of course, but not in the quantities nor for the purposes really contemplated by the railroads. San Francisco needs labor in sufficient quantities to clear away the ruins and rebuild, but it doesn't need labor in sufficient quantities to break strikes and reduce conditions generally to the peon or padrone level. Persons contemplating a trip to the Golden West will do well to consult some authority less open to suspicion of self-interest than the great corporations of the State.

A correspondent in Mobile, Ala., informs the JOURNAL that a number of scab procurers in the guise of United States soldiers were recently detected in that city, and, of course, run out of town. The shipowners are going far afield in the effort to procure "young Americans" with whom to fight the seamen's unions. The shipowners, however, are learning, much to their surprise, no doubt, that the seamen's unions are everywhere ahead of them, that these bodies are, in fact, ubiquitous. We suggest that the shipowners send a "labor agent" to Mars or the Moon. So far as we know, the seamen's union haven't got any branches in either of these orbs. Of course, we aren't quite sure about this; we merely offer the suggestion for what it may be worth.

Government officers, in pursuance of orders recently issued to the effect that every vessel that comes into port should be inspected for possible violation of the passenger laws, have found that the Pomo, which arrived recently from Albion, had nine passengers, although having no license to carry them. Captain Reinertsen, master of the vessel, said they were brought free, it being claimed by some that a vessel making no charge for conveying persons needs no passenger license. The matter has been referred to the United States District Attorney's office.—Press Item.

It appears that the Pomo case is actually to be investigated. The results, of course, no man can forsee, since the results in all previous cases of the kind have been arrived at without any investigation at all. As to the defense offered by Captain Reinertsen, namely, that the passengers were "carried free," we would suggest that if the shipowners can not win their fight by carrying passengers "free," they may help matters a little by offering a bonus to all persons who take passage on their vessels. The bonus ought to be a big one, however, considering the risks to the passengers.

Captain G. D. Hammer and J. B. Hubbard have been held for trial at San Francisco, charged with the murder of Comrade Andrew Kelner. The accused have been released on bail in the sum of $10,000 and $15,000, respectively. Given a fair trial, there is little doubt of the conviction of these men. We can only hope that the punishment will fit the crime.

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Aug. 13, 1906.
Regular weekly meeting was called to order at 7:30 p. m., C. Taucer presiding. Secretary reported shipping fair. The Executive Committee reported the strike and lock-out situation improving generally.

A. FURUSETH,
Folsom-street Dock. Secretary.

Tacoma Agency, August 6, 1906.
No meeting; no quorum; no idle members ashore.

H. L. PETTERSON, Agent.
3004 McCarver St. Tel. Main 808.

Seattle Agency, August 6, 1906.
Shipping fair; situation good.

P. B. GILL, Agent.
1312 Western Ave., P. O. Box 65. Tel. James 3031.

Port Townsend Agency, August 6, 1906.
No meeting; no quorum; shipping slack.

WM. THORBECK, Agent.
114 Quincy St. P. O. Box 48. Tel. 443.

Aberdeen Agency, August 6, 1906.
Shipping situation unchanged.

WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

Portland (Or.) Agency, August 6, 1906.
General situation fair.

D. W. PAUL, Agent.
40 Union Ave. Tel. East 4912.

Eureka (Cal.) Agency, August 6, 1906.
No meeting; no quorum; shipping quiet; prospects uncertain.

CHAS. SORENSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, August 6, 1906.
Shipping dull; prospects poor.

HARRY OHLSEN, Agent.
P. O. Box 2380. Tel. Main 774.

Honolulu (H. T.) Agency, July 30, 1906.
No meeting; no quorum. Shipping dull; prospects poor.

C. COLDIN, Agent.
821 Alakea St. Tel. Main 96.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Aug. 9, 1906.
Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping very good, and very few men are idle. Situation in very good shape.

EUGENE STEIDLE, Secretary.

Seattle, Wash., Agency, Aug. 2, 1906.
No meeting. Shipping good.

LEONARD NORKGAUER, Agent.

San Pedro, Cal., Ageney, Aug. 2, 1906.
No meeting. No men ashore.

CHAS. M. DAWSON, Agent.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, August 6, 1906.
General situation fair.

WM. PENJE, Secretary.
143 W. Madison St.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston (Mass.), August 6, 1906.
Situation unchanged.

WM. H. FRAZIER, Secretary.
1½A Lewis St.

ATLANTIC COAST MARINE FIREMEN'S UNION.

Headquarters, Brooklyn (N. Y.), Aug. 1, 1906.
Shipping good. Men scarce.

DANIEL SULLIVAN, Secretary.
15 Union St.

DIED.

O. F. Sandall, No. 471, a native of Sweden, aged 32, died at San Francisco, April 18, 1906.

David Wulfs, No. 191, a native of Germany, aged 59, drowned in One-Mile-Slough, Cal., on June 12, 1906.

ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)

ERIE-OHIO RIVER CANAL.

Promoters of the Lake Erie and Ohio River Canal, which was authorized by Congress by a bill granting a charter to the company, declare that their enterprise will be completed before the Panama Canal is half done. The Pittsburg capitalists who are behind the project are meeting almost daily. They say they have ample funds in sight. The final records of the engineers on route, cost, etc., are being prepared, and it is asserted that actual work will be begun within a year.

Organization, financing and securing right of way will require some time, but once this has been done it is estimated that the canal can be completed within five years. It is one of the greatest enterprises private capital has ever undertaken in this country, and one of the most important industrially and commercially. It is asserted that the canal will do a greater volume of business than the Panama Canal, for it is estimated that the tonnage that goes over the portage between the Ohio River and the Lakes annually now is in excess of fifty millions, with great developments in prospect.

Engineers have placed the probable cost of construction of the canal at $46,000,000. The bill passed by Congress authorized the company to capitalize on a basis of $400,000 of stock a mile, and to issue $400,000 of bonds a mile, and as the canal will be approximately 100 miles in length, at least $80,000,000 can be put into the undertaking.

This does not convey an adequate idea of the magnitude of the affair, for it is complicated by difficult engineering problems. The canal will be started at the juncture of the Beaver and Ohio Rivers, twenty miles below Pittsburg, and will run up the Beaver River to the mouth of the Mahoning, up the Mahoning to Niles, O., and thence almost due north to a harbor on Lake Erie about seven miles west of Ashtabula. About 60 per cent of the total length of the canal will be included in the Beaver and Mahoning Rivers, where nature has already done part of the work. The canal will be from twelve to fifteen feet in depth and about 165 feet in width —approximately as wide as Superior Avenue N. E., Cleveland—and it will carry barges and boats having a capacity of from 2,000 to 2,500 tons.

The total lockage in the canal will be a little less than 500 feet, as at its highest point it will be 317 feet above Lake Erie and 180 feet above the Ohio River. This means that boats must be locked 317 feet up, and then locked 180 down in taking them from the Lake to the river. The point of greatest elevation will be near Jefferson, Ashtabula county, about twelve miles from the lake, but there will be a stretch of thirty-two miles in the canal from that point to within a short distance of Niles without a lock.

Two branch canals are also projected, one from the Mahoning up the Shenango River to Newcastle, Pa., and one from Niles to Warren in the Mahoning.

Aside from the task involved in the actual construction of these canals, a greater problem confronts the engineers, and that is the problem of getting water into the canal. It will be secured from the headwaters of the Allegheny River, in Pennsylvania, and will be stored in a great reservoir in the neighborhood of Conneaut Lake, and brought across to the canal at Jefferson in a "feeder" canal, which will be about eight feet deep, fifty feet in width, and about thirty-five miles in length. In addition a reservoir wil be constructed a short distance north of Niles. It will be about eight miles long by half a mile in width.

A waterway over the portage between Lake Erie and the Ohio has been a dream of engineers and promoters for over a century. In fact, George Washington, in his early days as a surveyor, conceived the idea of such a waterway. The present agitation in connection with the enterprise has been going on for thirteen years.

NOTICE TO MARINERS.

Notice of the following charges in lights and entrances to harbors has been issued by the Hydrographic Office to vesselmen:

The channel between the jetties at Ontonagon has recently been dredged to a depth of fourteen feet. The channel is sixty feet wide, and the central line is sixty feet from the western pier for the first 300 feet from the southern end of the pier, where it branches into two channels leading to the northern end of both the commercial and lumber docks.

A gas buoy painted red and showing a red light every ten seconds has been placed to mark the wreck of the steamer Manhattan, sunk on the western side of the eastern entrance to Grand Island harbor. A ten-inch steam whistle has been placed at the Milwaukee pierhead range light station to sound every seventeen seconds in foggy weather. The fog bell heretofore sounded at this point has been discontinued. A similar whistle has been placed on the outer end of the south pier to the entrance of Waukegan harbor.

A permanent skeleton tower with a white light fifty-four feet high has been placed on the Lakeview waterwork crib at Chicago, and a fog bell has also been established in the tower. The dredging operations at Michigan City harbor have been completed, and the depth is now seventeen feet.

WORK ON GARY HARBOR.

The Indiana Steel Company has awarded to the Great Lakes Dredge and Dock Company, Chicago, the contract for the construction of the harbor and docks at Gary, Ind. The contract provides for 2,000,000 cubic feet of dredging, the construction of 12,000 lineal feet of timber dock and breakwater, 3,000 lineal feet of concrete dock and a concrete water intake with two ten-foot tunnels to connect with the shore. The total cost of these improvements is stated to be $1,500,000. Work is to be commenced at once, the contract providing for completion by January 1, 1907. The harbor will have a bell-mouth entrance, will be 250 feet wide in the clear, will extend into Lake Michigan 2,000 feet, and into the land, figuring from the present shore line, 3,160 feet. The harbor is to be dredged and leveled off at the bottom to a depth of twenty-two feet below the water line. All dock piles are to be of white or burr oak, or any other approved variety of hardwood, cut from green trees within one year of driving.

OPENING NEW MINES.

On the Menominee range, Oglebay, Norton & Co., of Cleveland, have an excellent prospect of opening two new mines at Commonwealth, Wis., in the vicinity of which they have been operating for many years as the Commonwealth Iron Co. At a depth of 125 feet at the Buckeye exploration, a mile west of the company's old Badger mine, a vein of ore thirty-eight feet in width has been encountered, and drifting and cross cutting are now in progress to determine the extent of the find. Analyses of the ore show it to range between 56 and 59 per cent in metallic iron. At the Welch exploration, which lies within the limits of the village, there has been disclosed a vein of ore thirty-five feet in width and assaying 59 to 60 per cent in iron. Opening work is in progress to determine its extent. It looks like a big deposit.

At Oglebay, Norton & Co.'s Bristol mine at Crystal Falls, mining is being carried on on a big scale in the old open pit, the excavation of which was started during the time of the Schlessinger regime years ago, and much ore is being won. The pit has been enlarged by stripping along the north and east sides. The ore is being milled down to the fourth level and with the present system in vogue the product is being won at low cost.

The drill which Corrigan, McKinney & Co. are operating in the Hennepin lands, between the city of Crystal Falls and the Tobin mine, has been moved to a point 400 feet east of its former location and a second hole is being put down. The drill will be operated along the run of the formation, holes of sufficient depth to prove up the ground being drilled. The hole just put down went to a depth of 600 feet, at which point is encountered the black slates. The ground passed through was encouraging—rich jasper, too lean for shipping ore, yet not all rock.

Excellent progress is being made with the work of sinking the new shaft being put down at the Steel Trust's Prince of Wales mine of the Regent group at Negaunee, Marquette range.

DOCK NEARLY COMPLETED.

At the rate construction work is advancing on the South Shore's new ore dock, at Marquette, the structure will shortly be ready to go into commission. All the material that will be used in building is now on the ground and a large number of men are assembling the parts for the ore pockets and putting the finishing touches on the second or top deck. Altogether there are 300 carloads of lumber in the dock, exclusive of nearly 100 carloads of tamarack and pine sticks used for the piling. It is expected that the section of the dock fronting north will be completed and used before the south side is finished. However, work is being rushed with all possible haste on every part, and its early completion will please the railway company. The dock will be able to handle a considerable quantity of ore during the months of September, October and November, and will add much to the season's total of ore shipments from Marquette.

MARINE NOTES.

Ulysses Thompson, cook on the steamer Western States, recently died at the Detroit Marine Hospital of blood poisoning.

The new Ellsworth car ferry is now making regular trips between Port Burwell and Ashtabula. She is in command of Captain B. T. Haagenson.

Captain Frank C. Rae, with the steamer James C. Wallace, made a new coal record for Ashtabula recently by clearing for the head of the Lakes with 11,351 tons.

Application has been made to the city of Buffalo by the United States Govvernment for permission to place a beacon light in Riverside Park. It will be used as a range light by vessels navigating the Niagara River.

The new steamer Samuel Mather, building for Pickands & Mather, was launched at the Wyandotte Yards on July 28 and will be ready for her maiden trip about Aug. 20. She is 550 feet over all, 530 feet keel, 60 feet beam, and 31 feet deep.

The Acme Steamship Company has ordered from The American Shipbuilding Company a duplicate of the steamer James C. Wallace. She will come out some time next year, making a total of thirty-two new vessels now ordered, and building.

The old wooden steamer C. W. Elphicke, with coal from Ashtabula, en route to Cleveland to pick up her barge Tyrone, went on the rocks of the sunken breakwater off Cleveland and broke in two. No lives were lost. The Elphicke will be raised and repaired.

The steamer Henry H. Rodgers, the second of the Pittsburg Steamship Company's new 600-footers, recently loaded 12,914 net tons of iron ore at the Northwestern docks in Ashland, in four hours. She also increased the record for Lake Superior cargoes by 672 tons.

The Gilchrist steamers, Gilchrist, Steel King, and Venus have each taken a cargo of ore from Buffalo to Cleveland, a rather unusual proceeding, caused by the fact that the B. & S. Co. had more of a certain kind of ore than they needed, and sold it to the Cleveland Furnace Company.

The schooner Wm. Case, in tow of the steamer Saginaw, sprung a leak in a heavy sea, and foundered in 25 feet of water, 5 miles northeast of Calchesta, on July 22. No lives were lost. The case was more than fifty years old, having been built at Algonac in 1855. She is 137 feet long and 27 feet beam. The cargo was insured, but the boat, of course, carried no insurance.

The steamer Powell Stackhouse, with 9,700 tons of soft coal, was unloaded recently at the dock of the Milwaukee Coke and Gas Company by their two "Brownhoist" steam rigs, equipped with two-ton grab buckets, in thirty-nine hours' actual working time, an average of 249 tons per hour, or 124½ tons per hour per rig. The unloading of the entire cargo, including the cleaning up, was done by grab buckets, and for the first ten hours each machine averaged 150 tons per hour.

The Sandusky Board of Public Service has awarded Tom M. Sullivan, of Detroit, the $50,000 contract for the West End channel blasting and dredging. His bid was $5.30 a cubic foot. Work will start at once, and a twenty-one-foot channel will be provided to the Hanna-Pennsylvania coal and ore docks.

Lake Letter List.

All mail advertised in these columns as remaining at Detroit Marine P. O. is sent to the Dead Letter Office at the expiration of two weeks.

(Marine Postoffice, Detroit, Mich.)
July 27, 1906.

Anderson, Mrs. J. D.
Bailey, Wm. F.
Bailey, K. M.
Beal, Lee
Belill, F. P. (W. P. Snyder)
Blair, Andrew A. (S. M. Parent)
Blair, Mrs. D. C. (Bulgaria)
Bonnah, Harvey (Roumania)
Boyle, Wm. E.
Brown, Jas. (W. C. Brown)
Carlson, G. A. (Vulcan)
Carr, John G.
Case, Charlie (M. C. Smith)
Cavanaugh, Wm. (Vulcan)
Cicero, Joseph (Albright)
Coakley, D. J. (James)
Collins, Claude S. (Socapa)
Coons, Fred C. (America)
Couper, E. J. (Jimiata)
Covert, Geo. (Hawgood)
Davis, Jas. (Squire)
Dekchre, Miss Madeline
De Mars, T. T. (Maythern)
Dorman, G. L. (Princeton)
Duffy, G.
Dyotte, Eddie (Beatty)
Edgecomh, Morgan (Ralph)
Farquhar, Elmer J.
Flescher, Harry (Waldo)
Foglesang, Sam
Forrester, Roy
Goble, A.
Greenley, A. J.
Hamilton, John—2 (Jenness)
Hanlon, Thrse
Hanlon, D.
Hart, F. W.
Hawkins, Ben (Nye)
Hem, Lester (Sherwin)
Houghton, Alf. H. (Case)
Hurbut, Geo.
Ingles, Robert—3 (Oliver)
Iverson, Martin (Rensslear)
Kamhout, P. H. (Rensseler)
Kelley, Ed.
Kenway, Phineas P.
King, Joseph
Kollie, Jas. W. (Jenks)
Knappe, Adolph (Smeaton)
Krug, J. T. (Treasure)
Kruse, Joseph
Landers, James (Bay City)
Latart, Edw. (Wyoming)
Lawrence, Frank
Lawson, Archie (Butler)
Laycock, J. E. (Massachusetts)
Longe, Geo.
MacDonald, A. T.
Marsh, Walter (Stanton)
McCarthy, Dalton (Fay Brown)
McDonald, Alex.
McMann, Fred
Mendel, Albert
Moore, Carl (Hoyt)
Moore, Floyd E.—3 (P. Mirch)
Morrison, Archie
Morrison, Geo. C.
Nolan, Frank
Nelson, Chris (W. D. Rees)
Payne, S. E.
Post, Harry W. (Jenks)
Prank, H. R.
Primeau, Elmer (Clarion)
Ralph, Roy S.
Reid, John—2 (Olympia)
Reid, Donald E. (W. L. Smith)
Riford, Chauncey W. (C. W. Warner)
Roberts, Claud
Rosbock, Arthur (Lagonda)
Roth, Mathias (Wawatam)
Sevmour, Isabella
Scham, Walter (Butler)
Smith, Geo. C.
Smith, Chas.
Svensen, Emil Squire
Tansey, M.
Terry, Fred (Zenith City)
Thibodeau, Louis
Vashinder, Maroin (Bangor)
Van Dusen, Dan (S. Eddy)
Vinger, Frank
Wallem, Conrad (Louisiana)
Whitcomh, Walter (Sillwood)
White, W. Jack
Wilson, W. (W. L. Brown)

Manitowoc, Wis.

Angus, Robert.
Beahan, Edward (3)
Fairbanks, H. A.
Hanny, John
Rinkel, Willie (2)

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Telephone 552.
CLEVELAND, O.....171 East River Street
Telephone Bell Main 1295.
TOLEDO, O.....719 Summit Street
Telephone Black 6981.
NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

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Ashland Phone 1563.
SUPERIOR, WIS.....1721 North Third Street
Telephone, Old Phone, 4428 L.
BAY CITY, MICH.....108 Third Street
OGDENSBURG, N. Y.....40 Ford Street

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CONNEAUT HARBOR, O.....922 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
Telephone 1944 South Chicago.
SANDUSKY, O.....510 Meigs Street

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Groceries—James Butler, New York City.
Meats—Kingan Packing Company, of Indianapolis, Ind.
Pipes—Wm. Demuth & Co., New York.
Tobacco—American and Continental Tobacco Companies.
Whisky—Finch Distilling Company, Pittsburg, Pa.

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Clothing—N. Snellenberg & Co., Philadelphia, Pa.; Clothiers' Exchange, Rochester, N. Y.; Strawbridge & Clothier, Philadelphia, Pa.; Blauner Bros., New York.
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Gloves—J. H. Cownie Glove Co., Des Moines, Iowa; California Glove Co., Napa, Cal.
Hats—J. B. Stetson Company, Philadelphia, Pa.; E. M. Knox Company, Brooklyn, N. Y.
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Shoes—Harney Bros., Lynn, Mass.; J. E. Tilt Shoe Co., Chicago, Ill.
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Iron, Architectural—Geo. L. Meskir, Evansville, Ind.
Stoves—Germer Stove Company, Erie, Pa.; "Radiant Home" Stoves, Ranges, and Hot Air Blast, Erie, Pa.; Wrought Iron Range Co., St. Louis, Mo.

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Wire Cloth—Thos. E. Gleeson, East Newark, N. J.

MISCELLANEOUS.

Bill Posters—Bryan & Co., Cleveland, Ohio.
Railways—Atchison, Topeka & Santa Fe Railroad; Missouri, Kansas & Texas Railway Company.
Telegraphy—Western Union Telegraph Company, and its Messenger Service.
E. M. Parry, Indianapolis, Ind.
Thomas Taylor & Son, Hudson, Mass.
C. W. Post, Manufacturer of Grape Nuts and Postum Cereal, Battle Creek, Mich.
Lehmaier-Swartz & Co., New York City.
J. N. Mockett, Toledo, Ohio.

LABOR IN BOMBAY.

The conditions and standard of labor in the cotton mills in Bombay, East India, are the lowest, at least, in any Asiatic country. In American mills quality is the unit of measure of production; in India it is quantity; quality does not count for so much. The labor is paid by the piece or pound weight. The wages of the mill agent and from him down is based on a pound percentage of the mill production. Therefore the tendency is to increase the bulk of the outturn, and another result is that long hours of day labor have been induced. It is estimated that more than $11,500,000 gold was made last year as profits by the Bombay mills. The exceptional activity that has prevailed through the industry during the past twelve months, the heavy demand in all directions, and the large profits known to have been made, running as high in some instances as 40 per cent in dividends, has quickened every available spindle and loom in India to work to its utmost capacity and to press labor to the uttermost limits.

In 1881 an Act was passed by the Government of India in the interest of factory hands, one of the chief features being the compulsory closure of all factories for at least four days in a month. This boom was much appreciated by the workmen, owing to the healthy respite afforded to them from their tedious and irksome work. But a new factor has been recently introduced in the shape of electric-light installations in the textile factories, which has practically nullified the respite. Since the introduction of this light the mills, which formerly used to work from sunrise to sunset, have begun working from five in the morning to eight in the evening with the same set of operatives, with only half an hour's stoppage in the middle of the day; and as the mill industry of Bombay is at present in a flourishing condition there is a growing tendency among some of the mill owners to prolong these hours of labor. This they are evidently emboldened to do, as there is no provision in the Factory Act restricting the hours of employment in any one day in a factory of male operatives over the age of 14.

Mr. Bomanji Dinshaw Petit, an extensive employer of mill labor, says: "It is as clear as daylight that these unfortunate people must suffer in physique, that their crushing work must produce its deleterious effect upon their health, that their resisting capacity must gradually dwindle down, and that day by day they must grow more impotent to resist attacks of ill health and the prevalent epidemics, if they are not actually slowly ground down to death. I deliberately assert that every additional pound of production got by making them work longer than 12 hours a day is wrung out of their aching limbs." And this respected gentleman further declares that "the conditions of labor in the Bombay mills at present reveal a degrading and disgraceful spectacle of cold-blooded inhumanity."

Among the mills visited recently and inspected was the "Raechel Sassoon" weaving mill on Chinchpoogly road, Bombay. This is one of a number owned by the descendants of the famous Sassoon, who years ago emigrated from Bagdad and settled in Bombay. This mill has been lately built and is said to be quite up to date in equipment of machinery, ventilation, light, and sanitary conditions. It has 2,000 looms and weaves piece goods for the Indian and China market. The mill is now running 13 hours a day, or only in daylight. It was found, however, that they were installing an electric light plant, so that they would run in the future 15 hours a day. All labor in this mill, as is the custom in India, is paid by the piece. An average weaver working 13 hours per day for 26 days in the month would earn on the average about 26 rupees, or about $8.45.

COLLEGE-BRED UNEMPLOYED.

College-bred vagabonds occupy considerable space in all discussions of the unemployed, but rarely, if ever, is the pathologic side of the matter even touched upon. The Bowery branch of the New York Y. M. C. A. gives assistance to many derelicts in the course of the year. It is said that of the last 3,228 helped 17 were graduated from universities, 134 from colleges, 71 from academies, and 417 from high schools, a total of 639. The usual proportion is about one-fourth. This is a horrible condition of affairs, and the cause must be discovered. These are sick men unable to work—suffering from neurasthenia, generally, on which is grafted an alcohol or drug habit to increase the basic disease. Is this dreadful blot chargeable to the educators or physicians? Perhaps a few were unfit subjects for education and should never have been sent to schools higher than the eighth grade. If so, some way should be found of discovering such cases, and preventing this waste of money and lives. Perhaps some of them were injured by the exhaustion of excesses of some sort—athletics or even the "grind" of much study and insufficient sleep. Most are probably sufferers from eyestrain. The learning possessed by some of them proves that they must have been ideal students in the eyes of the teachers. A few are said to be full of classical knowledge of no earthly use to them—splendid Greek scholars begging for bread. The worst of all is the fact that three-fourths of the men aided—including the uneducated—are native-born Americans, and only one-fourth foreigners. Inability of the body in some direction or other to respond to the increased demands, the hurry and rush of our modern civilization, is at fault in most cases, but there should be definite knowledge as to what causes these neurasthenias in the native-born.—American Medicine.

The Toronto Sun says that the Government and the opposition have united in the Canadian Parliament in the drafting of legislation designed to secure the control of express rates by the railway commission, and counsel for the express companies recognizing the fact that such regulation was bound to come from some source, has bowed to the inevitable and withdrawn his contention that regulation is beyond the constitutional limits placed on the federal power. The result will be legislation this session giving the Canadian Railway Commission the same control over express rates that it now has in the matter of freight charges and passenger fares.

The rapid development of the motorbus in London, according to London newspapers, is regarded as opening the way for the discontinuance of the horse for the purpose of commercial traction in the streets of that metropolis. It is thought that steam for use on railroads will, in a comparatively short time, give way to the use of electricity.

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TRANSATLANTIC WIRELESS.

With the announcement that Marconi had sent a message, or rather a signal, across the Atlantic, many good people jumped to the conclusion that commercial operation of a transatlantic wireless telegraph would come at once; and it must be said that the Marconi company did not attempt to dispel this illusion. But years have elapsed since that time, and although a large amount of experimental investigation has been carried on, with the object of determining the laws which govern this transmission, we are not yet sending private telegrams to London by wireless. In the Electrical Review Professor Fessenden, an American worker in this field, has recently announced that messages are now continually being sent across the Atlantic, and has described the obstacles that remain to be overcome before we shall have regular service. An editorial writer in The Scientific American, commenting on this article, says:

It was natural enough that, when he had proved the possibility of wireless communication over three thousand miles of ocean, even though the message consisted of a single letter ever so faintly heard at the receiver, Marconi should have supposed that for the transmission of regular commercial messages all that was required was apparatus of greater height, capabilities of greater area, and the installation of sending-apparatus of larger power. Costly stations were equipped on this supposition both in Cornwall, England, and on the Atlantic Coast, and an actual message was transmitted from President Roosevelt to King Edward. That was in January, 1903, and in the following March the Marconi company undertook to furnish the London Times with daily wireless dispatches from the United States. These, however, were discontinued after only a couple of dispatches had been sent, and to those who were following closely the progress of the art, it soon became evident that, although the transmission of a full message had been proved to be possible, there must be certain atmospheric or other conditions affecting transatlantic wireless telegraphy, which would have to be understood and met before it would be possible to maintain a regular service free from interruption.

Meanwhile other investigators who had been doing good work in the field of wireless telegraphy, on a less ambitious scale, were beginning to turn their attention to the great problem which Marconi had so boldly attacked and with such promising initial success; and ultimately De Forest and Fessenden established stations in which elaborate experimental work has been carried on continuously. Both of these gentlemen claim to have succeeded in establishing transoceanic communication.

The distance between the Fessenden stations at Brant Rock, Mass., near Boston, and Machrihanish is about 3,000 miles, we are told; and under favorable conditions messages are exchanged without difficulty, but the ease of transmission varies greatly on different days and even during different parts of the same day. On certain days the signals were of five hundred times greater intensity than under apparently similar conditions on other days. The writer goes on:

From this it follows that to make certain of being able to transmit messages on any day of the year, the apparatus must be built to correspond to the days of least intensity; or, in other words ,a "factory of safety" of at least 500 must be adopted. The problem might be attacked, either by providing an increase of sensitiveness in the receiving apparatus, or an increase in power at the sending-station, and in all probability both means will be adopted. On the other hand, if an intensity of transmission be used which is sufficient to meet the worst conditions, it may be found that on the days when conditions are favorable to transmission, such intense signals would be detrimental. Not only might they injuriously affect the operation of other stations, but they might even interfere with the station at whch they were directed; for Prof. Fessenden has noticed during his transatlantic tests what he has called an "echo signal," that is a signal coming about one-fifth of a second later than the main signal; and he believes that this second signal reaches the receiving-station later because it goes the longer way round. If transmission of great intensity were used, these echo signals might become loud enough to have a confusing effect at the receiving station. Transmission conditions must be tested frequently in order to determine the proper intensity for current use, for the changes in conditions affecting transmission take place with some rapidity.

As for the causes of these rapid changes, it was pointed out some time ago by Professor Fessenden that not only is one of the causes to be found in the action of sunlight, but that there appear to be in the atmosphere large masses of absorbing material which considerably reduce the intensity of the transmission. These masses vary in size and in the height above the sea-level at which they exist. They appear to be nearer sea-level in the tropics, where long-distance transmission is more difficult than in the temperate zone, and in some cases the absorption by these masses is found to be so great as to leave about one-tenth per cent of the energy of transmission available. Another effect of which the cause has yet to be found is that messages at certain times can be transmitted more easily in an east-and-west direction than one north and south; moreover, there are indications that diffraction takes place. It is considered that both of these effects may be due to the shifting of the position of the so-called absorbing masses, which are supposed to be the most serious obstacle to transatlantic transmission.

INCREASED OUTPUT OF COPPER.

The value of the copper produced in the United States in 1905 was $137,498,727, as compared with $105,629,845 in 1904. The product of 1905 was much the largest ever recorded in the United States. Exports of copper to Germany, Holland and other countries continue to increase. During the month of May, 11,072,320 pounds were shipped to Germany, as compared with 6,381,340 pounds in April. Exports to Holland were 14,197,120 pounds in May, an increase of over 1,000,000 pounds as compared with the preceding month. France took 6,948,480 pounds and the United Kingdom 5,125,120 pounds, being a considerable increase over the previous month's shipments. The Michigan mines produced 20,000,000 pounds of refined copper in May, which sold for approximately $3,760,000. That was the largest output secured in any month since copper was first mined in the Lake Superior region. It indicates an annual production of 240,000,000 pounds, but an even larger product is expected as a result of preparations made by the mine owners to handle a greater output.

Divorces in Saxony is the subject of a report by United States Consul E. L. Harris from Chemnitz. About 37,000 marriages were contracted in the kingdom in 1905, and nearly 4 in every 100 were annulled, the number being 1,341. It is difficult and costly to procure a divorce, else the number would be greater. It is claimed that the indirect cause of the great majority of domestic troubles is the increased aggravated condition which surround the struggle for existence in commercial and industrial life.

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AGED SUEZ CANAL PILOT.

While it was predicted by some that the United States dry dock Dewey would never be able to pass through portions of the Suez Canal, which are only slightly wider than the great dock, the aged head pilot of the canal, A. Pappa, knew differently, and it was his skill and caution which made it possible for the Dewey to get through the tortuous water way in such a satisfactory manner, according to a report of the trip just made to the Navy Department by Commander H. H. Hosley, who was in charge of the Dewey and the fleet which convoyed it.

Although Pappa is very old and was so ill that he should not have attempted the work, he assumed full charge of the Dewey's canal trip. Worn out by the careful watching necessary to save the dock from destruction, the old man was under medical attention during two of the nights the Dewey was in the canal. He was cared for by the doctors of the general manager of the canal, and resolutely resumed his work and directed the tugs which were doing the towing by means of a system of flag signals, which proved effective.

For many years all ships bearing crowned heads, members of royal families or other distinguished persons have been piloted through the canal by the venerable head pilot, whose service has been so indispensable to the company that his proposed retirement and return to Greece, his native land, are regarded by the canal officials with extreme regret. A short time ago the steamer Chatham, loaded with dynamite, was sunk in the canal and offered a dangerous obstruction to navigation. Pappa was the only employe of the canal company regarded as being capable of steering vessels around the hidden danger, and he worked constantly day and night until the explosives could be removed.

Many dignitaries have showered Pappa with letters and gifts thanking him for the care and skill with which he has taken them through the Suez Canal. Commander Hosley sent the old pilot a letter of appreciation, and in his report to the Navy Department the American officer suggests that some suitable trophy be given to Pappa by the American Navy in recognition of his service for the Dewey.

Five steamboats are being built for a Kiel (Germany) shipping company, which are said to be wholly unsinkable. A recent trial of one of the boats was carried out in the presence of representatives of the Imperial navy and many shipipng firms. The vessel was fully laden to represent 200 passengers, and it was assumed that, in consequence of a leak caused by a collision, the entire engine-room division, into which water was pumped, had filled, while a hole was made to the exterior to admit water freely. The ship accordingly sank, but when she was full of water she had still about a foot of freeboard above the surface, thus satisfying the conditions imposed.

Dun's Index Number of commodity prices proportioned to consumption was $106,794 to June 1, as against $106,059 a month previous, and $98,759 a year ago. Although the advance during May was not large, it established a new high record for over 22 years, and the miscellaneous class, which is chiefly composed of building materials, rose to the maximum since 1874. Breadstuffs, meats, dairy and garden, and other foods show an increase in prices, while clothing, metals, and miscellaneous goods show a decline.

News from Abroad.

A cable from Fort de France, Martinique, says that four hard earthquake shocks were felt there on August 2.

Emperor William of Germany has conferred the Order of William upon Frau Krupp, the widow of the gunmaker.

Negotiations have been begun by the Russian Foreign Ministry for the conclusion of a new Russo-Japanese treaty of shipping and commerce.

The British Parliament adjourned on August 4. It is reported that the first session of Great Britain's "most democratic Parliament" has been very successful.

The British Admiralty has abandoned all further attempts to refloat the battleship Montague, which ran ashore in a fog off Shutter Point, Lundy Island, on May 3.

The university professors of St. Petersburg and other higher educational establishments have adopted a resolution in favor of the unrestricted admission of Jews.

The German railroad authorities announce that they will not accept freight for points on the line of the Russia Vistula Railroad, as the latter has refused to forward it.

The Italian steamer Sirio, from Genoa for Buenos Ayres, was wrecked off Hornijas Island, Cape Palos, Spain, on August 4. Three hundred emigrants, out of about 800, were drowned.

The Governor of Samara, Russian, was instantly killed on August 3 by a bomb thrown by an assassin, who was subsequently arrested. The Governor's head and feet were torn off by the explosion.

The message of President Pardo to the Peruvian Congress calls attention to the progress of the republic and to the policy of the nation, which he says is inspired by a desire to settle international differences on a basis of friendship and equity.

The Italian cruiser Umbria, which ran aground July 13 while coming up the harbor at Kingston, Jamaica, was pulled off the mud bank on the 28th by the Dutch warship Kortnaer and the German steamer Georgias. The Umbria was not injured.

A dispatch to the Vossiche Zeitung from Breslau says that the recent disorders in Russian Poland have caused the Prussian Government to re-enforce the frontier gendarmeric. The Russian guards along the frontier have also been strengthened.

The State Department has received a dispatch from Coombs, United States Minister at Guatemala, stating that President Cabrera of Guatemala has announced the complete disbandment of the Guatemalan army, in accordance with the Marblehead pact.

A naval court-martial at Sebastopol, Russia, on July 29 passed sentences upon the seamen who were arrested for complicity in the mutiny of the Black Sea fleet of November, 1905. Four men were condemned to death, one to life servitude, thirty-two to varying terms of penal servitude, and fifty to imprisonment. Six were acquitted.

It is reported that the immediate cause of the Douma's dissolution was the great fear felt by Grand Dukes and high court officials, including Trepoff, that the Douma was about to prosecute an inquiry into their extensive robberies of the public treasury. The navy had been the first subject of the Douma's thorough investigation, and proofs of fraud were already in the representatives' hands.

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INFORMATION WANTED.

Chas. Buettner, No. 14977, please communicate with Headquarters, Lake Seamen's Union, Chicago.

Carl Johan Anderson, born June, 1867, in Uddewalla, Sweden, is inquired for by relatives. Address, Coast Seamen's Journal.

World's Workers

Alien tailors in thousands have gone on strike against the sweating they are being subjected to in London, Eng.

During May no less than 8246 artisans and laborers were employed on New Zealand co-operative works—railway and road making.

The Goldfields Bread Carters' Union at Kalgoorlie, West Australia, which was defunct for some time, has been resuscitated, very few of the carters now being outside the union ranks.

The strike in the Russian naphtha industry is spreading. The employers have rejected most of the demands of the workmen. The manager of the works at Bibiebat was murdered.

The Linsmore Progress Association recently passed a resolution strongly protesting against the amount of colored labor engaged by dairymen in the northern rivers districts of New South Wales.

The Sydney (New South Wales) tugboat employes recently presented A. Carter, of the Seamen's Union, with an illuminated address in recognition of his services in organizing the Newcastle Tugboat Employes' Union.

Owing to the strike of "clippers-on" for a uniform wage of 5s. per shift, 500 men were idle recently at the Pelaw Main colliery, N. S. W. As the strikers are not organized in any union, the Miners' Federation has no control over them.

The Melbourne (Victoria) Trades Hall Council has decided to demand that the Government should start relief works for the unemployed, such as irrigation, timber-clearing, land-draining, road-making, and co-operative village settlements.

Workmen in the Longovia (Russia) pits to the number of 2500 went on strike on August 5 after Cossacks had broken up their meeting and whipped three of the resisting miners to death. Soldiers have been detailed to pump out the flooded mines.

Following is a sample of the wages paid in Mackay, Queensland: Married teamsters, 25s. and 30s. per week—find themselves, work all hours; lads, three years at the printing trade, 12s. 6d. per week of 72 hours—sack or 22s. 6d. when apprenticeship is served.

The nine-hour working day was recently introduced in the German State railway workshops in the Berlin, Frankfort-on-Main, Magdenburg, and Posen railway districts, and time wages were increased so that no decrease in wages should result from the reduction in hours.

The Sydney (New South Wales) Labor Council has rejected the proposed amendments of the State Arbitration Act made by the Employers' Federation delegates at the recent conference between the two bodies. The amendments which the Council desires were submitted to the Premier some time ago.

The New Zealand Arbitration Court has awarded the Wellington Furniture Trade Union a 46-hour week; a minimum wage of 1s. 3d. three farthings per hour for competent cabinet-makers, chair and frame makers, machinists, wood-carvers and turners, and polishers 1s. 3d.; also preference to unionists. No piece-work is permitted.

At a recent meeting of the Melbourne (Victoria) Trades Hall Council delegate Gray gave the lie direct to Premier Bent's assertion that there were no unemployed in Melbourne now. He said it was a fact that there were fully 3000 men in Melbourne and suburbs who could not get work, and many of them had wives and children depending upon them.

The Sydney (New South Wales) Labor Council has decided to take steps to secure Labor representation on hospital boards and similar institutions in order to further the interests of the employes. It also decided to recommend that higher wages be given to nurses and probationers in view of the serious and responsible duties attaching to their work.

Acting upon the suggestion of the Typographical Society, the Melbourne (Victoria) Trades Hall Council has decided to convene a conference to consider the advisability of issuing a combined list of "fair" employers recognized by each union. It was argued that the more decent employers were supported the more work there would be for union members.

The strike of wheelers at the Wallsend Coal Company's two collieries, Newcastle, N. S. W., for an increase in wages, has ended. After an interview with officials of the Miners' Federation, they acknowledged having done wrong in ceasing work without giving the usual notice, and offered to resume at the old rates. The management then agreed to increase their rate of pay by ⅛d. per ton.

The authorities at Cape Town, S. A., are alarmed at the persistence of the riots of the unemployed. The streets are patrolled day and night by the volunteers, who have been placed on an active service footing. Bail is refused to any of the white agitators arrested. The bulk of the rioters are colored men, so-called "Cape boys," whose increasing numbers constitute a serious menace to the whites.

On the motion of the delegate from the Cold Storage Employes' Union, the Sydney (New South Wales) Labor Council has made a strong protest against the experiments to be carried out by Dr. Danysz, who has been imported at a high salary by the pastoralists and station-owning financial institutions to discover a microbe that will exterminate the wild rabbits. It was pointed out that in New South Wales alone over 1000 men were engaged in the rabbit export industry, which had doubled itself the last twelve months; six large freezing works were kept going; rabbit trappers were earning as high as £10 a week; and the industry was competing strongly with mutton and keeping down its price in London.

About 200 of Melbourne's unemployed men and women, headed by Tom Mann, marched in a body to the local English cathedral recently, in order to bring their deplorable condition immediately under the notice of the aristocratic worshippers. Although there were many expressions of dissent (by pointed interjections) from Archbishop Clark's remarks during his sermon, everything passed off quietly. After the sermon Tom Mann started to address the unemployed at some distance from the church, but the police interfered when he got as far as stating that although the Archbishop was distinctly sympathetic, yet he could not suggest any way to help them, and it "was their duty now to educate him (the Archbishop) how to help the unemployed."

Labor News.

The Panama Canal Commission has decided to employ Chinese labor, and contracts calling for 2500 coolies will be let to "labor agents."

The convention of the International Brotherhood of Teamsters, at Chicago, Ill., resulted in a split between the factions headed by President Shea and Albert Young, respectively.

The Bundaberg (Queensland) and District Workers' Union has decided that the standard rate of wages in the sugar industry shall be 30s. a week and found, or 7s. per day without food.

Alleging that several of their number have been discharged without just cause by the New York, New Haven and Hartford Railroad, about 200 switchmen in the freight yards at New Haven and in Cedar Hill went on a strike on August 7.

The executive committee of the Employing Lithographers' Association met at New York on August 7 and declared an "Open Shop" in all branches of the industry. It is said that 30,000 men throughout the country are affected by this action.

President Diaz has received a committee representing the Railway Mechanics' Union and officials of the Grand League of Mexican Railroad Men. They gave their assurance to the President that the strike would be peacefully conducted.

The Australian Typographical Union has requested affiliated unions to levy their members 3s. per head to assist the Queensland Typographical Association, whose funds were absorbed by the recent union-smashing case.

The first family strike to be recorded in the labor movement in Chicago took place recently, when 260 janitresses voted to go to the aid of their husbands to win an increase of wages demanded by window-washers in large buildings down town.

Officials of the Department of Commerce and Labor are investigating the importation of laborers from Mexico for work on railroad contracts in the Southwest. It is believed that these laborers are being hired in violation of the Alien Contract Labor laws.

The strike of coal-miners in the Massillon (C.) district has been ended by an agreement under which the operators conceded the 1903 scale without change, extra pay for night work, pay for slack mining and pay for the removal of dirt falling from the top of the mines.

It is reported that the application of the National Eight-Hour law to public work under the War Department and Navy Department will have an appreciable effect upon the cost of these projects. It is estimated that from 5 to 10 per cent increase in the final cost will be one of the results of the proposed legislation.

President Shonts, of the Panama Canal Commission, replying to the protest against the proposed employment of Chinese coolies on the Canal, says that he has the "best of authority for the opinion that neither the Contract Labor nor Chinese Exclusion laws apply to the Isthmus."

James White, an ex-employe on the Fremantle (West Australia) electric tramways, who was struck with a live electric wire and sustained injuries necessitating the amputation of both his arms, has been awarded £800 compensation, without the claim being taken into court.

San Francisco Letter List.

Letters are advertised for six months and kept at the Sailors' Union Office for twelve months, all told. If not called for at the expiration of one year letters will be returned to the Postoffice.

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INFORMATION WANTED.

Harry B. Douville is inquired for by his mother. Kindly communicate with the Journal office.

John A. McLeod, aged 23, who was one of the crew of the ship Khyber, of Liverpool, which arrived at Cardiff from Portland, Oregon, on the 8th of March, 1903, is anxiously inquired for by his father, at North Sydney, Nova Scotia. Any one knowing his whereabouts will please communicate with the Journal office.

Domestic and Naval

It is reported that Sir Thomas Lipton proposes to build two yachts, with the object of securing a try-out and sending the best one across to contest for the America's Cup.

Dispatches from Boston announce that Captain Murphy and crew, of the schooner Helen L. Martin have arrived there on board the British steamer A. W. Perry, from Halifax. The schooner was wrecked in a dense fog on July 11, near Point Broom, Newfoundland.

The Norwegian bark Undal, from St. John, N. B., for Newport, laden with lumber, sprung a leak shortly after leaving port and was abandoned on July 19 in latitude 41.20, longitude 53.30. The crew were taken off by the steamship New York, from Southampton for New York. The wreck was set on fire.

When the steamer Henry M. Stanley was two miles from Gallipolis, O., on August 1, a negro entered the cabin of a Cincinnati passenger and attacked her. He was discovered and driven over the side of the boat by the captain. As no trace could afterward be found of him, it is believed that he was drowned.

The Standard Oil Company's steamer Colonel E. Drake sailed from New York recently with the big oil barge No. 95 in tow for London. This is the second time that a barge has started in tow across the ocean. Both the barge and the towing steamer are fitted out with wireless instruments, so that in case they drift apart they can make their position known to one another.

The steamer Momus, which is being built for the Atlantic line of the Southern Pacific Company, was launched from the Cramps' shipyard at Philadelphia, Pa., on July 31. The Momus, which will be the third passenger boat to be placed in commission on the Southern Pacific's Atlantic line between New York and New Orleans, will be 400 feet over all. The boat's speed will be sixteen knots.

The French Embassy at Washington, D. C., has been instructed to express the deep regrets of the French Government at the killing of Lieutenant Clarence England, Navigating officer of the United States cruiser Chattanooga, who was mortally wounded at Cheefoo, China, on July 28, by a rifle ball fired from the French armored cruiser Dupetit Thouars while the crew of the latter were engaged in small arms practice.

The Pilots' Association of the Bay and River Delaware, by a vote of 40 to 34, has decided against the proposition of taking more apprentices. Had the members voted for the increase it is said the Board of Port Wardens would have refused to record the indentures of apprentices until the number of pilots is considerably reduced. This subject has caused considerable feeling among the pilots, and was backed by members living out of the State.

The directors of the Cunard line recently received a deputation from the Hungarian Government, offering terms to the company for the acquisition of the emigrant trade between Fiume and New York. The proposition involves the purchase of the Cunard liners Slavonia, Ultonia and Carpathia, for over $250,000 each, and a payment of an indemnity for the annulment of the contract between the Cunard line and the Hungarian Government, which still has seven years to run.

With the Wits.

Sure Enough.—Cassidy—I see some wise scholard is claimin' thot Adam an' Eve wuz Chinees.

Casey—Tut! tut! man, shure they must a' been Irish. Wuzn't they evicted?

Gently Reminded.—"So soon forgot," murmured the visitor sadly.

"Oh, brace up. What are you thinking about?"

"That five I lent you last week for a day."

A New Brace.—Markley—Hello, old man! What do you want?

Borroughs—It's nothing to you.

Markley—Eh? Don't be so surly.

Borroughs—I mean it's practically nothing to you since you're so rich. I want $10.

Too Bad It Isn't.—Jenks—I suppose you heard about Jiggins in the private theatricals. He was seized with stage fright and actually fainted. Wasn't that awful?

Chellus—Disgusting. That sort of thing is never fatal, you know.

Overripe.—"The life of an oyster," said the scientific person, "may be fifteen years, but never more than that."

"Indeed?" replied Jigsby. "Then one of the oysters I got in a stew yesterday must have been about 16 years old."

Both Annoying.—Outlate—Benedick's wife came for him at the club last night. Wasn't that humiliating?

Wrounds—Well. I don't know whether it's worse for your wife to come for you at the club or go for you after you've got home from the club.

His Usual Luck.—"Now, then," said the leader of the mob to the horsethief, "if you've got anything to say before we swing you off be quick about it."

"Nothin' ter say," replied the culprit, "except that this is me nsual luck wid horses. I lose be a neck."

Comfort in That.—Jimmy—Ain't yer vaccination healed up yet?

Tommy—Naw.

Jimmy—Gee! Don't it make yer feel bad?

Tommy—Naw! The doctor told mom I mustn't take a bath till it's all healed up.

In Doubt.—"Guilty or not guilty?"

"I really can't say, your Honor."

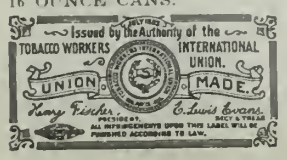
"That's a strange answer."

"Well, it's the best I can do. The alienists are now taking a ballot on my sanity, and the majority has been retained for me. If they all stick I'm innocent as a lamb."

In view of the circumstances the case was, of course, adjourned.

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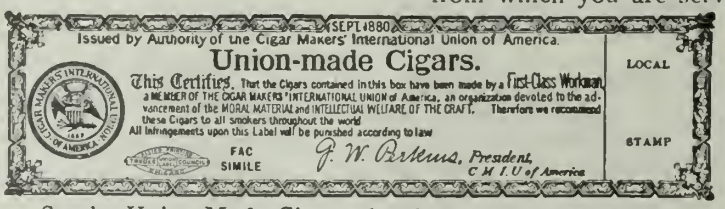
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VOL. XIX. No. 48. SAN FRANCISCO, WEDNESDAY, AUGUST 22, 1906. Whole No. 984.

SHIPOWNERS AND THE MAYOR.

AN INTERESTING EXCHANGE of communications took place during the past week between Mayor Schmitz, of San Francisco, and the United Shipping and Transportation Association. These letters are here published in full, as follows:

The Shipowners' Letter.

To the Honorable E. E. Schmitz, Mayor of the City and County of San Francisco, San Francisco, Cal.

Dear Sir: We desire to lay before your Honor our sincere appreciation of your help in putting additional police on the water front to control the unfortunate situation now existing; that is, the labor disturbance caused by the Sailors' Union. In previous meetings with you, we told you it was our intention and desire to bring to San Francisco all the lumber that was required for the upbuilding of the city, and we now place ourselves on record to the effect that we have not stopped at any effort or expense in order to accomplish this, and believe that we have faithfully kept our vessels running.

It seems at the beginning of the unsettled condition between the sailors and the owners of the vessels that it was agreed among the sailors and stevedores that the sailors would make their own fight and leave the stevedores unmolested. This agreement seems to have been carried out to within a short period; the lumber longshoremen promptly and efficiently handling the winches and discharging the vessels as they could find berths at the water front of San Francisco. All the vessels engaged in the lumber trade were practically going and coming in their legitimate traffic, regardless of the much-to-be-regretted malicious treatment of the non-union crews of these vessels by members of the Sailors' Union. Later, however, members of the Sailors' Union made vicious attacks on longshoremen who had been running winches, and by maltreatment, beating up, and intimidation, these men became afraid to further continue their work and refused to man the winches. We then endeavored, as far as possible, to discharge the vessels by hand labor, a method slow, laborious and costly, and entirely unsatisfactory. After a recent meeting of the Lumber Longshoremen's Union, we were notified that the lumber longshoremen would no longer handle the winches, nor would they allow the owners to employ men, regardless of union affiliation to handle the winches. We ask that the lumber longshoremen would continue to handle the vessels, and in view of the beating up their members driving winches had received from the members of the Sailors' Union, we would furnish men, regardless of union affiliation, to run the winches, and this they positively declined to accept, notwithstanding the fact that we had conceded to the demands for increased wages by the Longshoremen's Union for the handling of lumber vessels. As the result of this action there are now twenty-seven steam vessels lying in the stream with full cargoes of lumber, which we are unable to discharge.

We told you before that if we had protection on the water front we would man our vessels and deliver lumber to this city. You told us of your desire that there should be no violence on the water front, and that you could not tolerate the same, and we have acted in absolute accord with your wishes in this matter and have done everything in our power to have no disturbance on the part of our employes, though many of them have been maltreated. We believe that you are sincere in your desire to rehabilitate this city and to see that the contractors are furnished with all the lumber they require, and considering the mutual interest you have in the upbuilding of the city and our desire to furnish the lumber, we have formed a stevedore company to handle our own vessels and we are prepared to fulfill further statements to you that we will bring all the lumber that our vessels will carry and promptly discharge it if you will afford to the men we have decided to employ on the vessels, regardless of union affiliation, the protection of life and liberty which the laws of this country are supposed to afford.

WE, THEREFORE, RESPECTFULLY APPEAL TO YOU AND DEMAND OF YOU, AS CHIEF MAGISTRATE OF THIS CITY, THE PROTECTION OF ANY MEN IN OUR EMPLOY, ASSURING YOU WITH THIS PROTECTION THAT THERE WILL BE NO DEARTH OF LUMBER. IF, ON THE OTHER HAND, THIS PROTECTION IS DENIED, THERE IS BUT ONE ALTERNATIVE FOR US TO PURSUE, AND THAT IS TO ABANDON OUR TRADE IN THE LUMBER BUSINESS OF SAN FRANCISCO, AND TO TRANSACT IT WITH SUCH PORTS ON THE COAST WHERE WE RECEIVE THE PROTECTION THAT IS DUE US AS MERCHANTS IN THE LAWFUL TRANSACTION OF OUR BUSINESS, AND THE PROTECTION OF OUR PROPERTY AND THE LIVES OF OUR EMPLOYES.

Requesting that you will kindly give us your prompt decision and reply, we remain,

Yours respectfully,

United Shipping and Transportation Association,

By I. HOMER FRITCH, Secretary.

The Mayor's Reply.

San Francisco, Cal., August 16, 1906.

J. Homer Fritch, Esq.,
Secretary United Shipping and Transportation Company,

Dear Sir: Receipt of your communication of the 14th inst., relative to the differences existing between your organization and the Sailors' Union is hereby acknowledged.

I thank you for your expression of appreciation of my efforts to preserve the peace and of the sincerity of my desire to do all that I can, legitimately, to aid in the upbuilding and rehabilitation of our city. I certainly believe that I have done everything in my power to bring about a peaceful settlement of the industrial dispute between your association and the Sailors' Union, and regret only that your organization has not seen fit to meet at least half way my well meant and repeated endeavors to have the deplorable conflict between you adjusted by arbitration. As I have on several occasions pointed out to you its continuance can mean only additional injury to both sides and to the best interests of our city, you have in your wisdom chosen to make no attempt at settlement by arbitration, but have preferred to carry on the strike. You now apply to me for further police protection to enable you to continue the industrial war which is certainly not doing our city any good. I have already ordered the Chief of Police to preserve the peace and general order on the water front at all hazards; I have requested him to detail all policemen necessary to accomplish that result. He has evidently done so, as our official reports show that notwithstanding the strike there is less trouble and disaster along the water front to-day than under former conditions. THE POLICE WILL AGAIN BE DIRECTED BY ME TO OBSERVE EFFECTUALLY THE FORMER ORDER TO PRESERVE THE PEACE AND TO PREVENT VIOLENCE; ANW IF, AS I READ YOUR COMMUNICATION, YOUR REQUEST, OR DEMAND, MEANS THAT YOU WISH ADDITIONAL POLICE OFFICERS TO BE ESPECIALLY DETAILED FOR YOUR VARIOUS VESSELS VIRTUALLY AS BODYGUARDS TO NON-UNION MEN WHOM YOU SAY YOU HAVE DECIDED TO EMPLOY, PERMIT ME TO ADVISE YOU THAT THE POLICE WILL NOT BE USED FOR THAT PURPOSE. THE POLICE FORCE IS ESTABLISHED FOR THE PROTECTION OF PUBLIC INTERESTS, AND NOT PARTICULARLY FOR AIDING PRIVATE ENTERPRISE. Moreover, the conditions in the city to-day are such that every available policeman is now actually employed and engaged in the performance of police duty and that on account of our diminished revenues and appropriations due to the destruction of a large part of our assessed property, the police protection afforded to the various sections of our city is none too great.

I cannot repeat too strongly that peace will be preserved and violence prevented, so far as the power of the entire municipality can accomplish it, but the entire police force (as would be necessary if your demand were to be complied with) cannot and will not be detailed on practically private duty to act as special bodyguards for the non-union employes of whom you make mention.

Your threat to abandon your trade in the lumber business of San Francisco is certainly not in line with a genuine desire to assist in the rebuilding of the city, from which your business has already derived and is now deriving great profits, and while the carrying out of this expressed intention will perhaps cause a temporary interference with the city's immediate progress, it is possible that other means may be found to get lumber here, and it is also barely possible that the deprivation of the profits of the business for a while might even induce your own membership to resume the trade for a short interval. At any rate, the differences between yourselves and the Sailors' Union, based upon the latter's demand for a few dollars additional monthly wage, will certainly not be allowed entirely to destroy this port, its commerce or the city's rebuilding.

I HAVE ALWAYS MET YOUR ASSOCIATION AND ITS MEMBERS WITH THE KINDLIEST SPIRIT. I HAVE EVEN VOLUNTARILY AND KNOWINGLY PLACED MYSELF IN A POSITION TO EVOKE THE CRITICISM OF MY DEVOTED AND LOYAL UNION LABOR FRIENDS IN ORDER TO BRING ABOUT A SETTLEMENT OF YOUR DIFFERENCES. I MUST SAY THAT I HAVE RELUCTANTLY COME TO THE CONCLUSION THAT, WHILE YOUR

WORDS ARE FAIR, THERE IS NOTHING IN YOUR ACTION FOLLOWING SUCH WORDS TO INDUCE THE BELIEF THAT YOU HAVE SINCERELY DESIRED A REASONABLE AND FAIR ADJUSTMENT OF EXISTING CONDITIONS, BUT IT WOULD SEEM RATHER THAT YOU WOULD PREFER TO RELY UPON THE FORCE OF YOUR MIGHT, YOUR POWER AND YOUR WEALTH TO COMPEL SUCH A CONCLUSION OF THE CONTROVERSY AS MAY BE DETERMINED BY YOURSELVES.

I write in this plain way because I want the people of San Francisco to know where the blame shall rest if the lumber traffic of the port shall be tied up as you intimate.

Yours respectfully,
EUGENE E. SCHMITZ, Mayor.

CORRESPONDENCE IN THE CASE.

Additonal correspondence, following that published in the JOURNAL of July 25, concerning the violations of law by the United Shipping and Transportation Association, has taken place between the seamen's union and officials of the Government. For the information of our readers we publish these letters in full, as follows:

RE. STEAMER ARCTIC.

SAILORS' UNION OF THE PACIFIC.
San Francisco, Cal., July 31, 1906.

Collector of Customs,
City.

Sir: The steam-schooner Arctic, belonging to the A. B. Hammond Lumber Company, is about to depart from this port with a number of passengers. Some time ago the United States Local Inspectors of Steam Vessels furnished us with a list of vessels that had surrendered their passenger licenses, the Arctic being one of them, and, unless a new license has been granted, it would seem that she will carry these passengers in violation of law.

We understand that the men in question have been hired to work in the logging camps and saw mills around Eureka, and that no charge is made for their passage up, but since they are not members of the vessel's crew, we presume they would be considered passengers under the law.

Respectfully,
SAILORS' UNION OF THE PACIFIC,
Per A. Furuseth, Secretary.

SAILORS' UNION OF THE PACIFIC.
San Francisco, Cal., August 2, 1906.

Collector of Customs,
City.

Sir: The morning papers publish an item to the effect that the steamer Arctic has applied for a license to carry passengers from whom no fares will be collected.

I beg to call to your attention Section 4417 of the Revised Statutes, as amended by an Act approved March 3, 1905, to the effect that each sail vessel of seven hundred tons, carrying passengers for hire is subject to the regulations of the Inspectors, to show that no such exception has been made in the case of steam vessels. Section 4463 of the Revised Statutes was before the same Congress for amendment by insertion of the words "for hire" after the word "passengers," but up to this time the section has not been changed.

I therefore respectfully protest against the issuance of any license limited to passengers who do not pay fares, as being contrary to law.

As stated above, Section 4463 of the Revised Statutes was before the long session of the present Congress for amendment, but the Senate, having regard to the safety of human life, refused to pass any amendment thereto.

Respectfully,
(Signed) A. FURUSETH,
Secretary.

RE. STEAMER POMO.

SAILORS' UNION OF THE PACIFIC.
San Francisco, Cal., July 26, 1906.

United States Local Inspectors of Steam Vessels,
City.

Gentlemen: Your attention is respectfully directed to the fact that the steam-schooner Pomo last night departed from this port with a number of passengers.

We have been informed that the vessel in question some time ago surrendered her passenger license, and it appears to us that she carries these passengers in violation of law.

The attention of the manager of the company was called to the matter prior to the vessel's departure, and he excused the action on the ground that no charge was made for the passage.

If your office should make an investigation, I shall be pleased to have a number of witnesses on hand at any time you may appoint.

Respectfully,
A FURUSETH,
Secretary.

SAILORS' UNION OF THE PACIFIC.
San Francisco, Cal., August 4, 1906.

Sir: On July 26th we called your attention to the fact that the steamer Pomo left this port with a number of passengers, although she had some time previously surrendered her license to carry passengers. Last night the same vessel again went to sea with fourteen passengers, bound for Albion, Cal.

Our understanding is that it is unlawful for any vessel to carry passengers unless it shall be proven to the satisfaction of the United States Local Inspectors that she has complied with the statutes and regulations as to crew and appliances, and has been granted a certificate of inspection, and we therefore respectfully request that such steps be taken by your office as shall compel this and other vessels to obey the law.

We respectfully call your attention to Sections 4499 and 4500 of the Revised Statutes, which provide a general penalty for violation of the law as to transportation of passengers.

Information has just been brought to this office that the steamer Northfork has on board a number of passengers bound for Eureka, and we would respectfully ask that this matter also receive your attention.

Respectfully,
SAILORS' UNION OF THE PACIFIC,
Per A. Furuseth, Secretary.

DEPARTMENT OF COMMERCE AND LABOR.
Steamboat Inspection Service.
Office of Supervising Inspector, First District.
San Francisco, Cal., July 26, 1906.

Mr. A. Furuseth, Secretary,
Sailors' Union of the Pacific,
Folsom-street dock, City.

Sir: Your complaint of 26th inst., addressed to the Local Inspectors at this port, is, in their absence at Eureka, Cal., received at this office.

The violation of law you state with regard to the steamer Pomo is one not within the jurisdiction of Inspectors of Steam Vessels.

The matter should be brought to the Collector of Customs, San Francisco.

The character of the steamer Pomo was changed to that of a freight steamer on June 22, 1906.

Respectfully,
(Signed) JOHN BERMINGHAM,
Supervising Inspector, First District.

RE. STEAMER CITY OF PUEBLA.

DEPARTMENT OF COMMERCE AND LABOR.
Steamboat Inspection Service.
Washington, July 24, 1906.

Mr. Andrew Furuseth, Secretary,
Sailors' Union of the Pacific,
San Francisco, Cal.

Sir: Referring again to your letter of the 25th ultimo, complaining of the inefficiency of the crew of the steamer City of Puebla, and submitting copy of affidavit of P. C. Petersen, a passenger on the Puebla, witnessed by N. Hansen, you are advised that the matter was referred to Captain John Bermingham, Supervising Inspector of the First District at San Francisco, California, for investigation.

Captain Bermingham reports that he has investigated the matter and submits that he has taken the testimony of the Captain, First Officer, Third Officer and Chief Engineer of the steamer City of Puebla on her voyage from San Francisco, California, to Seattle, Washington, on June 16, 17, 18 and 19, 1906, who all testified that they had a full crew on the voyage referred to; and that the boat and fire drills on that trip were held three times in four days, whereas the regulations require such drills to be held once in each week.

Captain Bermingham reports also that the officers of the City of Puebla had, in his judgment, fully complied with Section 4463, United States Revised Statutes, and the rules and regulations of the Steamboat Inspection Service.

Respectfully,
(Signed) GEORGE UHLER,
Supervising Inspector-General.

SAILORS' UNION OF THE PACIFIC.
San Francisco, Cal., July 30, 1906.

United States Local Inspectors of Steam Vessels,
City.

Gentlemen: I enclose herewith an affidavit made by Mr. J. J. Boisen, who was a passenger on the steamer City of Puebla on her last voyage from Seattle to San Francisco.

It seems to us that the statement he makes that the majority of the crew is unable to understand the English language should be investigated, considering that this is a violation on the part of the company of Section 4483, United States Revised Statutes, as construed by the Court of Appeals in the case of the Rio de Janeiro, to which we have formerly called your attention.

As to the other statements, you can easily ascertain whether they are correct.

Mr. Boisen is at present in this city, and has declared his willingness to testify in any investigation that you may desire to make.

Respectfully,
A FURUSETH,
(Copy to Collector of Customs.)

SAILORS' UNION OF THE PACIFIC.
San Francisco, Cal., July 30, 1906.

Collector of Customs,
City.

Sir: I inclose herewith copy of letter this date sent to the United States Local Inspectors of Hulls and Boilers and an affidavit made by a passenger on the steamer City of Puebla on her recent vovage from Seattle to San Francisco, and respectfully request that such steps be taken by your office as shall be deemed proper under the law.

Respectfully,
(Signed) A. FURUSETH,
Secretary.

(INCLOSURE.)

State of California,
City and County of San Francisco—ss.

J. J. Boisen, being first duly sworn, deposes and says as follows:

I have followed the sea for eighteen years.

I was a passenger on the steamer City of Puebla from Seattle, State of Washington, to San Francisco, State of California, leaving Seattle on July 27, 1906, about 2 A. M., and arriving in San Francisco, July 29, about 11 P. M.

The deck crew of the said steamer was composed of a number of Japanese, none of whom could understand the English language, and three white men. None of the crew understood a seaman's duties, and apparently had had no previous experience at sea.

I saw a boy of about 17 or 18 years on lookout between 9 and 10 o'clock P. M., July 27, and he reported, in the hearing of a number of passengers to the officer on the bridge: "A light on the port bow, on the starboard side."

On the afternoon of July 28, the quartermaster at the wheel was about three points off the course, judging from the vessel's wake, and the first officer left the bridge and took the wheel and brought the vessel to her course.

Further, affiant saith not.

(Signed) J. J. BOISEN.

Subscribed and sworn to before me this 30th day of July, 1906.

(Seal.) ROBERT J. TYSON,
Notary Public in and for the State of California, City and County of San Francisco.

SAILORS' UNION OF THE PACIFIC.
San Francisco, Cal., July 27, 1906.

Collector of Customs,
San Francisco, Cal.

Sir: Inclosed herewith please find copies of two affidavits (the originals of which are kept in this office) relative to the efficiency of the crews of the passenger steamers Senator and City of Puebla.

The affidavits speak for themselves.

Respectfully,
(Signed) A. FURUSETH,
Secretary.

(Copies to United States Local Inspectors, and Collector of Customs, San Francisco, and Supervising Inspector-General, Washington, D. C.)

(INCLOSURE.)

State of Washington,
County of King—ss.

R. Douglass, being first duly sworn upon oath, deposes and says:

That on the 18th day of July, 1906, he engaged a berth as a passenger on the steamer City of Puebla from San Francisco, California, to Seattle, State of Washington.

That while alongside the wharf in San Francisco a boat drill was held.

That the crew did not know their stations, but were running from one boat to the other, the boatswain showing them how to let go and make fast the falls and guys.

That it took over one-half hour before the boats were back in their places.

That there was neither boat nor fire drill held after leaving San Francisco.

That upon the first day after leaving San Francisco most of the crew was laid up sea sick.

That there were about eight (8) Japanese before the mast, seven (7) of whom did not understand the English language.

That upon leaving Victoria, B. C., the third officer steered the vessel to Seattle.

R. DOUGLASS.

Subscribed and sworn to before me this 24th day of July, 1906.

MARTIN J. LUND,
Notary Public in and for the State of Washington, residing at Seattle, County of King.

(INCLOSURE NO 2.)

State of Washington,
County of King—ss.

D. Jacques, being first duly sworn upon oath, deposes and says:

That he shipped as quartermaster on the steamer Senator, at Seattle, Washington, on the 23rd day of June, 1906, for a voyage from Seattle to Nome, Alaska, and return.

That three boat and fire drills were held during the voyage. That at the first two the crew was stationed only and the boats were not hoisted from the chocks.

That at the third and last drill the third officer ordered the boat No. 5 hoisted and swung out, but was stopped by the captain from so doing.

That the deck crew excepting only two (2)

(Continued on Page 10.)

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions)

THE HAUGER OUTRAGE.

The story of the two Alabama boys shipped as seamen on the Norwegian ship Hauger presents features of striking interest both from an official and unofficial point of view. In this case two boys totally ignorant of sea life, are persuaded by a negro keeper of a boarding house to ship as sailors, offering inducements sufficiently flattering to the boys, and they accepted the proposition and were shipped through a Captain Anderson by Captain Danielsen ,of the ship Hauger. Their presence on the ship Hauger was discovered accidentally by marines from the United States cutter Alert, which had been ordered to the lower bay to return three boys who had escaped from an orphan asylum at Evergreen, Ala., and believed to be on the ship. After boarding the Hauger the boys for whom the marines were searching proved to be not on board, but the marines found on board one boy, E. C. Foster, nineteen years of age, of Woodlawn, Ala., and another, John J. Brewer, eighteen years of age, of Birmingham, Ala. These boys were returned to Mobile, accompanied by Captain Danielsen, of the Hauger. The boys were brought before the Shipping Commissioner, and after a hearing of their stories, it was decided that they would have to be returned to the vessel. The order to this effect was not put into force, as it was subsequently decided to send the boys to the police station, Captain Danielsen, of the Hauger, it is reported, having consented to allow the boys to remain on shore.

The singular feature of the whole affair appears to rest on the proposition that minors, children of citizens of the State of Alabama, may be enticed away from their homes to serve as sailors on a vessel of a foreign country and their parents be not possessed of any right in law to denounce the contract made under the shipping articles as illegal and void, and without the right to forcibly seize the boys, if need be, and return them to their homes. The boys are minors, and contracts signed by them, excepting under specific conditions, are not enforcible against them. If children of citizens of the State, under the law, can be induced or enticed to board a vessel to sign as sailors, thus depriving the parents or guardians of all rights to possession of the children, then it is high time that such a law should be repealed.

The shanghaiing of adults had become in the recent past a business so obnoxious that special laws were passed by Congress inflicting severe punishment upon those engaged in the conspiracy, and the adult shanghaied returned to his home port and released. There may be a legal distinction between shanghaiing adults aboard vessels by those engaged in the disreputable business and the enticing or the inducing of children to go aboard vessels by flattering offerings or otherwise, then this legal distinction should no longer exist. The men engaged in the business of securing sailors for vessels, whether foreign or otherwise, should know that minor children are subject to the wishes of their parents and guardians, and it should be the business of the men engaged in the business to learn whether or not they are dealing with adults or with minors. If they are minors, they should know that the parents or guardians of these minors should be first consulted and their consent obtained. It is no excuse to claim that it was not known that their dealings were with minors. It is their business to find out. And it is the business of the Federal, State and municipal authorities to see that prosecution should follow where such outrages are committed as in the case of the boys Foster and Brewer.

Bearing upon the case, the law as found in section 10 (a), under section 24 of the Act of Congress enacted December 21, 1898, is as follows:

"That it shall be and is hereby made unlawful in any case to pay any seaman wages in advance of the time when he has actually earned the same, or to pay such advance wages to any other person. Any person paying such advance wages shall be deemed guilty of a misdemeanor, and upon conviction shall be punished by a fine not less than four times the amount of the wages so advanced and may also be imprisoned for a period not exceeding six months, at the discretion of the court.

"If any person shall demand or receive either directly or indirectly, from any seaman or other person seeking employment as seaman, or from any person on his behalf, any remuneration whatever for providing him with employment, he shall, for every such offense be liable to a penalty of not more than $100."

This law in connection with the recently enacted law against shanghaiing and conspiracy, should give sufficient ground for the beginning of prosecution proceedings to learn whether or not the placing of the boys Foster and Brewer on board the ship Hauger was not a flagrant violation of the law and violations of such a character as to carry with them liabilities of both fine and imprisonment. —Mobile (Ala.) Daily News.

During a dense fog recently the steamer Kanawha, bound to Boston with a cargo of coal from Norfolk and a crew of twenty men on board, went ashore at low water on the northwest side of the broken part of Pollock Rip Shoal. Fortunately the sea was more than ordinarily smooth over this ocean graveyard or the heavily laden craft with her machinery away aft would soon have had a hole punched through her bottom by pounding on the hard rips. In the afternoon there came a slight rift in the fog and the Kanawha was sighted from shore by Keeper J. C. Kelley of the Monomoy Point life saving station and the Globe observer. The stations are not manned at this season, but Captain Kelley immediately launched his dory, and taking with him one of his former surfmen and a fisherman, he started for the stranded steamer to give all possible assistance. The Kanawha was built at Port Huron, Mich., in 1902 and has been in the Atlantic Coast trade two years.

Old whalemen say they never heard of a right whale being caught on the western grounds, where the Atlantic fleet cruise for sperm whales, but the whaling bark Platina, which arrived at New Bedford, Mass., recently, from a voyage of 30 months, took one there which made her richer by over $3000. The Platina's mate, H. H. Jeffers of Gay Head, Martha's Vineyard, was killed by a whale, July 1, by being crushed by a blow of the whale's tail. The mate was driven through the bottom of the boat and was not seen afterward.

POORLY PAID MEN.

Editor Daily Item:

Seamen and marine firemen along the water front are considerably exercised regarding the importation of men who are being sent out from Norway to serve in some of the steamers chartered by the United Fruit Company. It is claimed that these newcomers, whose number is on the increase, are made to sign a two-year contract before leaving Norway at a wage scale ranging from $13 to $18 per month. The men now sailing in these steamers receive $30 as seamen and $40 as firemen, which, considering the strenuous and sweltering nature of their employment, seems paltry enough. They claim that unless some means can be devised for checking this source of supply of labor at such a desperate figure, the conditions of seafarers in gulf ports will soon be reduced to a level which will make it impossible for them to live and move like civilized human beings.

That owners of vessels which are fully sharing the benefits of American prosperity are doing a thriving business in American waters, carrying American cargoes and receiving American freights should regard themselves exempt from also paying an American living wage, seems, indeed, an unparalleled exhibition of parsimony and greed. Obviously, the ways by which the United States Immigration laws may be invalidated are as numerous as the ways of skinning the proverbial cat. No sooner have these Norwegian sailors made a few trips than they learn to distinguish between their own unfortunate lot and the favorable conditions prevailing here, with the result that they leave their ships at the first opportunity, and help to swell the ranks of our local mariners, which, of course, means a downward tendency in their wages, and eventually a struggle to uphold them with all its harassing and unpleasant concomitants. It is the sailors' turn now. If the wedge be permitted to enter it will be the officers' turn next.—Seaman, in Mobile (Ala.) Daily Item.

The loss of his crew of four men and the wrecking of his three-masted schooner Ella G. Eels, of Rockport, Me., were reported in a message sent to Machias, Me., by Captain W. A. Breen, who was the only survivor. The schooner was wrecked on July 4 on Libby Island, one of th couter islands of Machias Bay, while bound from New Bedford, Mass., to Windsor, N. S. The dead are: E. Brown, St. John, N. B., mate; W. Dupsissis, steward; O. Johnson, seaman; unknown seaman. Captain Breen, while clinging to wreckage, was thrown upon the rocks and rescued by life savers. The schooner was built and owned at Rockport, Me. She was built in 1891. Her gross tonnage was 255 and her principal dimensions were: Length, 117.5 feet; breadth, 27.1 feet; depth, 11.6 feet.

An equally influential Democratic paper in New York (the World) says: No Democrat will be elected Governor of New York this year. The next President of the United States will not be a Democrat.

And this seems to leave the reader who is looking for information about where he was at first.—Boston Herald.

Home News.

William J. Bryan has announced his intention of making a ten weeks' tour of Australia and New Zealand, beginning immediately after the November elections.

The new directory of Chicago, Ill., contains 716,100 names, indicating a total population of 2,300,500.

Seventeen deaths occurred during a severe heat wave in New York City last week. The temperature reached 106 degrees.

The Railroad Commission of Wisconsin has entered an order reducing freight rates throughout that State 1 per cent per 100 pounds.

The United States Government has paid Germany the award of $20,000 in the Samoan case. Great Britain paid her damages in the spring, and the matter is therefore settled.

John A. Cooke, former clerk of the Cook County (Ill.) Circuit Court, has been found guilty of pay-rool stuffing and his punishment fixed at imprisonment in the penitentiary and a fine of $2,000.

The continued drought has allowed forest fires to spread along the coast of British Columbia. Lumber camps and timber limits are on fire in every direction and the damage aggregates many thousands of dollars.

All preliminary negotiations between the United States and Spain for the reduction of tariff on American products entering Spain, in consideration of the tariff on champagne and several other Spanish products, have been concluded.

An indictment charging the Standard Oil Company with receiving rebates in the form of non-payment of storage charges to certain railroad companies was returned by the Federal Grand Jury before Judge S. H. Bethea, at Chicago, Ill., on August 8.

The San Francisco Relief Committee reports that although the Standard Oil Company promised to contribute $200,000 to the relief of the sufferers from earthquake and fire, only $70,000 has so far been received, leaving a difference of $130,000 between promise and performance.

The largest individual wool clip ever grown on the American continent was shipped recently from Billings, Mont., over the Burlington to a Boston wool firm. The clip weighed 1,500,000 pounds and forty-four cars were required to carry it. The owner refused an offer of twenty-four cents a pound for the wool.

The United States Steel Corporation on July 31 gave out a statement showing the net earnings for the quarter ending June 30 to be $40,125,033, an increase of $9,818,917 as compared with the same quester last year. Unfilled orders on hand on June 30 were 6,809,589 tons, against 7,018,712 tons March 31, 1906, and 4,839,655 tons June 30, 1905.

Mrs. Ferdinand Reese, the oldest woman in Indiana, and perhaps in the United States, died at La Porte, Ind., on July 30, aged 112 years. According to documents in her possession she was born in Volgravitz, Poland, in 1794, and after marrying and burying two husbands in Poland, came to America in 1870, settling at Buffalo, N. Y.

George Hall, a white ex-convict of Montgomery county, N. C., who was one of the party that lynched three negroes in jail at Salisbury for the murder of the Lyerly family, was recently found guilty of conspiracy in connection with the lynching, and sentenced to fifteen years at hard labor, the maximum sentence provided by law. This is said to be the first instance of conviction for lynching in North Carolina.

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SAN PEDRO, CAL.

San Pedro Letter List.

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Sorensen, Peter Chr.
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Pacific Coast Marine.

The famous seal-poaching schooner Carmencita has been purchased by George C. Beermaker, of San Diego, and rechristened Acapulco. She will be put in the guano trade.

It is confidently asserted that the Aleutian Islands incident, involving the killing and capture of a number of Japanese seal poachers, will be amicably settled without any complications.

Another huge log raft is on the way to San Francisco from the Columbia River in tow of the steamer Francis H. Leggett, and is daily expected to arrive. The raft is 600 feet long, 50 feet in breadth, draws 25 feet, and contains 8,000,000 feet of lumber, board measurement.

The United States revenue cutter McCulloch has arrived at Sitka, Alaska, and been given telegraphic orders to proceed to Pribyloff Island for patrol duty. Rough weather has been experienced by the McCulloch ever since she left the Coast, some weeks ago.

The bark Servia, of the Alaska Packers' Association, which arrived at San Francisco on August 15 with 52,000 cases of salmon, reports a very good season in the northern canneries. Last season was an average one, but this season it is reported the canneries will not be able to handle the big catch.

The steamer Boveris is due at Seattle, Wash., with a cargo of 6,000 tons of steel rails coming from Nova Scotia mills for use in the construction of the Victoria, Vancouver and Eastern Railroad. The rails are turned out at Sydney (Cape Breton) mills, and bought by the new Hill line to save duty.

The Pacific Export Lumber Company of Portland, Or., has chartered the Norwegian steamer Jethon, 2,781 tons net register, to load lumber at that port for a port in Northern China. The Jethon is now on her maiden voyage from Antwerp for San Francisco with a cargo of building material.

The first spike in the Vales-Yukon (Alaska) railroad was driven on August 17, in the presence of a large throng. Valdes now claims the best wharf and railroad terminal in Alaska. Rapid progress in the construction of the road is assured. Five miles of the right of way is graded and ready for the rails.

Saunders, Ward & Co. of Tacoma, Wash., have chartered the steamer Tampico to carry lumber from Tacoma to California. The freight rates to San Francisco and San Pedro are still high, but will probably decline as soon as the Nome season ends, when some of the steamers will be free to enter the lumber trade.

The schooner King Cyrus arrived at San Francisco on August 14 from Puget Sound. On August 5, off Cape Flattery, the King Cyrus was in collision with the Chilean bark Curzon, both vessels being damaged. The Curzon had her bowsprit and forefoot carried away, and the King Cyrus lost her jibboom and foremast.

Wireless reports to Honolulu, T. H., from the islands of Hawaii, Maui and Hilo report a tidal wave, the general height of which was five feet. In the inclosed bay of Maalaea, on the island of Maui, its height was estimated to be twelve feet, where it carried away a wharf and its superstructure. The phenomenon was manifested at Honolulu by an exceptionally heavy surf.

The application of the Southern Pacific Railroad Company for permission from the Government to construct a wharf 3000 feet in length along the Government breakwater, at San Pedro, Cal., has been presented through the United States engineer's office to the Secretary of War, and the engineer's office has sent out notice to the persons and institutions concerned.

It is not expected that more than 40,000 tons of sugar will be sent around the Horn from Honolulu, T. H., during the coming season. This is not more than a fourth of the amount shipped each year for a number of years. The introduction of crude oil as fuel on most of the Island plantations and the beginning made in the use of electricity developed from water-power has already cut down the coal fleet to very meager proportions and will doubtless cut it down still further.

Advices received at the office of the Star Steamship Company, at Seattle, Wash., state that the steamer Caswell, owned by Captain E. A. Swift, was wrecked last month on the Sustitna River, in Alaska. This is the first news of the vessel received since she departed for the headwaters of the river. The Caswell met with an accident while trying to stem the rapids twelve miles from the mouth of the river. Her house had been carried away and little hope remains of saving her. No lives were lost.

The local Bureau of Immigration has ordered the deportation of twenty Mexicans who came to San Francisco on the Pacific Mail liner San Jose and twenty-four who came on the Aztec, of the same line. It was decided that the bringing of these men by the Pacific Mail Steamship Company on the understanding that when they reached San Francisco the company might, if it wished, hire them as sailors was a violation of the Alien Contract Labor law.

The lumber mills and entire plant of Stephens Brothers at Monroe, Wash., have been sold to the firm of Wagner & Wilson, lumber manufacturers of Pennsylvania, for $350,000. This is one of the largest deals ever made in mill property. Included in the deal were 1,500,000 feet of lumber in stock, 4,000,000 or 5,000,000 feet of logs in the pond, eight miles of standard-gauge railroad, locomotive, trucks, donkey engines, with full equipment for large logging operations, about 160,000,000 feet of standing timber, 150 head of live stock and all the store and office buildings.

The British steamer Foreric, at San Francisco on August 18, 82 days from Antwerp, reports that on June 25 at 5 o'clock in the afternoon, she sighted a dismasted barkentine which proved to be the Argentina of Nova Scotia. This was in latitude 27 deg. 31 min. south, longitude 45 deg. 55 min. west, far off the South American coast. In a fairly rough sea the Foreric lay by and one of her boats took off all hands, numbering twelve persons, including the master's wife. The barkentine, which was leaking and rapidly sinking when the crew were taken off, was set on fire. All hands were landed at Montevideo on June 29.

The San Francisco Harbor Commission has granted the petition of the firemen and deckhands employed on the State tugboats and dredgers, for an increase of wages. Heretofore, firemen received $80 per month, and deckhands $70. Hereafter, the scale of wages will be $90 per month for firemen, and $80 for the deckhands. The International Brotherhood of Electrical Workers notified the Commission that the wages of a foreman electrician had been fixed at $150 a month, and the wages of a journeyman at $125 a month. The Commission recognized the rate, and ordered the new wages to be paid, beginning September 1.

Captain John Bermingham, Supervising Inspector, has reduced the punishment imposed upon George Curtis, who as first-mate of the United States lighthouse tender Heather ran into a trestle at the mouth of the Columbia River on April 27. The Local Inspectors revoked Curtis' license, but Captain Bermingham has suspended it for four months only, from July 25. He also revokes the indorsement of his license made by the Local Board. Captain Bermingham finds that, while Curtis was at fault, the orders he received in regard to the course of the boat during his watch were vague. He rebukes Captain Gregory for not issuing his orders in writing.

A joint conference of the Canadian Fisheries Commission, including Dominion Commissioner of Fisheries Edward Price and Provincial Commissioner J. P. Babcock of British Columbia, and the commission of the State of Washington, including State Fish Commissioner John L. Riseland, began at Bellingham, Wash., on August 14, to discuss regulations of the salmon industry.

The steamer Columbia, formerly on the San Francisco-Portland route, is at the Union Iron Works, San Francisco, awaiting the arrival of a new rudder from the East. The Columbia was undergoing repairs at the iron works when the earthquake occurred on April 18 and was thrown on her side by the shock. The cost of repairing all damages has been about $100,000, and most of this damage was caused by the big temblor.

The case of Sudden & Christensen versus the steamer City of Puebla was heard before Judge J. J. De Haven in the United States District Court at San Francisco on August 15. The suit is for $100,000 for services rendered by the plaintiffs' vessels Chehalis and City of Norwood in towing the disabled City of Puebla into port in January. On December 31, 1905, the City of Puebla was in distress thirty-five miles off Tillamook rocks, on the coast of Oregon, and was picked up and towed to the Golden Gate by the Chehalis and Norwood. At the entrance to the harbor the towlines parted. While the vessels were trying to get new lines aboard the tug Relief came along and captured the prize. The contention of the plaintiffs is, that the cargo of the Puebla was of such value as to make $100,000 only a reasonable sum for towing her to port. The case will be heard further on August 27.

Men in need of medicine go to City Front Drug Store, No. 10 Mission St., near East, S. F.

Get your Spring Blood Cleanser at the City Front Drug Store, 10 Mission street, opposite the old Sailors' Union Hall, San Francisco.

P. E. Erickson, dealer in Havana Cigars, Cigarettes, Tobaccos, etc., sole agent for the celebrated Red Anchor Brand Snuff, importer of Swedish Razors and Cutlery, Subscription Agency for the Svenska Nyheter, Amerikanaran and Kuriren, formerly at corner of California and Kearny, now doing business at 108 East Street, opposite Mission-street wharf, San Francisco.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. Particular attention is paid to insurance claims. Room 207, Merchants' Exchange Building. Phone, Temporary 394.

RUSSIANS IN MEXICO.

A colony of Russians has settled in the vicinity of Ensenada, with headquarters at Los Angeles, Cal., under concession from the Mexican Government. This colony is given free entry of provisions, live stock, and farm machinery for a term of ten years—a little over nine years yet to run. By the terms of this concession 200 families are to be established. About one hundred heads of families are now on the ground. Two years is the limit for establishing the whole number. The greater part came via the United tates, stopped and found employment at different points, principally Southern California. Each member of the colony contributes a fixed sum per month from his wages, which goes toward the purchase of a 15,000 acre tract of land 25 miles north of Ensenada. They have this year about 2,000 acres in wheat, which is almost ready for harvest and promises 20 to 25 bushels per acre. Enough remain on the land to carry on the work; the rest find employment in California.

They are from Southern Russia, and are Protestants and abstainers from pork. The colony is prosperous and its success seems to be assured, and is probably the forerunner of similar settlements.

DEVELOPMENT IN TASMANIA.

A letter from Hobart, Australia, in the London Times, covers the labor and commercial phases that affect the state of Tasmania. The many new mines and the horticultural development are changing the country from a grazing and stock-raising region into one of intense industry. This has brought up the labor question, and the demand is heard in Tasmania, as all over Australia, to "break up the big estates." Tasmania is becoming more productive; 10,000-ton steamers glide to their berths in Sullivan's cove week after week and take up their loads of apples; the once impenetrable west coast has proved to be full of minerals; the rought tiers of the northeast are dotted with tin mines that show every prospect of becoming one of the world's biggest sources of supply. The course of trade has also altered since 1900. Hobart shopkeepers used to get their stocks from London, paying duty on them into Tasmanian Customs; now they buy from Victoria, and the goods bring no Customs revenue to Tasmania. This creates a grievance against the Federal Government, adds the correspondent.

The Greek Government has made a contract with the Leghorn Divers' Association for the recovery of seventy Turkish warships sunk at Navarino by the English, French and Russian fleets in 1827. The Turkish ships are believed to have carried much money.

The contract also includes a search for the Roman galleys sunk between Corigo and Candea while conveyinb art treasures from Greece during the Latin conquests. The exact spot in which the galleys lie is already known, a Greek diver having recently brought up a beautiful Greek vase, which the Government purchased for 400,000 drachms.

A group of influential Australian mining magnates has formed a company under the name of Straits Development Company (Limited), with a capital of $50,000, to exploit tin in the Malay Peninsula.

COAST SEAMEN'S JOURNAL

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Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

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WEDNESDAY, - - - AUGUST 22, 1906.

SHIPOWNERS' BLUFF CALLED.

The correspondence between the United Shipping and Transportation Association and Mayor Schmitz, of San Francisco, published on page 1 of this issue, indicate the approach of the crucial stage in the controversy between seamen and shipowners. Shortly after the opening of hostilities the Association boasted that it "had the sailors licked." Later, as the Association began to realize that the seamen's unions were unaware of their defeat and continued to fight with all the enthusiasm of approaching victory, it (the Association) struck a minor note and declared that it would "never surrender to Furuseth." Now the Association climbs down still further and notifies Mayor Schmitz that unless he grants it the use of the police force it will abandon the trade to San Francisco. Certainly this doesn't sound much like the crow of a victor. The plain fact adduced by the letter of the Association to Mayor Schmitz is that the former is at the end of its rope and is anxious to shoulder upon the latter the responsibility for the "dull thud" that is now impending. Mayor Schmitz did quite right in refusing to assume the load.

The threat of the Association to leave San Francisco is as significant as it is senseless. It reveals the real sentiment actuating the Transportation Association and its prototype, the Citizens' Alliance. These bodies have constantly protested their solicitude for the welfare of the "stricken city" and as constantly declaimed against the seamen's alleged intention to take advantage of the local situation. Now their bodies tell the city, through its chief magistrate, that it can go to the demnition bow-bows. The shipowners are patriotic—oh, so very patriotic—up to a certain point.

The present acute stage of the shipping lockout is due entirely to the fact that the longshoremen in San Francisco, becoming tired of being used to fight the shipowners' battle against the seamen's unions, have at last determined to attend strictly to their own knitting, i. e., to do their own work only, instead of doing both their own and the seamen's work. The timely and emphatic reply of Mayor Schmitz to the Association's request for police body-guards, indicates that the Mayor appreciates the true significance of the latest turn in affairs. As the situation now stands there is nothing left for the Association to do but capitulate with the best possible grace.

SLAVERY ON THE CANAL.

The proposition of the Panama Canal Commission, indorsed by President Roosevelt and Secretary of War Taft, to import Chinese coolies for work on the big ditch is distinctly a plan to establish a state of slavery in the Canal Zone. That the coolie-labor scheme is in direct and open conflict with the Chinese Exclusion and Alien Contract Labor laws can not be seriously debated by any one. Serious as is the proposed infraction of these laws, that phase of the coolie-labor plan becomes almost insignificant in comparison with the fundamental atrocity of Slavery which the Government now proposes to establish in a territory subject to the jurisdiction of the United States. The particulars of the plan, so far as these have been made public, leave no room for doubt as to the effect which will be produced, whether intended or not. First, there is the "labor gent," the fellow who will contract for so many head of cattle (i. e. coolies), who will derive his remuneration from the wages of the coolies at the rate of $1 per day. Just how much the coolie will receive is, of course, a matter of conjecture. Then, the Government will see to it that the coolies are so "regulated" that they will not "violate their contracts"—that is, that they won't run away. Finally, those who complete their contracts are to be returned to China. Presumably, the Government, out of respect for the religious prejudices of its "wards," will arrange that the bones of those who complete their contract with God Almighty before the expiration of their contract with the "labor gent" shall be sent to China. Oh, yes, the Government will be very careful not to offend the religious prejudices of its slaves. What we would like to assure ourselves, however, is that the Government will show a little respect for the national prejudices (to call them by that name) of the American people. On this latter point the San Francisco Examiner utters a true word in the following:

> After thirty years of constant agitation and five years of civil war the Thirteenth Amendment to the Constitution was made part of the fundamental law of this country. It reads as follows:
> "Neither slavery nor involuntary servitude, except as punishment for crime whereof the party shall have been duly convicted, shall exist within the United States, or any place subject to their jurisdiction."
> Late information from Washington is to the effect that it has been determined by the Administration to import Chinese for employment in the digging of the Panama Canal. Objections were raised that such would be a violation of the Chinese Exclusion Act. The objections were overcome by holding that the Canal Zone is not a part of the United States. The Chinese are to be imported under contract, which is a violation of the Alien Contract Labor law. They are to be placed under bond, presumably not to leave the Canal Zone, or the particular place to which they have been consigned—a violation of the Thirteenth Amendment.
> In less than fifty years after the death of Abraham Lincoln and the adoption of this amendment the party that yet quotes Lincoln as its leader destroys the principle for which Lincoln struggled and died.
> These men are to be imported. They are not to be permitted to move freely from place to place. If they shall desert from their master or the place assigned to them wherein to labor they are to be pursued, captured and brought back. For what purpose? To continue to labor against their will.
> The Constitution says in defining the duties of the President:
> "He shall take care that the laws are faithfully executed"; yet, being placed in absolute control of the building of the Canal, he violates the Chinese Exclusion Act by importing Chinese laborers, the Alien Contract Labor law at the same time; and to guard against the evils which all can see must necessarily flow therefrom he violates the Thirteenth Amendment, destroys the equality before the law, and takes the first step to re-establish a system of contract slavery or peonage."

Concerning the application of the Thirteenth Amendment, it is interesting to note that the United States Supreme Court, in its decision on the famous Arago case, stated its opinion that the term "involuntary servitude" was inserted in that amendment with the express object of preventing the use of Chinese labor in a manner amounting practically to slavery. The plan to import Chinese coolies for work on the Panama Canal is repugnant to American law and traditions. The plan should be universally condemned by the American people, as we are confident it would be but for the assertion of the Government officials that the Canal can not be completed without cheap, servile labor. To that assertion, if it be true, we can only say: Better the Panama Canal shall never be built than that it shall be built upon the ruins of National liberty. Better confess our failure as canal builders than be forced to acknowledge the failure of personal liberty. It is reported that the Administration has taken the position that "the Canal must be dug at any cost." We take the position that the Canal must not be dug at the cost of re-establishing the "peculiar situation" anywhere or in any degree under the jurisdiction of the United States.

Goldwin Smith, at the opening of the Canadian Trades and Labor Congress, at Toronto, recently, when speaking of compulsory arbitration, said:

> Arbitration by law, I am afraid, has failed. I have watched with interest the progress of the movement in New Zealand. It started well, but it has failed. The reason for this failure, I think, is that you can not enforce the awards of the arbiters. You can not force an employer to pay more than he can afford. You can not force a laborer to take wages less than he can get otherwise. We must fall back upon natural laws, upon the recognition of the rights of labor and capital.

Another "straw in the wind." Another great publicist converted from the fetich of preventing strikes by forcing men to remain at work against their will and upon the say-so of a Supreme Court judge. We do not know just what Mr. Smith means by "natural laws," but we do know that the only law, natural or unnatural, which will compel an employer to treat his employes fairly—to recognize the rights of labor—is the law of resistance, resistance to injustice. Compulsory arbitration would displace that law by the mandate of submission.

While congratulating our fellow workers in the land crafts upon their success in securing higher wages, thus enabling them to better meet the exactions of the merchant and landlord, we would draw attention to the fact that we, the seamen, are still struggling for a paltry increase of sixteen cents (SIXTEEN CENTS) in a paltry day's wage of $1.50. However, we, the seamen, may congratulate ourselves, too, upon the fact that that struggle is a winning one. He wins best who wins last.

Do your shopping before 6 p. m. on week days and before 10 p. m. on Saturdays and the evenings preceding holidays.

Demand the blue label of the Cigarmakers' International Union when buying cigars!

THE STAR SPEAKS OUT.

The Star, of San Francisco, true to its long-established reputation as a forthright advocate and champion of the public interests, as against the schemes of private greed and corruption, has upon more than one occasion since the outbreak of the present dispute between seamen and shipowners, expressed its conviction of the justice of the seamen's contention and its condemnation of the tactics adopted by the shipowners. This week the Star again speaks out. Referring to the recent correspondence between the United Shipping and Transportation Association and Mayor Schmitz, the Star of the 18th says:

Probably the meanest, most malicious and mendacious combination of the several which are doing all they can to retard the upbuilding of the New San Francisco, is the United Shipping and Transportation Company.

Because the Sailors' Union asked for a very slight increase of pay—five dollars per month—for its members, the Transportation monopoly has either tied up its vessels or outrageously advanced freight charges. It has also joined hands with the lumber lords, and, by false representations, has led many to believe that the Sailors' Union alone is responsible for the scarcity of lumber and the extortionate prices demanded for the same.

The Star recently published a plain, calm, dignified statement of the facts, written by a disinterested party, which clearly proved the Transportation Company is not only a "conspiracy in restraint of trade," but a cruel, criminal combine to mulct and oppress this stricken community.

We know, and regret, that there is such a thing as the "tyranny of labor," but that excuse can not be invoked in this case. The sailors did not, in asking for a trifle more pay, embrace an opportunity afforded by the great calamity; they had asked more pay months before. But the shipowners thought they saw an opportunity to disrupt the Union by creating public sentiment against it through the widespread publication of audacious falsehoods and calumny—particularly that the sailors were responsible for the scarcity and increased price of building material and for so many being homeless. (We pause to ask: How about the sailors? How many of them have homes? How many CAN have homes, upon the starvation wage paid by the shipowners?)

The sailors, at the outset, asked the shipowners to submit the matter to arbitration, agreeing to abide by whatever might be the verdict. The latter answered: "There is nothing to arbitrate." And they have ever since stubbornly refused all overtures for arbitration, thinking to break the strike with hired thugs and gun-fighters, backed by public opinion, which, however, is pronounced against them.

Their latest move was an appeal, this week, to Mayor Schmitz, for police protection for their non-union crews, and the open threat that "if such protection is not granted we will abandon our trade in the lumber business of San Francisco."

The Mayor met this wild and woolly bluff in a way that "warms the cockles" of our hearts, although the "bluffers" must have experienced an ice-cold chill. After assuring them that they would have all the protection guaranteed by law, and that violence would not be tolerated, he said:

"Your threat to abandon your trade in the lumber business of San Francisco is certainly not in line with a genuine desire to assist in the rebuilding of the city, from which your business has already derived and is now deriving great profits, and while the carrying out of this expressed intention will perhaps cause a temporary interference with the city's immediate progress, it is possible that other means may be found to get lumber here, and it is also barely possible that the deprivation of the profits of the business for a while might even induce your own membership to resume the trade for a short interval. At any rate, the differences between yourselves and the Sailors' Union, based upon the latter's demand for a few dollars additional monthly wage, will certainly not be allowed entirely to destroy this port, its commerce or the city's rebuilding."

If the members of the Shipowners' Association would but act as they threaten, get off the people's back, and seek other fields and pastures new, we would thus sing their praise:

"True patriots all, for be it understood,
They left their country for their country's good."

Readers doing business with JOURNAL advertisers are requested to mention this paper—even if only to swear at it!

For fair products of all kinds, consult the JOURNAL's ad columns!

Recognizing the imperative necessity of preserving the people of our State from competition with Mongolian labor, we declare for the strict maintenance of the Chinese Exclusion Act, without modification of any kind, and for the extension of that Act to exclude Japanese and Koreans; further, we pledge our candidates to Congress to work for the passage of a bill which shall effect this latter object.

The foregoing was recently adopted by the Japanese and Korean Exclusion League, of San Francisco, for submission to the coming State conventions of the respective political parties. The same plank has been indorsed by the Labor Council and Building Trades Council, of San Francisco. Each of these bodies will be represented at the conventions, with a view to securing the insertion of the anti-Mongolian plank, thus insuring, so far as that end can be achieved by party platforms, that the present Exclusion laws shall be maintained and extended so as to effect complete protection to the people of the West against the people of the Orient.

The second batch of "Correspondence in the Case," published on page 2 of this issue is similar to the first batch—similar both in the nature of the facts submitted to the authorities and in the reception accorded these facts by the latter. "Received and filed" about tells the whole story. However, the "Correspondence" has accomplished one thing good enough in itself to-wit: It has demonstrated beyond reasonable doubt the utterly unscrupulous methods adopted by the shipowners in the effort to run their vessels without crews. Persons contemplating a trip by sea on the Pacific Coast will do well to be warned against the risks that necessarily accompany such a venture in these days.

MUST RAISE WAGES.

"If the South wants immigrants she will have to raise wages to the level that prevails in the North and West." This was the blunt advice given to the Southern States Immigration Commision by Robert Watchorn, Commisioner of Immigration, at New York. He welcomed some thirty members of the new organization to Ellis Island recently, showed them the workings of the place, and told them what they would have to expect in the attempt to deflect immigrants toward the South.

"You may think that immigrants come to this country without knowing where they are going," said Commissioner Watchorn, "and that you can get them as they land from the boats. It is not so. Out of every 400 that come here 399 know exactly where they are going. If you try to make them change their minds by telling them how superior the South is, they are apt to think you are 'confidence men.' If you don't believe it, just come downstairs and see how many you can persuade to alter their course."

Some members of the Japanese House of Representatives recently visited Korea specially to study the question of cotton culture. They have returned to Tokyo, and report that the prospect is hopeful. They assert that, at a moderate estimate, the annual crop will be worth about $40,000,000. Japan at present imports yearly from India and elsewhere cotton to the value of $56,000,000, and should this forecast of the Korean production be correct, it will constitute a formidable menace to those who at present supply cotton to Japan and the Far East.

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Aug. 20, 1906.
Regular weekly meeting was called to order at 7:30 p. m., J. Kean presiding. Secretary reported shipping fair. The strike and lock-out situation remains practically unchanged. The longshore lumbermen at San Francisco have been locked-out for refusing to perform sailors' work on vessels in port.

A. FURUSETH,
Folsom-street Dock. Secretary.

Tacoma Agency, August 13, 1906.
Shipping fair; men very scarce; prospects good.

H. L. PETTERSON, Agent.
3004 McCarver St. Tel. Main 808.

Seattle Agency, August 13, 1906.
Shipping good; few men ashore. Situation good.

P. B. GILL, Agent.
1312 Western Ave., P. O. Box 65. Tel. James 3031.

Port Townsend Agency, August 13, 1906.
No meeting; no quorum; shipping slack.

WM. THORBECK, Agent.
114 Quincy St. P. O. Box 48. Tel. 443.

Aberdeen Agency, August 14, 1906.
Shipping brisk; men rather scarce.

WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

Portland (Or.) Agency, August 13, 1906.
Shipping good; few men ashore.

D. W. PAUL, Agent.
40 Union Ave. Tel. East 4912.

Eureka (Cal.) Agency, August 13, 1906.
No meeting; no quorum; shipping good in sailing vessels; prospects uncertain.

CHAS. SORENSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, August 13, 1906.
Situation unchanged.

HARRY OHLSEN, Agent.
P. O. Box 2380. Tel. Main 774.

Honolulu (H. T.) Agency, August 6, 1906.
No meeting; no quorum; situation quiet.

C. COLDIN, Agent.
821 Alakea St. Tel. Main 96.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Aug. 16, 1906.
Regular weekly meeting was called to order at 7:00 p. m., Eugene Burke in the chair. Secretary reported strike situation improving.

EUGENE STEIDLE, Secretary.

Seattle (Wash.), Agency, August 9, 1906.
No meeting; shipping good.

LEONARD NORKGAUER, Agent.

San Pedro (Cal.) Agency, August 9, 1906.
No meeting; shipping fair.

CHAS. M. DAWSON, Agent.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, August 13, 1906.
Situation unchanged.

WM. PENJE, Secretary.
143 W. Madison St.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston (Mass.), August 14, 1906.
Shipping fair; organizing progressing favorably.

WM. H. FRAZIER, Secretary.
1½ Lewis St.

ATLANTIC COAST MARINE FIREMEN'S UNION.

Headquarters, Brooklyn (N. Y.), Aug. 8, 1906.
Shipping good.

DANIEL SULLIVAN, Secretary.
15 Union St.

MARINE COOKS AND STEWARDS OF THE ATLANTIC COAST.

Headquarters, New York, August 9, 1906.
Situation fair.

H. P. GRIFFIN, Secretary.

DIED.

August Erickson, No. 583, a native of Finland, aged 41, died at San Francisco, Cal., August 17, 1906.

A. H. Rinaman, No. 759, a native of Oregon, aged 22, drowned from the schooner W. F. Jewett, at sea, on August 6, 1906.

ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)

MANY LAKE STRANDINGS.

There have been more than forty strandings to date, of which eleven were at the Soo and six at the Limekiln Crossing. The greatest number of strandings occurred during the third week in April, there being six at the Soo alone. Following is a list of the more important groundings of the season to date:

April 11—Steamer L. C. Waldo, at the Soo.

April 13—Steamer D. M. Clemson, at Bar Point.

April 20—Steamer Widlar at the Soo.

April 20—Steamer Umbria, in St. Mary's river.

April 20—Steamer Major, at Erie.

April 20—Steamer Frank C. Ball, at the Soo.

April 21—Barge Smeaton, at Limekiln Crossing.

April 21—S. J. Murphy, at Soo; Domacona, in Soo river; Malietoa, in Soo river.

April 23—Barge Krupp, at Limekiln Crossing.

April 23—Clyde, at Round Island.

April 23—Steamer J. T. Hutchinson, at the Soo.

April 25—Canadian steamer Iroquois, temporarily blocked St. Mary's river.

April 26—Robert Wallace, at Kingston.

April 27—Barge Chattanooga, at Limekiln.

May 2—Steamer F. W. Hart went on rocks at Mackinac.

May 2—Steamer Viking, at Sturgeon Bay.

May 2—Steamer Starruca, at South Point, Lake Michigan.

May 22—Steamer Briton, at Fawn Island.

May 24—Charles Neff, at Limekiln.

May 25—Steamer Uranus, at Calumet.

May 26—Steamer Iowa, at Muskegon.

May 28—Frank Peavey, at Ashtabula.

June 9—Steamer James E. Davidson, at Belle Isle.

June 10—Steamer Pilgrim, at Point Aux Barques.

June 20—Barge Manda, at Limekiln Crossing.

June 20—Steamer America, Limekiln.

June 20—Steamer Alaska, at Mackinac Point.

June 20—Steamer Gladstone, at Death's Door, Lake Michigan.

June 20—Schooner M. H. Ferry at Mackinac.

June 21—Steamer Henry B. Smith, Bar Point.

June 21—Steamer G. Watson French, Bar Point.

June 22—Steamer Curtiss, on rocks, Niagara river.

July 11—Steamer Anna Minch, at Soo.

July 27—Steamer J. S. Keefe, at Sturgeon Point, Lake Erie.

July 27—Steamer Weston, at Keweenaw Point, Lake Superior.

July 27—Steamer Saturn, at Buffalo.

July 28—Steamer Major, at Madeline Island.

July 29—Steamer L. C. Smith, Soo river.

The ore receipts of Conneaut harbor for the month of July were 834,862 tons, the heaviest of the season, and an increase of over 100,000 tons over those for June.

Demand the union label on all products!

OLD WRECK FOUND.

F. G. Crosby, a son of E. G. Crosby, of the Crosby Transportation Company, is authority for the statement that his father has located the steamer Michigan lying in 160 feet of water about ten miles off the Michigan shore at a point west of Holland. Notwithstanding that the steamer has been lying on the bottom of the Lake for twenty-one years the Michigan is said to be in a perfect state of preservation.

Captain E. G. Crosby has been cruising about in the neighborhood of Holland for the past two weeks with two steamers, searching for the wreck. Two days ago, when in Milwaukee, he reported that he had discovered something on the bottom of the Lake at the point indicated by his son which he believed would prove to be the sunken steamer. Following this comes the report that the vessel has been found by Captain Crosby, and that steps will immediately be taken to raise the wreck.

The Michigan was a twin sister of the steamer Naomi, which was, at the time of the disaster, known as the Wisconsin, and these two boats ran in the trade between Grand Haven and Milwaukee, making connections at the former place with the Detroit & Milwaukee Railway. The Michigan, like the Naomi, was an iron boat and was insured for $250,000, which was paid by the companies carrying the risk. As she lies on the bottom of the Lake she ranks as abandoned property, and if Captain Crosby succeeds in placing her in commission she will become the property of himself and his associates in the enterprise.

The Michigan in 1885 put out to rescue the Naomi, which was caught in the ice, short of food, with passengers aboard. The Michigan saved the Naomi but was herself frozen fast in the ice. The storm continued for a week, and provisions began to become scarce among the rescuers.

On the morning of February 17 the mate reported land. Seventeen of the crew were selected to try to reach the shore. After a perilous trip, during which some of the men fell from exhaustion, the party arrived at a point known as Clay Banks, a sheer height of more than 100 feet. The Michigan on March 19 went to the bottom, the tug Arctic having taken off the remainder of the crew before the vessel went down.

TO LOCATE OLD WRECK.

An expedition left Grand Haven, Mich., recently in search of the wreck of the passenger steamer Michigan, which was crushed by the ice and sunk in Lake Michigan about twelve miles off Holland, in the winter of 1885. The Crosby Transportation Company is behind the project to locate and raise the Michigan if possible. The steamers Crouse and Trio will be used in the search, having a thorough equipment aboard to locate the wreck.

Fishermen who claim to have located the sunken hulk several times will be taken to help in the search. Should the lost vessel be found an effort will be made to drag it into shallow water so that it can be raised. It is believed that the wreck lies in about twenty-five fathoms of water.

WORK BEGUN ON NEW BOATS.

The American Shipbuilding Company has already begun work on the construction of boats, contracted for delivery next year. The tonnage contracted for next year has eclipsed all previous records, but the number of boats ordered last year to be built this summer was enormous and it was thought at that time that the yards would have their hands full up until late this fall, turning out the boats which were ordered for this season's delivery. Some remarkable work has been done at the shipyards this year with the result that now the keel has been laid for one boat, the order for which was placed this spring and the date of delivery given as early next year. A glance at the schedule for this year shows that six boats is practically all the tonnage now left to be constructed. In view of this fact it is evident that by the first of next year, several boats ordered for next year, will have been launched and a number of others will be on the stocks.

The work on next year's tonnage was begun by the laying of the keel of the car-ferry building for the Ann Arbor Railroad Company. The keel was laid at the Globe yard only a few weeks ago, and already the construction work is well along. The new boat will be 270 feet over all, 252 feet keel, fifty-two feet beam and thirty-six feet deep. Her loaded car capacity is expected to exceed that of any ferry on the Lakes.

TO IMPROVE HARBOR BEACH.

Captain Charles Keller, United States engineer in charge of the rivers and harbors on the eastern coast of Lake Michigan, in his annual report asks appropriations amounting to over $480,000. Four hundred thousand dollars of this amount is for work at Harbor Beach and the balance is for maintenance of the present improvements.

The proposed work at Harbor Beach consists in the completion of the superstructure of the main pier and the reconstruction of the entire superstructure of the north and south piers. An additionel sum of $30,000 is asked for dredging, etc., at that point.

A sum amounting to over $13,000 is asked for maintaining the sixteen-foot channel in the River Rouge as far up as the Wabash bridge. Captain Keller also recommends the extensive improvement of that river in order to encourage commercial interests to locate along its banks.

For dredging in the Black River at Port Huron to overcome the constant shoaling in the river between the Grand Trunk bridge and Washington avenue an appropriation of $10,000 is asked. At present only boats drawing fourteen and one-half feet are able to get into the river.

Receipts of grain at Duluth for the year ended July 31 show an enormous increase over the year previous, according to the figures given by the Duluth Board of Trade. The receipts of wheat have increased by 70 per cent., of corn 200 per cent., of oats 20 per cent., of barley 40 per cent., and of flaxseed 42 per cent. A correspondingly large increase is shown in the shipments and stocks on hand in the elevators.

LAW STILL VIOLATED.

Some time ago a great hullaboo was raised by the newspapers, saying that President Roosevelt had instructed that the National Eight-hour law should be obeyed. President Gompers was much pleased. All Government inspectors would be promptly instructed by the respective departments to enforce the law and the workingman would come into his own. I am not prepared to say that Mr. Gompers was deliberately deceived, or that the apparent determination of the Government to enforce the law was not in good faith. But I do say it has not been enforced here. The Donnelly Contracting Company continues to work at Government work ten or twelve hours per day. My request for the reason was met by the reply that the Government had given them permission to break the law.

W.H. J.

Conneaut, O.

MARINE NOTES.

It is reported that a syndicate of Lake capitalists is figuring on a new freighter to be 650 feet long and to be made unsinkable by the use of compressed air.

During July Detroit Marine Postoffice delivered 54,181 pieces of mail to boats and received 23,507 pieces, according to the report of A. J. Bloom, clerk in charge. The number of passages is reported as 3,159.

Wm. Roberts, formerly Ashland agent of Lake Seamen's Union, fell from the rail of the Steamer Jas. C. Wallace at Lorain recently, and was badly injured. He was taken to the Marine Hospital at Ashtabula.

Michael Cosgrove, a seaman on the steamer Corona, of the P. S. S. Co. fleet, fell into that vessel's hold atAshtabula on August 4 and was instantly killed. The unfortunate comrade was buried by the Union.

The first of the six steamers which the New Ontario Steamship Company of Hamilton, Ont., has ordered abroad will come to the Lakes in September. The other boats will not come over until next season. The steamers will be operated between Montreal and Fort William.

In receipt of iron ore for one month Ashtabula again set the pace in July, raising the mark of the best previous record made at that port in July, 1905, 3,026 tons. The receipts in the month just closed were 1,094,007 tons. Other figures on the Customs House books for July show receipts of 12,937 tons of stone and 250,000 feet of lumber. The shipments of coal amounted to 323,820 tons.

More freight was carried through the Soo ship canals in July than in any previous month in their history. In figures July tonnage was 7,732,771, a gain over the corresponding month in 1905 of 1,029,011 tons. If the present rate is maintained for the balance of the season the tonnage for this year will reach 50,000,000 tons. Freight movement to date this season is 22,610,551 tons, compared with 19,837,000 tons for the same period last year. Last month's traffic in detail follows: Grain, 9,672,764 bushels; iron ore, 5,651,858 tons; soft coal, 1,137,391 tons; hard coal, 129,774 tons; lumber, 152,192,000 feet board measure; westbound general merchandise, 132,343 tons; eastbound, 15,216 tons.

Lake Letter List.

All mail advertised in these columns as remaining at Detroit Marine P. O. is sent to the Dead Letter Office at the expiration of two weeks.

(Marine Postoffice, Detroit, Mich.)

August 11, 1906.

Alexander, Ernest (Sam Mather)
Aby, Chas.
Armstrong, Clarence Morse)
Barley, A. D. (Troy)
Barton, Harry J.
Buchanan, Jas.
Bassett, Nelson (J. B. Ketchum)
Butler, Addie
Burgess, Philip
Barber, Grant
Boulier, John (Black)
Barron, T. D.
Childes, Harry (Huron)
Cole, W. H.-2 (Empire City)
Cole, Will
Coleman, J. R.
Chrisholm, Edw. E.-2 (Peter White)
Cicero, Joseph-2 (J. E. Davidson)
Cross, Robt. W. (Schuck)
Downs, T. F. (Gorman)
Dardis, Thos. (Sacramento)
Dirling, W. E.
Downey, Daniel (Steinbrenner)
Edmunds, E. M. (Miami)
Eicher, Michael (Empire City)
Florence, Will (J. Sherwin)
Funkey, Alex. (Empire City)
Frumweller, Wm.
Franberg, Arthur (J. Lambert)
Fick, F. Allen, Mrs.
Farrell, Mathew
Flagstad, Mort.
Flower, Franklin
Fothergill, Wm.
Green, Jesse A.
Girrard, Wm.
Gerst, Henry (Marina)
Gilbert, Arthur (Clarion)
Harrington, J. W. (Rogers)
Humphrey, Alden A.-2 (Shaughnessy)
Hopes, Wm., Mrs. (Chatham)
Hadley, John (Masaba)
Hoffman, Wm.
Hannon, Clarence (D. M. Whitney)
Hazelwood, Lewis F. (Huron)
Hank, Mike (Earling)
Heinzmann, Geo. J.
Irving, Walter
Israelsen, Albert (Frontenac)
Jackson, Wm. S. (Yacht Blanche)
Jones, Wm. (Kensington)
Johnstone, Jerry (J. C. Wallace)
Lawson, Archbald (Butler)
Kerwin, Rich.
Lynch, Anthony
Luedke, O. H.
Lyke, C. F. (Siemens)
Meyer, Edw. (A. E. Stewart)
Mayrand (Nor. Light)
Moulton, Ralph V. (Wade)
Marshall, Will (Maytham)
Miller, Geo. (Goulder)
Miller, Jas. (Moravia)
Magnes, Geo.
Morrison, Robt.-2 (Ly C. Smith)
Miller, Isaac A.-4 (Rappahannock)
Mountney, H. V. (Aloha)
McDonald, Bert (Miami)
McNevin, Donald (Fitch)
McGee, John (Hawgood)
McCarthy, Edw.
McCrea, Alex. (Stackhouse)
McCracken, Coe L.-3 (Norton)
Niles, Wallace (Nye)
Nelson, Geo. (Malietoa)
Oehmig, Oswald (Howe)
Olson, A. A.
Petitt, Lew (Merida)
Pung, Joseph
Potter, Wm. H. (Paine)
Peters, Frank (Goulder)
Raven, Albert
Robertson, Robert (Wilkinson)
Rock, Chas. (Mariposa)
Rawley, Thos. F. (N. Bloom)
Ritter, W. W. (Holgan)
Reed, Nelson (Morgan)
Sedig, Chas. G. (Stanucca)
Sullivan, W. E.
Smith, Elmer S. (Peter White)
Smith, Jas. M. F.
Shields, John
Swartridge, Geo.
Solberg, Thos. (Crete)
Sommerville, Howard R.
Sanford, Bert (Veronica)
Strawbinger, Jake (Omaha)
Shannon, Will (Oceanica)
Slavin, Jno. (Columbia)
Schram, Walter (Fryer)
Searfoss, H. E. (Niagara)
Turner, Robt. (Bransford)
Thomts, Wm. A. (Joliet)
Verstraaten, Frank (Niagara)
Vanidour, M.
Vasbinder, Marvin (Ranger)
Wood, Sin (N. W. Smith)
Wilcox, Milan (Saginaw)
Welch, Lew (M. Mullen)
Warren, Ralph (German)
Walsh, Jas. (Hand)

Manitowoc, Wis.

Angus, Robert,
Beahan, Edward (3)
Fairbanks, H. A.
Hanny, John
Rinkel, Willie (2)

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)
143 West Madison Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, WIS.....133 Clinton Street
Telephone 240 South.
BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.....87 Bridge Street
Telephone 552.
CLEVELAND, O.....171 East River Street
Telephone Bell Main 1295.
TOLEDO, O.....719 Summit Street
Telephone Black 6981.
NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES.

DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3742.
ASHLAND, WIS.....515 East Second Street
Ashland Phone 1563.
SUPERIOR, WIS.....1721 North Third Street
Telephone, Old Phone, 4428 L.
BAY CITY, MICH.....108 Third Street
OGDENSBURG, N. Y.....40 Ford Street

SUB-AGENCIES.

MANITOWOC, Wis. .....725 Quay Street
ERIE, PA.....107 East Third Street
Telephone Bell 599 F.
CONNEAUT HARBOR, O.....922 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
Telephone 1944 South Chicago
SANDUSKY, O. .....510 Meigs Street

HOSPITALS AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.

CHICAGO, ILL.; DETROIT, MICH.; CLEVELAND, O.

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Ashtabula Harbor, O.
Buffalo, N. Y.
Duluth, Minn.
Erie, Pa.
Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Wis.
Houghton, Mich.
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Manistel, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault Ste. Marie, Mich.
Sheboygan, Mich.
Sturgeon Bay, Wis.
Superior, Wis.
Toledo, O.

We Don't Patronize.

FOOD AND KINDRED PRODUCTS.

Bread—McKinney Bread Company, St. Louis, Mo.; National Biscuit Company, Chicago, Ill
Cigars—Carl Upman, of New York City; Krebs, Wertheim & Schiffer, of New York City; The Henry George and Tom Moore.
Flour—Washburn-Crosby Milling Co., Minneapolis, Minn.; Kelley Milling Co., Kansas City, Mo.
Groceries—James Butler, New York City.
Meats—Kingan Packing Company, of Indianapolis, Ind.
Pipes—Wm. Demuth & Co., New York.
Tobacco—American and Continental Tobacco Companies.
Whisky—Finch Distilling Company, Pittsburg, Pa.

CLOTHING.

Buttons—Davenport Pearl Button Company, Davenport, Iowa; Krementz & Co., Newark, N. J.
Clothing—N. Snellenberg & Co., Philadelphia, Pa.; Clothiers' Exchange, Rochester, N. Y.; Strawbridge & Clothier, Philadelphia, Pa.; Blauner Bros., New York.
Corsets—Chicago Corset Company, manufacturers Kabo and La Marguerite Corsets.
Gloves—J. H. Cownie Glove Co., Des Moines, Iowa; California Glove Co., Napa, Cal.
Hats—J. B. Stetson Company, Philadelphia, Pa.; E. M. Knox Company, Brooklyn, N. Y.
Shirts and Collars—United Shirt and Collar Company, Troy, N. Y.; Van Zandt, Jacobs & Co., Troy, N. Y. Cluett, Peabody & Co., Troy, N. Y.; James R. Kaiser, New York City.
Shoes—Harney Bros., Lynn, Mass.; J. E. Tilt Shoe Co., Chicago, Ill.
Suspenders—Russell Mfg. Co., Middletown, Conn.
Textile—Merrimac Manufacturing Co. (printed goods), Lowell, Mass.
Underwear—Onelta Knitting Mills, Utica, N. Y.
Woolens—Hartford Carpet Co., Thompsonville, Conn.; J. Capps & Son, Jacksonville, Ill.

PRINTING AND PUBLICATIONS.

Bookbinders—Geo. M. Hill Co., Chicago, Ill.; Boorum & Pease Co., Brooklyn, N. Y.
Printing—Hudson, Kimberly & Co., printers, of Kansas City, Mo.; W. B. Conkey Co., publishers, Hammond, Ind.; Times, Los Angeles, Cal.; Philadelphia Inquirer.

POTTERY, GLASS, STONE AND CEMENT.

Pottery and Brick—J. B. Owens Pottery Co., of Zanesville, Ohio; Northwestern Terra Cotta Co., of Chicago, Ill.; C. W. Stine Pottery Co., White Cottage, Ohio; Corning Brick, Tile and Terra Cotta Company Corning, N. Y.
Cement—Jackson Portland Peninsular Cement Co., Cement City, Mich.; Utica Hydraulic Cement and Utica Cement Mfg. Co., Utica, Ill.

MACHINERY AND BUILDING.

Carriage and Wagon Builders—S. R. Baily & Co., Amesbury, Mass.; Hassett & Hodge, Amesbury, Mass.; Carr, Prescott & Co., Amesbury, Mass.
General Hardware—Landers, Frary & Clark, Aetna Company, New Britain, Conn.; Kelsey Furnace Company, Syracuse, N. Y.; Brown & Sharpe Tool Company, Providence, R. I.; John Russell Cutlery Company, Turners Falls, Mass.; Atlas Tack Company, Fairhaven, Mass.; Henry Disston & Co., Philadelphia, Pa.; Merritt & Company, Philadelphia, Pa.; New York Knife Company, Walden, N. Y.
Iron and Steel—Illinois Iron and Bolt Company, of Carpentersville, Ill.; Carborundum Company, Niagara Falls, N. Y.; Casey & Hedges, Chattanooga, Tenn.; Gurney Foundry Company, Toronto, Ont.; Sattley Manufacturing Company, Springfield, O.; Page Needle Company, Franklin, N. H.; American Circular Loom Company, New Orange, N. J.; Payne Engine Company, Elmira, N. Y.; Lincoln Iron Works, (F. R. Patch Manufacturing Company), Rutland, Vt.; Erie City Iron Works, Erie, Pa.; David Maydole Hammer Co., Norwich, N. Y.; Singer Sewing Machine Co., Elizabeth, N. J.; National Elevator and Machine Company, Honesdale, Pa.; Pittsburg Expanded Metal Co., Pittsburg, Pa.; Peckham Manufacturing Company, Kingston, N. Y.; American Hoist and Derrick Co., St. Paul, Minn.; American Iron & Steel Company, Lebanon and Reading, Pa.; Kern Barber Supply Company, St. Louis, Mo.
Iron, Architectural—Geo. L. Meskir, Evansville, Ind.
Stoves—Germer Stove Company, Erie, Pa.; "Radiant Home" Stoves, Ranges, and Hot Air Blast, Erie, Pa.; Wrought Iron Range Co., St. Louis, Mo.

WOOD AND FURNITURE.

Bags—Gulf Bag Company, New Orleans, La.; branch Bemis Brothers, St. Louis, Mo.; H. B. Wiggins' Sons Co., Bloomfield, N. J.
Baskets—Williams Manufacturing Company, Northampton, Mass.
Brooms and Dusters—The Lee Broom and Duster Company, of Davenport, Iowa; M. Goeller's Sons, Circleville, Ohio; Merkle-Wiley Broom Co., Paris, Ill.
Carriages—Crane, Breed & Co., Cincinnati, Ohio.
Cooperage—Northwestern Cooperage and Lumber Company (otherwise known as the Buckeye Stave Company), of Ohio, Michigan, and Wisconsin; Elgin Butter Tub Company, Elgin, Ill.; Williams Cooperage Company and Palmer Manufacturing Company, of Poplar Bluff, Mo.
China—Wick China Company, Kittanning, Pa.
Furniture—American Billiard Table Company, Cincinnati, Ohio; Brumby Chair Company, Marietta, Ga.; O. Wisner Piano Company, Brooklyn, N. Y.; Krell Piano Company, Cincinnati, Ohio; N. Drucker & Co., Cincinnati, Ohio; St. Johns Table Company, St. Johns, Mich.; Grand Rapids Furniture Manufacturing Association, Grand Rapids, Mich.; Derby Desk Co., Boston, Mass.
Gold Leaf—W. H. Kemp Company, New York, N. Y.; Andrew Reeves, Chicago, Ill.; George Reeves, Cape May, N. J.; Hastings Company, Philadelphia, Pa.; Henry Ayers, Philadelphia, Pa.
Lumber—Trinity County Lumber Company, Groveton, Texas; Reinle Bros. & Solomon, Baltimore, Md.; Himmelberger Harrison Lumber Company, Morehouse, Mo.; Union Lumber Company, Fort Bragg Cal.; St. Paul and Tacoma Lumber Company, Tacoma, Wash.; Gray's Harbor Commercial Co., Cosmopolis, Wash.; Far West Lumber Company, Tacoma, Wash.
Leather—Kullman, Salz & Co., Benicia, Cal.; A. B. Patrick & Co., San Francisco, Cal.; Lerch Bros. Baltimore, Md.
Paper Boxes—E. N. Rowell & Co., Batavia, N. Y.; J. N. Roberts & Co., Metropolis, Ill.
Paper—Remington-Martin Paper Co., Norfolk, N. Y. (Raymond Paper Co., Raymondsville, N. Y.; J. L. Frost Paper Co., Norwood, N. Y.); Potter Wall Paper Co., Hoboken, N. J.
Watches—Keystone Watch Case Company, of Philadelphia, Pa.; Jos. Fahy, Brooklyn Watch Case Company, Sag Harbor; T. Zurbrugg Watch Case Company, Riverside, N. J.
Wire Cloth—Thos. E. Gleeson, East Newark, N. J.

MISCELLANEOUS.

Bill Posters—Bryan & Co., Cleveland, Ohio.
Railways—Atchison, Topeka & Santa Fe Railroad; Missouri, Kansas & Texas Railway Company.
Telegraphy—Western Union Telegraph Company, and its Messenger Service.
D. M. Parry, Indianapolis, Ind.
Thomas Taylor & Son, Hudson, Mass.
C. W. Post, Manufacturer of Grape Nuts and Postum Cereal, Battle Creek, Mich.
Lehmaier-Swartz & Co., New York City.
J. N. Mockett, Toledo, Ohio.

CORRESPONDENCE IN THE CASE.

(Continued from Page 2.)

men apparently had not had any previous experience at sea.

(Signed) D. JACQUES.

Subscribed and sworn to before me this 23rd day of July, 1906.

(Seal) MARTIN J. LUND,
Notary Public in and for the State of Washington, residing at Seattle.

DEPARTMENT OF COMMERCE AND LABOR.

Steamboat Inspection Service.

Washington, July 31, 1906.

Mr. A. Furuseth,
Pacific District, International Seamen's Union of America, Folsom street,
San Francisco, California.

Sir: This office is in receipt of your letter of 27th instant, with inclosures, relative to the efficiency of the crews of the passenger steamers Senator and City of Puebla, and the same have been noted and filed.

Respectfully,
GEORGE UHLER,
Supervising Inspector-General.

RE. STEAMER SANTA ROSA.

SAILORS' UNION OF THE PACIFIC.

San Francisco, Cal., August 4, 1906.

United States Local Inspectors of Steam Vessels,
City.

Gentlemen: Inclosed herewith please find affidavit this day made by Carl Miller, who was a member of the crew of the steamer Santa Rosa on her last voyage from Port Los Angeles to San Francisco.

Respectfully yours,
A FURUSETH,
Secretary.

(INCLOSURE.)

State of California,
City and County of San Francisco—ss.

Carl Millar, being first duly sworn, deposes and says, as follows:

I have followed the sea for ten years. I shipped for the steamer Santa Rosa in Los Angeles, California, and joined the vessel in Port Los Angeles on the same date.

The deck crew of the said vessel was composed of twelve Japanese, none of whom had any knowledge of the English language, excepting one man, who acted as interpreter, and who transmitted the orders of the officers to the seamen, and fifteen white men. None of the said Japanese were seamen, and of the white men but two understood the most ordinary duties of a seaman. All, with the exception of the said two men, were sea sick on the voyage to San Francisco.

No fire or boat drill was held on the vessel during the passage from Port Los Angeles to San Francisco.

The vessel arrived at this port about 2 P. M. on August 2, 1906, and I left her here.

Further the affiant sayeth not.

CARL MILLER.

Subscribed and sworn to before me this 4th day of August, 1906.

(Seal.) ROBERT J. TYSON,
Notary Public in and for the State of California, City and County of San Francisco.

RE. STEAMER UMATILLA.

State of California,
City and County of San Francisco—ss.

Alexander Lind, being first duly sworn, deposes and says, as follows:

I have followed the sea for eighteen years. I shipped as quartermaster on the passenger steamer Umatilla at Seattle, Washington, for San Francisco, California, and return, on July 31, 1906.

The deck crew of the said steamer was composed of eight men, only one of whom had had any previous experience at sea, and four quartermasters, two of whom knew their duties, one who knew the compass and was able to steer in some kind of fashion, and one who does not know neither the compass nor any of his other duties.

There was a fire drill held on the said vessel on the voyage mentioned, but the watch below was not called on deck. The crew had to be shown how to put on the life belts, before they were able to teach the passengers how to put them on. There was no boat drill held during the voyage.

The men who were supposed to keep lookout forward did not, in most instances, know enough to strike the bells.

Further the affiant sayeth not.

ALEXANDER LIND.

Subscribed and sworn to before me this 7th day of August, 1906.

(Seal.) JOHN J. QUINN,
Notary Public in and for the State of California, City and County of San Francisco.

DEPARTMENT OF COMMERCE AND LABOR.

Steamboat Inspection Service.

Washington, D. C., July 26, 1906.

A. Furuseth, Secretary,
Sailors' Union of the Pacific,
Folsom-street dock, San Francisco, Cal.

Sir: I have to acknowledge receipt of your letter of 21st instant, transmitting correspondence relative to efficiency of crews of passenger steamers trading on the Pacific Coast, and have placed same upon the files of this office.

Respectfully,
GEORGE UHLER,
Supervising Inspector-General.

COMMENT OF THE PRESS.

Pays Private "Specials."

The City Council, acting on the recommendation of the police and license committee, Wednesday night, voted to pay the policemen and watchmen appointed by Chief of Police Christenson during June. Councilman Hite protested on the grounds that private watchmen should be paid by the men who used them. The remaining councilmen thought otherwise and the bills (amounting to $320.50, for 18 "specials,") were allowed.

While acting as watchmen in the above capacities some of these "specials" were actively engaged in getting men to work for the companies whose property they were guarding. The Post has already published an affidavit showing that Brownlee, the corn doctor, while wearing the star of a special police, was acting as employment agent for the steamship companies, yet the city pays him during this time. This man had his star taken from him for being drunk and disorderly and last week was relieved of a big gun by Officer Searles. Brownlee had a number of counterparts among this list of "specials." The taxpayers of the city certainly are interested in the above items of expense.—Grays Harbor (Wash.) Post.

"Comparisons Are Odious."

San Francisco Plumbers obtained a raise of $1, to a scale of $6 per day, and stricken San Francisco, did not demur. The Bricklayers of the same city had their wages raised from $6 to $7 and $8 per day, voluntarily, by the employers. The members of these two unions work but eight hours per day. The sailors work or are "on call" practically every one of the twenty-four hours. Their union has called them out on strike to obtain a raise in wages to $1.65 per day. These comparisons ought to convince every one, not already convinced, that the Sailors' Union strike is a just one.—Seattle (Wash.) Union Record.

United States Consul-General J. P. Bray sends from Melbourne the findings of the Old-Age Pension Commission appointed by the Australian Government. They recommend that such pensions be provided throughout the Commonwealth, the maximum to be $2.43 per week, which, it is estimated, will require $7,299,750 per annum. The Commission recommends that an Old-Age Pension bill be introduced into Parliament carrying out their plans.

Indoor pauperism is said, in the British official record, to have grown rapidly in England and Wales since 1900. During the last eleven years the cost of indoor relief has increased 86 per cent, while the increase in the number of paupers has been only 36 per cent. The annual cost of maintenance per head increased from about $65 in 1895 to about $90 in 1905. There had also been a large increase in the average cost of maintenance of workhouse inmates.

Consul L. Edwin Dudley writes from Vancouver (B. C.) that a local company some time ago purchased the otter trawl steamer Celestial Empire in England and has brought her through the Straits of Magellan to that British Columbian port, where she has been overhauled. The vessel is now about to make her first trip to the halibut banks. This will be the first vessel to catch halibut by the otter trawl; heretofore they have been taken by the trawl fishermen in dories.

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The Coast Seamen's Journal

Can be procured by seamen at
Any of the above-mentioned places;
also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA
29 Erskine Street, Sydney, N. S. W.

A CHECKERBOARD ROMANCE.

The adage that true love knoweth no barrier and overcometh all obstacles has just received additional force and romance by the story of Carl Janssen and his wife, Victoria Janssen, who, between them have succeeded in smashing—for the moment—every vestige of color line and have demonstrated to the world that the great devotion of a womanly woman, though she be a negress, may serve to soften deeprooted racial prejudice and wipe out—momentarily, at least—the stigma attaching to the mingling of the races.

The resolution and pluck of the wife are admirably supplemented by the moral courage of the husband, who in a State and among a people frowning disapproval, openly and joyfully welcomed back his faithful companion.

The story of the couple's separation, struggle to get to the United States to live and final union in Quitman, Miss., last week reads like a novel. Down in sun-scorched Belize, in British Honduras, Carl Janssen, a Russian Finn and a carpenter by trade met and loved a native woman as dark almost as a full-blooded American negro. The two were married some thirteen years ago and lived for eight or nine years in Belize. In 1902, with their four boys, they went to Progresso, Yucatan, in the hope that the husband could get more work. Up until last October the family lived as happily as possible, but work failed and Janssen decided to come to Alabama, secure work and send back money for his wife and children. He landed in Mobile from the steamship Vueltabago in October and, securing work, wrote back to his wife in Progresso, who was washing and ironing, to try to make a living, while the little boys blacked shoes.

Nothing more was heard from Janssen for four months, and in April Victoria Janssen packed all her belongings in a trunk and two sacks and, with her four children, ranging in age from 3 to 11 years, set out to find her husband.

They went from Progresso to Vera Cruz, and there the Russian Consul collected $100, all he could scrape together to help them on their way. At Laredo the immigration authorities admitted them to the United States and they went on to San Antonio. Still working and making what little money she could, the anxious wife left San Antonio for Galveston on July 3. Here they stayed thirteen days. The negro churches took up collections for them, and kind-hearted people secured cut-rate tickets for the little family to New Orleans. From New Orleans they came direct to Mobile, arriving here Tuesday, July 17. For seven or eight days the woman, aided by the police, to whom she went for help, searched all over Mobile for her husband. Finally she heard somehow that he was at work in a mill at Quitman, Miss., and went at once to that place. There she found Janssen just up from a month's sickness and dumbfounded at seeing his wife and children, whom she believed to be in Progresso, Yucatan. His joy at seeing his wife and children was only equalled by theirs.

Janssen seemed really and truly distressed when informed that they could not live together in the State of Alabama, and stated that he would take his wife and family to some State the laws of which are liberal enough to allow their devotion to take its legitimate course.

The one comical incident in this little romance occurred at the Federal building at Mobile, where Janssen and his family awaited the final disposition of his case on the part of the Immigration authorities. A police officer said to Janssen: If this is really and truly your wife let us see you kiss her. Whereupon Mrs. Janssen—taking the initiative—at once clasped her Carl in a fervent embrace, impressing upon his willing lips a series of rousing smacks, the detonation of which went a-bounding through the corridors of the building. "Well, now," she said, "don't you think he is my husband?" Whereupon the amused bystander guessed that he must be.

ANOTHER BIG SHIP ORDERED.

Edward D. Carter, the well-known vessel-owner of Erie, has closed a contract with the American Shipbuilding Company for a freighter of 9,000 tons capacity. The new boat, which will cost $335,000, will be ready for business at the opening of navigation next spring.

She will be a duplicate of the steamer Edward D. Carter, which was turned out at the Wyandotte yard of the American Shipbuilding Company this year. She will be 524 feet overall, 504 feet keel, 54 feet beam and 30 feet deep. The new boat will have triple expansion engines with cylinders 22 1-2, 36 and 60 inches, with 42-inch stroke. Her boilers, which will be the Scotch type, will be 13 feet 9 inches in diameter and 11 1-2 feet long. The boilers, which will be fitted with the Ellis & Eaves draft, will be allowed 180 pounds pressure.

It hasnot been decided at which of the Company's yards the Carter boat will be built. This order makes nineteen freight steamers that theAmerica n Shipbuilding Company has closed contracts for this year.

After a three-hours' battle with a fire replete with sensational features, which originated in the hold of the Metropolitan line steamer H. F. Dimock, lying at the Summer street, East Boston, wharf, recently, the firemen found it necessary to secure the assistance of three tugboats in order to pump out the water which for a time threatened to swamp the vessel. Immense quantities of water were poured in to reach the blaze, and it was this that caused the steamer to list and for a time place those on board in a dangerous position. The Dimock arrived from New York with a general cargo, and is in command of Captain Baker. The damage will reach into the thousands, but as yet it is impossible to name the exact figure.

Before the steamer Bostonian of the Leyland line left her dock at East Boston recently, the officers and the crew were richer in more ways than one. The Life Saving Association of New York had heard about the crew's heroic act on the high seas on March 11 in picking up the crew of the wrecked British King in a fierce storm and bringing them safely to Boston, and awarded the officers handsome gold medals suitably inscribed, and to the crew bronze medals. The crew are highly pleased with the gifts, but said one: "If we didn't get anything we should be just as pleased; it was our duty to pick them up; they would have done the same thing by us."

Japan exported matting in 1905 to the value of $2,543,498, a considerable increase over 1904, but less than was exported in 1902. The United States took 90 per cent of the total amount exported.

LARGEST DOCK ON LAKES.

With the rebuilding of No. 1, it is claimed that the Great Northern docks at Allouez will have a total storage capacity in excess of any series of ore docks at the head of theLakes by several thousand tons. It is also claimed that it will again give to Superior the name of having the largest ore dock in the world, since it will be seventy-three feet above the water line and 2,244 feet in length. This is the height of the new Missabe dock and considerably longer.

The new No. 1 dock will have a total of 374 pockets, with a capacity of about 270 tons each. On the basis given the total capacity of the dock would be about 100,980 tons. This tonnage excels the next largest dock, No. 2, by 6,480 tons, and its length will be 144 feet greater, with twenty-four pockets more than the former biggest ore dock in the world. The details as to No. 2 are as follows: length, 2,100 feet; pockets 350; storage capacity, 94,500 tons. For the enlarged No. 3: length, 1,956 feet; pockets 326; capacity, 88,020 tons. The tonnage in every instance is only approximated, and it is claimed that it will run much higher in actual experience.

It is said that the cost of the new dock will be several hundred thousand dollars. It is to be completed by the opening of navigation next spring.

WIDENING SAULT RIVER.

Bids for the widening of the Sault River above the locks were opened recently in the office of Colonel C. E. L. B. Davis, United States Engineer at Detroit. The lowest bid was made by the Great Lakes Dredge & Dock Company, which offered to do the work for the sum of $552,530. This is for the entire work, including excavating, cribbing, concrete work, etc. The next lower bid was that submitted by the Great Lakes Construction Company, whose figure was $625,860. All the other bids were considerably higher. This work, which will be the most extensive done by the Government in some time in that district, consists of widening the west approach of the Poe lock for a distance of 5,000 feet It is stated that the lowest bid was about $100,000 lower than the estimate placed on the work by the Government engineers.

The Commissioner of Immigration has expressed his belief that during the year ended June 30 the number of immigrants admitted exceeded 1,000,000. In the fiscal year ended June 30, 1905, the number admitted was 1,026,499. Austro-Hungarians predominated last year, with Italians and Russians close seconds. Of the total arriving at New York 31 per cent settle in New York State, principally in the city, 20 per cent in Pennsylvania, and 5 1-2 per cent each in New Jersey and Ohio.

The ever-increasing dimensions of war vessels has led the German Government to conclude to widen the Kiel Canal from 60 feet to 130 feet, and the width at the surface from 130 feet to 350 feet. The proposed improvements, it is estimated, will cost nearly $50,000,000.

The name of the Ellsworth Transportation Company has been changed to the Pennsylvania-Ontario Transportation Company and the capital stock of the company has been increased to $375,000.

News from Abroad.

The Educational bill passed its second reading in the British House of Lords on August 3 without a division.

A severe earthquake occurred in Chile on August 16. The city of Valparaiso suffered great damage and many persons are believed to have been killed.

Serious fighting occurred on August 16 between Raisuli's men and Tangerite tribesmen at Outersokoa, near Tangier, Morocco. The latter were routed.

It is announced that Yuan Shi Kai, Commander of the Chinese forces, intends as an experiment to introduce constitutional government in the province of Chili.

Seventeen policemen, four gendarmes and seven infantry patrolmen were killed and a number of others wounded by revolutionists at Warsaw, Poland, on August 15.

The International American Conference at Rio de Janeiro, on August 7, unanimously agreed upon a project providing for the arbitration of disputes between the countries represented.

It is reported from Sasebo, Japan, that, after repeated failures, the battleship Mikasa, which sank last September after an explosion had occurred on board, was successfully floated on August 7.

The French cabinet held its first session at Rambouillett on July 30 at the chateau occupied by President Fallieres as a summer residence. Plans for the early application of the law providing pensions for workingmen were adopted.

The suppression by the French Chamber of Deputies of the annual salary paid to M. Deibler, the so-called "Monsieur de Paris," or public executioner, is only the first step toward the abolition of capital punishment in France.

The Spanish Government continues to maintain a firm attitude on the Church and State question. A Minister has declared that while the Government is desirous of avoiding a breach with the Vatican, it has determined to defend the supremacy of the State.

In all the principal shops of the Mexican Central Railroad the Mexican Mechanics' Union has gone on strike for higher wages. Following walkouts reported in Agau Caliente and Chihuahua, the men in the shops at Monterey and at Ciudad Victoria have gone out.

First Lieutenant John F. James and two privates of the Eighth Infantry, with Contract Surgeon Calvin Snyder and Internal Revenue Collector Williams of Illinois, were killed on August 9 in a hand-to-hand fight with a force of Pulajanes at Julita, Island of Leyte, P. I.

The monument which has been erected over the grave of the late ex-President Kruger, at Pretoria, S. A., was unveiled recently by General Botha. It is of black Carrara marble on a granite base, and on it is a white marble bust of the late President, surmounted by the arms of the former republic.

The trial by court-martial of the Sveaborg mutineers commenced at Helsingfors, Finland, on August 11, and Lieutenants Kochanovsky and Emilianoff, aged respectively 20 and 21 years, and five soldiers were at the first sitting found guilty and condemned to death. All were shot and buried in a common grave without ceremony.

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Coast Seamen's Journal.
Daily News, Ninth st., nr. Folsom, S. F.
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Jalumstein Printing Co., 1326 Eddy st., S. F.
Labor Clarion, 2089 Fifteenth st., S. F.
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Liss, H. C., 500 Utah st., S. F.
Lynch & Hurley, 3476 Twentieth st., S. F.
Majestic Press, 1919 Ellis st., S. F.
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Monahan, John, 449 Duboce av., S. F.
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Webster, Fred, 1250 Hayes st., S. F.
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Note.—The office of the Allied Printing Trades Council of San Francisco is located temporarily at 342 Ninth st. Business Agent Geo. A. Tracy and Secretary D. T. Powers may be addressed as above.

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INFORMATION WANTED.

Chas. Buettner, No. 14977, please communicate with Headquarters, Lake Seamen's Union, Chicago.

Carl Johan Anderson, born June, 1867, in Uddewalla, Sweden, is inquired for by relatives. Address, Coast Seamen's Journal.

World's Workers

The British Admiralty is instituting a universal 48-hour week for the employes in the Government dockyards.

The New South Wales Labor Bureau reports that labor is scarce in some of the country districts owing to the good wages earned by rabbit trappers.

The New South Wales Railway Commissioners have added 6d. per day to the wages of casual tramway employes who have served for eighteen months.

Tom Mann says that 5000 male wage-earners are out of work at the present time in Melbourne, and that 50,000 people in Victoria are existing below poverty line.

Unskilled workers—wheelers, trappers, drivers, etc.—in the Newcastle (New South Wales) district coal mines are demanding increases in wages, and, in most instances, have secured same.

What London radical newspapers hail as the first step towards getting rid of the Chinese as "miners" in the Transvaal mines, is the action of the mineowners in engaging unemployed whites at 7s. 6d. per day.

In reply to the request of the Sydney (N. S. W.) Labor Council, the Minister for Labor promised to introduce an amending Early Closing Bill which would secure to all employes in hairdressers' shops a weekly half-holiday.

Tom Mann was recently promised by the Victorian Minister for Lands that he would submit to the Cabinet the request of the unemployed, that the co-operative principle, with provision for skilled supervision, should be introduced into the Improved Small Holdings Bill.

Regarding the establishment of a Department of Labor in Queensland, Premier Kidston states that the present Labor Bureau will be enlarged and worked on different lines. The new department is to be a big registry office, so as to circulate as much information as possible concerning the demand and supply of labor.

On July 4 about 130 men and boy employes, many of them members of the Tobacco Operatives' Society, went on strike at the British-Australasian Tobacco Company's factory, at Sydney, N. S. W., because the bosses were endeavoring to break existing working conditions by introducing low-wage female labor in place of men.

The New South Wales branch of the Federated Seamen's Union of Australasia has fixed up an industrial agreement with three of the coastal shipping companies, by which about 400 seamen will receive certain concessions, including 10s. a month increase in wages, special rates of pay for sailing on Sundays and holidays, and on all Sundays and holidays time off from midnight to midnight. Steps are being taken to bring the other coastal shipowners into line.

The Royal Commission on the Victorian (Australia) coal industry recommends the appointment of a Wages Board to frame conditions, terms, and rules of employment, and to settle all differences between coal mine employes and the managers, with the right of appeal to a Judge if the board is unable to effect a satisfactory settlement. It also advocates that the minimum wage for efficient and capable miners be not less than 8s. 4d. per shift of eight hours.

In Mackay, Queensland, unemployed white men looking for sugar work were recently arrested for camping on Municipal Council property, sixteen of them were each fined 1s. and 2s. 8d. costs, or forty-eight hours' jail. They complain of being treated barbarously while in the lock-up, nine of them being "huddled together without any covering, as the blankets only served for under convenience," and they "were in that plight for over twelve hours, their legs screwed up like fowls at a poulterer's."

At the annual meeting of the New South Wales Pastoralists' Union, President Wingen Abbott alleged: "The average earnings of machine shearers in the sheds last year was 15s. per day of eight hours, which was a higher rate than was paid to any other workman in the world." These figures omit to state the important fact that shearers do not get six months' employment in the year from the pastoralists. As a matter of fact many of them don't average much more than 15s. per week all the year 'round.

At a meeting of the New South Wales Tobacco Operatives' Union recently it was decided that the union take up the matter of the dispute at the British-Australasian Tobacco Company's Sydney factory, and ask other factory employes to assist the strikers. The union secretary said that there were men working for that firm to-day who had been there from ten to thirty years, and were receiving only 30s. a week. Latest information is that the company claims that the strike is "practically ended, all the vacancies caused by the strikers having been filled."

During the hearing in the Arbitration Court of the New South Wales Milk and Ice Carters' application for their award to be made a common rule, the union secretary claimed that the demands of the men would compel the employment of additional labor. This, no doubt, accounts for the extraordinary opposition shown to the men's claims by the employers, and all the influential authorities and scientific bigbugs they were able to round up to give evidence against the men.

Stung beyond endurance by the harassing and degrading tactics adopted by the Railway Commissioners and their under bosses, the New South Wales Tramway Employes' Union recently held mass meetings, and passed a resolution asking for the appointment of a Royal Commission, with an independent chairman and including two representatives from each department of the employes' union, to inquire into the administration of the whole State tramway system. After the first meeting the president of the union (H. Lawton) was discharged, on the alleged ground that he refused to remove certain notices, signed by himself and secretary, calling the meetings. Instead of the union members being intimidated by this trick of the Commissioners, they indorsed President Lawton's action, and resolved that he be heard at the bar of Parliament House to state the grievances of the tramway employes. It was also decided to grant the president 10s. a day until the dispute is settled. The Parliamentary Labor party is supporting the men, both inside and outside Parliament.

Labor News.

Organized labor of Boston, Mass., is discussing a project to erect a monument to George E. McNeill.

The National Association of Employing Lithographers recently declined to grant a conference to the national officers of the Lithographers, Artists, Engravers and Designers' League of America on the "Open Shop."

John McMackin, former State Labor Commissioner of New York, poisoned himself at his home in Livingston Manor, N. Y., on August 13. Mr. McMackin drank from a bottle supposed to contain medicine, but which was filled with oxalic acid crystals.

All the strikers on the Mexican Central Railroad returned to work on August 13. They got an increase in pay, but no other concessions. Mexican Consul Mallen says there is absolutely no danger from an uprising in Mexico, as his Government is prepared to protect all foreigners and natives alike.

Acting United States Attorney-General Charles H. Robb on August 17 rendered an opinion to the effect that Mexican laborers could not be imported into Texas under contract work on railroads, State and other public construction work, and that the men heretofore so admitted must be returned.

Scores of applications for information concerning the proposed Government contract for 2500 Chinese laborers have already reached the Isthmian Canal Commission, and indications are that hundreds of persons are planning to make bids for this contract in the hope of realizing a small fortune from it.

Leads K. Marr, the suspended secretary of the International Order of Telegraphers, who has obtained a temporary injunction in the St. Louis courts restraining the order from proceeding with the trial of charges against him, charges his suspension to spitework on the part of certain members of the Board of Directors.

It is "conservatively estimated" that 20,000 more men than can be supplied will be needed to push along the railroad construction work and harvest the crops between Minneapolis and the Pacific Coast. Two thousand men are sent from Minneapolis every week by the "labor agencies," and probably 500 will go out independently.

The fifty-second annual convention of the International Typographical Union opened at Colorado Springs, Col., on August 13. Three hundred delegates were present, representing 46,000 members. The chief business before the convention was the consideration of plans for further carrying on the fight of the union for an eight-hour day. The organization has expended up to date $800,000 in conducting this fight.

With the declaration that the fight for the eight-hour day is practically won, the fifty-second annual convention of the International Typographical Union has voted to reduce the strike assessment from 10 per cent to 8 per cent of the wages of employed printers. At this time 38,960 members are working eight hours, 2556 are under the nine-hour contract and 4709 are on strike. The expense of the strike to date has been approximately $1,600,000, all of which, with the exception of $47,000, has been contributed by members working under undisturbed conditions.

San Francisco Letter List.

Letters are advertised for six months and kept at the Sailors' Union Office for twelve months, all told. If not called for at the expiration of one year letters will be returned to the Postoffice.

Aagard, Chr.
Abrahamsen, A.
Abrahamson, B.
Absalonsen, O. M.
Aglitzky, Hans
Agerup, Rich.
Alquist, Oscar
Alvens, Arthur
Alexander, Nels
Apelberg, Oscar
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Andersen, Paul
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Anderson, -1286
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Andersen, -826
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Arnsen, Henry
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Bahr, Frank
Bagott, R. H.
Barnekow, A. O.
Barney, H.
Bateman, S. J.
Bartelsen, P.
Baehman, Erich
Brander, Oscar
Bonsdorff, Max
Bargman, M.
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Berndtson, H.
Berner, Alex.
Behne, W. C. R.
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Blakman, C.
Bjorkman, F.
Block Hermann
Blum, Richard
Borjesson, C. A.
Burns, Thos.
Bruggeneote, G.

Caspary, S.
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Chambers, A. G.
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Drews, Wilhelm
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Epling, Geo.
Ekstrom, C.
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Hedman, J. M.
Henriksson, R. F.
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Hedman, John M.
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Horan, Pat.
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Johnson, J. G. W.
Johansen, Joakim
Johnson, J. E
Johnson, Chas.
Johanesen, Oscar
Johansson, Gustaf
Johannesen, H.-1422
Johanson, J.
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Johnson, O.-1656
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Jochimsen, V.
Jones, Wm.
Josephson, Frank

Kahlbetzer, F.
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Kanall, Erik
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Keene, T.
Kevala, Albert
Kerehe, August
Kilmeir, F.
Klema, Alf
Knutsen, K.
Knutson, O. H.
Koppenstad, O. B.
Kolstad, J. A.
Koskiman, Jas.
Kornelinsen, J. J.
Kolen, A.
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Kristofersen, H. B.
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Larsen, Daniel
Larsen, -1199
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Lauritsen, Ole
Lankeritz, E.
Lajord, Ed
Laurensen, Hugh
Laskey, J. W.
Langvardt, C. H.
Laurisen, M.
Lettorin, E.
Lehman, Alf.
Lehtinen, Alek
Lersten, John
Liver, Chas.
Liljestrom, G.
Levin, Carl
Lindkvest, Karl
Lindholm, Otto
Lindholm, C. F.
Lindstrem, A.
Lindman-345
Lillie, F.
Lindman, Artur
Lindow, E.
Lindsjo, P. J.
Lovett, Henry
Lorentzen, Ernst
Lundgren, G.
Lundgren, Otto

Madsen, C.
Madsen, G. Chr.
Maack, Hans
Maas, Rudolf
Mackenzie, Alexander
Maher, John
Mahsing, W.
Maki, Ivor
Madsen, George
Magnini, Frank
Magnusen, C. J.
Magnusson, W.
Maki, I. A.
Malmquist, Chas.
Markman, Henry
Martin, Albert
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Martinson, Alfred
Mattson, Johan
Mattson, A. W.
Mathsen. Olaf
Mathisen, Thos L.
Mathisson, Ludvlz
McCarthy, Patrie
McFadden, Wm.
Meinseth, A. O.
Meralt, Rolf
Mersman, A.
McKenzie. A.
Merila. Carl
Meyer, Fritz
Meyer, Frank
Michalsen, Andrew
Mikkelsen, M.
Mllos, Petar
Miller, Otto
Monsen Andrias
Monteris, John
Mohlay, Henry
Molden, Jacob N.
Mortensen, Martin
Mohlag, Henry
Molander, Carl
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INFORMATION WANTED.

Harry B. Douville is inquired for by his mother. Kindly communicate with the Journal office.

John A. McLeod, aged 23, who was one of the crew of the ship Khyber, of Liverpool, which arrived at Cardiff from Portland, Oregon, on the 8th of March, 1903, is anxiously inquired for by his father, at North Sydney, Nova Scotia. Any one knowing his whereabouts will please communicate with the Journal office.

Domestic and Naval

Secretary of the Navy Bonaparte has signed an order creating a board to consider existing laws affecting the commissioned personnel of the Navy.

The wrecking tug North America has been chartered for two months by the Sun Oil Company to tow the schooner Thomas W. Lawson between Mareus Hook and Sabine Pass, Tex.

Two barges bound from New Orleans for Pensacola, in tow of the tug R. W. Wilmott, which were abandoned recently, were recovered by the tug and towed into Mobile on August 7.

The White Star liner Arabic, which arrived at Queenstown recently from Boston, made the trip in six days seventeen hours, one of the fastest passages on record between Boston and Queenstown.

The Italian steamer Nord America, which arrived at New York recently from Naples, reports that on August 3, in latitude 38.08, longitude 36.10, passed a ship's boat, painted white. On August 8, in latitude 39.58, longitude 71.08, passed a spar standing about six feet out of water.

The German steamer Mannheim, at Philadelphia, Pa., port from Shields, reports that on July 8, in latitude 41.50 north, longitude 46.12 west, passed a large cylindrical buoy covered with barnacles. On August 4, in latitude 48.40, longitude 49 west, passed two large icebergs surrounded by fifteen small ones.

The Bureau of Navigation reports that 113 sail and steam vessels, of 31,026 gross tons, were built in the United States and officially numbered during July, 1906. The largest steel steam vessel included in these figures is the Henry H. Rogers, of 7,053 gross tons, built at Chicago, Ill., for the Pittsburg Steamship Company.

Captain I. C. Haines, former master of the steamer Ethelwold, of the American and Importing Steamship Company, died recently in New York, aged 55 years. Captain Haines was well known at Philadelphia, Pa., and other ports, and before trading in the Ethelwold was engaged as master on vessels trading from Nova Scotia to Eastern ports.

The old Philadelphia tug W. H. Mohler, originally named J. G. Loane, and built in that city in 1864, has been sold by Gummell Co., of Washington, to Captain John D. Adams, of Baltimore. The Mohler was formerly a Government tug and named the Zeta. The vessel is 55 feet 5 inches long, 14 feet 8 inches beam and 6 feet molded depth. She registers 36 tons gross.

The Navy Department has approved the findings in the case of Assistant Surgeon Harry L. Brown, who was sentenced to be reduced fifteen numbers in his grade on the charge of manipulation in his examination papers when he was before the board for promotion. The case of T. N. Pease, who was implicated with Brown, has gone to the President, as the sentence was for dismissal.

Since the warships of the United States North Atlantic squadron have been in port at Rockport, Mass., for the summer operations the fleet officers have been studying a new system of signals entirely independent of wireless telegraphy, flags and siren whistles, and the recent maneuvers included experiments in this new system, which is declared to be absolutely unique as a means of communication at sea.

With the Wits.

Where He Lives.—"That society man lives in very humble quarters, doesn't he?"

"I don't know where he gets his mail, but he lives where people invite him to dinner."

Qualified.—"I'm going to quit dentistry and try for Congress."

"Why, you're not fitted for legislative work."

"Not, eh? Doesn't Senator Bailey say the laws of the future are to have teeth?"

If Her Papa's Rich.—

A fellow cannot live on love,
But certain schemers whom we know
Expect that they will find a way
To live on one's love's father, though.

Did He Get Spanked?—"You naughty boy! What did the teacher send you home for?"

"She asked me to give the superlative of hot."

"What did you tell her?"

"To look at the thermometer."

Consolation.—Mr. Hussel—The doctor says if I don't take a little rest and not work so hard I'll be dead in a year.

Mrs. Hussel—Yes? What a consolation it must be to you to know that your life's insured.

Safe.—Riter—I've decided to devote myself exclusively hereafter to the writing of poetry.

Krank—Glad to hear it.

Riter—Think that's my forte, eh?

Krank—Don't know and don't care. I only know that I never read poetry.

So It Does.—"You ought to take a trip through one of them big shoe manufactories down East," remarked the old-fashioned cobbler.

"I've been through one," replied the other. "What d'ye think of all that modern machinery?"

"Well, it certainly does beat awl."

Caught the Fever.—"He was knocked down by an automobile, you know, and he got $200 damages from the fellow."

"Goodness! I wonder what he'll do with the money?"

"Oh, he's spent it; bought the fellow's automobile with it."

Two Views of Thrift.—Rockefeller was delighted with the thrift of the French.

"Beautiful, beautiful," he murmured, then added musingly, "Yet if my countrymen were equally saving where would I be?"

So serious was the train of thought started by this reflection that he forgot to tip the waiter.

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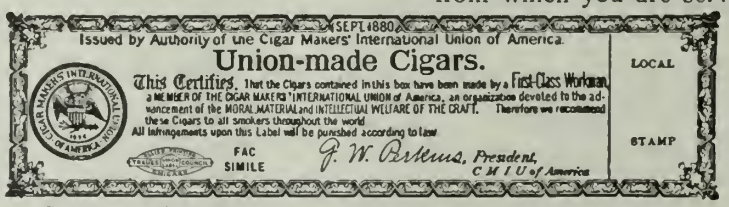
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THE STREET CARMEN'S STRIKE.

SAN FRANCISCO has long been known as a city of surprises in matters industrial and political. A review of that city's history during the past twenty-five years presents a scene of kaleidoscopic variety, the changes in which are not only numerous and rapid, but also revolutionary. The observer of these changes might easily imagine himself standing upon a great height, while the events of modern civic life are marshalled before him, as in a play. No need to delve into musty tomes for the record of man's various enterprises in the field of municipal government and industrial regulation. That record has been reproduced, almost in its entirety, in the recent history of San Francisco, and may be found in the current literature of the city. If mankind, ancient or modern, has ever, at any period or in any place, done or attempted anything that has not also been done or attempted within recent years in the City by the Golden Gate, the fact can only be explained by lack of time in which to repeat the experiment in the latter place.

At the present moment San Francisco affords the world another example of her variety in the form of a street carmen's strike. Affairs of the kind are by no means uncommon; but the circumstances of the strike in question give it a character peculiar to itself—that is, to San Francisco. As is well known, that city is just recovering from a calamity without parallel in the history of the world. The process of recovery has been attended by a great deal of labor and inconvenience on all hands. Some classes have suffered to a greater degree, and in a more personal way, than others. Among the classes that have felt the pinch most keenly, both in the matters of loss and recovery, the street carmen are conspicuous. Transportation facilities, always a matter of necessity to the people of any city, are an imperative requirement of travel and communication in San Francisco, the more so in the existing condition of that city's thoroughfares. When street-car accommodations were first resumed, after the great fire, the event was hailed by the people as the first ray of hope for the future. In the nature of things these accommodations were meager, a condition which still exists, not, however, in the nature of things, but in the greed of the corporation which monopolizes the service.

Those who could squeeze into the cars rode and rejoiced. The discomforts—and dangers—of the street-car service were forgotten, or tolerated, amid a general sentiment of gratitude for small mercies magnified by great misfortunes. Of course, the burden of the street-car service fell upon the street carmen. These men worked and sweated as never did Trojan or hatter. For four months this sort of thing continued, without a murmur from the street carmen, and also, be it noted, without a sign of approval or gratitude on the part of the United Railroads Company. That corporation, instead of rewarding its employes for the additional labor imposed upon them, has done everything possible, it would seem, to aggravate the condition of the latter. The street-car service, although slightly extended, has become comparatively worse, so far at least as the street carmen are concerned. Strikes have been precipitated in other branches of the service, caused in part by an act of bad faith, and, for the rest, by defiance of ordinary business rules, on the part of the corporation. All this has tended to increase sufferings of the public and to exhaust the physical endurance, not to say patience, of the street carmen.

The street carmen now demand $3 for a day's work of eight hours. These terms have been refused, and the men have quit work. The result is that the citizens of San Francisco are to-day plodding up and down the desolated hills while the Street Carmen's Union and the United Railroads Company go through the old performance of determining whether the interests of the workers or of the stockholders shall predominate.

Both time and events since the calamity of April 18 suffice to enable the United Railroads to settle the question of increased compensation for its employes, without further delay. The demand of the street carmen is justified, not only by the greatly increased labor required of them, but also, and equally, by the increased cost of living. Employers in other industries have not been slow to recognize the general tendency, and to conform thereto by proportionately increasing wages. President Calhoun was doubtless well aware of this tendency, as well as of every other feature of local conditions. That official, although aware that the linemen, firemen and construction workers employed by the United Railroads Company have been on strike for several weeks, to the great detriment of the traveling public and delay in resuming service, has deferred his return to San Francisco until confronted by the complete suspension of the street-car traffic. Now that President Calhoun has arrived on the scene, he takes his stand, not upon conditions as they exist, but upon the agreement entered into with the men at a time when conditions were entirely different, and when the change that has taken place could not possibly have been anticipated.

The attitude of President Calhoun argues either utter inability to grasp the equities, and even the ordinary common sense of the situation, or a determination to ignore every consideration of the welfare of his employes and the convenience, not to say rights, of the public. If President Calhoun is determined to fight the thing out upon the issue of the agreement made before the fire, he could have so declared by mail or wire from the East. If the gentleman's visit to San Francisco were intended for the purpose of bona fide investigation into local conditions, he has already been long enough on the ground to learn the facts and to speak accordingly. Instead of doing so, however, President Calhoun continues to speak practically as though there had been no change in the local situation within the past six months.

To speak of the "violation of a solemn contract" in the San Francisco of to-day is absurd. The changed conditions in that city make old contracts and agreements not only untenable, but impossible. No one knows this better than the President of the United Railroads Company. Indeed, that official would probably be prompt to protest against any effort on the part of the public to compel him to observe the terms of the contracts he now holds from the city. The better and more businesslike course would be to ignore contracts and recognize conditions. That conditions justify, and in fact necessitate the demands of the street carmen no one will deny.

Meanwhile, San Francisco, from being up to date in all the essentials of a modern city, has reverted to the primitive in matters of locomotion. If the man who invented the cartwheel were in San Francisco to-day he would find himself a person of much importance, a benefactor of society, a greater man in every way than the president of a street car corporation. Incidentally, that ancient prototype of the "transportation magnate" would be surprised to observe that after all these years of progress, of "revolution in the methods of transportation," man is still compelled to place his final dependence upon the most rudimentary appliances—the more rudimentary the better because the less likely to be tied up at the will of any one man. In short, the man who can make a wheel go 'round is greater than he who can tie up a thousand wheels.

That's why we say that the San Francisco of these times can exhibit a working model of anything and everything that has taken place throughout the world since time began.

REGARDING WATER-PLANTS.

Do water-plants draw their nutriment from the bottom, through their roots, or directly from the water? Some plant-organisms that live in water have no roots; these live directly on the mineral substances in the water and serve as food for fish. They are small and simple and are sometimes called collectively "phytoplankton." Fish do not eat the rooted plants, hence if these also live on the substances in the water, they reduce the amount of fish-food and should not be allowed in a lake or pond stocked with fish. This question has been studied recently by an American botanist, Mr. R. H. Pearl, who finds that most rooted water-plants draw nourishment chiefly from the ground through their roots, though at least one species gets it from the water and hence is objectionable in a fish-pond. Says the Revue Scientifique (Paris, June 23) in a notice of Pearl's work:

"We may distinguish two groups of rooted aquatic plants—those that emerge from the surface and those that remain submerged. Both live at the expense of the soil. It has often been asserted that the submerged plants get their nourishment from the water and that their roots serve only to anchor them. But this statement has hitherto neither been proved nor disproved. The question is an important one, for if these plants get their nourishment from the contents of the water, they must exhaust, during their whole period of growth, the food-reserves of the phytoplankton. On the other hand, if they live on the soil and not from the water, not only will they not exhaust these reserves, but they will enrich them, since by their decomposition the mineral substances that they contain will be freed in the water and placed at the disposal of the phytoplankton. According to the mode of life of these plants, therefore, they are either very useful or very injurious to the growth of fish. We may say at once that, according to the researches of Mr. Pearl, they are useful. They live not from the water but from the soil, and at their depth they add to the mineral substances in the water.

"The absorbent organs of terrestial plants are the rootlets, or hair-like terminal branches of the roots. In the laboratory we may cause the number of these to vary considerably by varying certain conditions. They are delicate organs that are produced only when needed by the plant. These are terrestial plants without rootlets, but these are rare. Aquatic plants, which have been supposed to be without them, have them. Rootlets are necessary to them. The proof is that these plants grow normally only when attached to a favorable soil. They even need a good soil; a soil of sand or clay is not satisfactory. They can not live on water alone; they must draw the necessary nutritive elements from the soil. Lacking this, as we find by experiment, they lack potash, phosphorus, nitrogen, when compared with others that are rooted to the bottom. Certain plants need to be rooted more than others; the water-crowfoot needs it relatively little. In the ground it grows 36 per cent beter than in the water. But the Elodea grows 340 per cent better and the Potamogeton (pond-weed) 480 per cent. We conclude that rooted aquatic plants, instead of being injurious to fish, are necessary, especially those that have been mentioned, since they enrich the water with mineral substances from which the fish-food profits. On the contrary, the Ceratophyllum (hornwort) is injurious. It lives on the salts in the water and competes with the fish. It has been directly proved that a lake full of hornwort is poorer in fish-food than those which have none of this species."—Literary Digest.

SPEED OF ATLANTIC LINERS.

While it would be erroneous to say that the attainment of high speed in steamships was a simple matter where this is the dominant element in design, it will be accepted that it is relatively more difficult to get a high speed when provision has to be made for carrying cargo, especially when the capacity involves a filling out of the lines of the ship. And yet it is of primary importance in most services to secure revenue from cargo in order to balance the financial accounts. Some facts relative to the trials recently of the Canadian Pacific Railway Company's Atlantic liner Empress of Ireland are interesting from this point of view. There is a steady flow of passengers eastward to the fertile Dominion, but on the homeward run cargo must be carried to make the voyage pay. The passenger is influenced in the choice of ship by speed, which is difficult of realization where large capacity has to be provided within a hull limited in dimensions to suit docks. The Empress of Ireland was designed to be 570 feet long over all, or 550 ft. between perpendiculars, 65½ ft .beam, and 48 ft. draught. But it was required of the designer that he should provide capacity for 6,500 tons of paying cargo on a draught of 27 ft. 6 in. This necessitated a co-efficient of fineness of 0.68, as compared with 0.55 in some of the high-speed liners; and yet with such full lines a speed of 19¼ knots was desired. These were difficult conditions, but the Empress of Ireland carries 400 tons more cargo on the draught than that demanded, and when down to her mean service load draught she can steam twenty knots with the twin quadruple-expansion engines running at 81 revolutions and indicating 18,000 horsepower. This is a performance which is gratifying as a commercial and shipbuilding success, and does credit to the designer, Dr. Francis Elgar, and the builders, the Fairfield Shipbuilding & Engineering Co., Glasgow. The vessel, in addition to the cargo, has accommodation for 1,540 passengers and crew. Long experience as to the expectations of passengers has enabled Mr. Arthur Piers, the chief of the marine department of the progressive "C. P. R.," to introduce many interesting details in design, and these we shall describe when later we illustrate this vessel.—Engineering, London.

The Southern Railway recently sent a representative to study the trade of Mexico. He reports that importations from Europe have in the last ten years increased 100 per cent, and the increase from the United States has been 200 per cent. The report also recommends the establishment of a representative Southern Railway commercial agency at the City of Mexico, and an excursion of representative Mexican merchants and newspaper men over the Southern Railway.

COMMENT OF THE PRESS.

Ship-Owners' Dream.

By their own action the ship-owners have confessed that their object in the present fight is to smash the sailors' union. It has been frequently asserted that the ship-owners have already lost enough money on the strike to pay the increase asked for a number of years to come. Some may have doubted this statement, and no one but the ship-owners themselves and the Citizens' Alliance behind them know just how much the fight has been costing them up to the present time. But last Monday they made an open confession that spoke louder than any words could have done when they granted 1800 stevedores an increase of ten cents an hour for both straight time and overtime. Here is something which a school-boy can figure:

This increase means eighty cents a day more wages than before, and whenever overtime is worked the additional pay over what has formerly been paid will be in the same proportion. This will amount to from $20 a month up of straight raise in the wages of these men. Yet the ship-owners could not afford to pay an increase of five dollars a month to the sailors.

Labor rejoices over the easy victory of the stevedores, as it always does whenever a body of workers wins. The increase in the cost of living in San Francisco and the arduous rush of work on the waterfront inevitably accompanying the handling of material for rebuilding San Francisco fully justified the stevedores in making the demands they secured so readily. But the same is equally true of the sailors. Many of them have their homes in San Francisco, and they feel the brunt of the increase in the cost of living and other necessities of life as keenly as do any one else. They have not had a raise in wages for many years, although the prices of everything a sailor needs has been steadily advancing. Yet they are refused an increase amounting to only one-fourth of the increase granted the stevedores on demand. Not only are they refused, but thousands of dollars are spent to enforce that refusal. The welfare of the public is ignored. The war against the sailors' union shall be fought to the bitter end, regardless of the effects on the general public.

Why this determined, this united and uncompromising effort on the part of the organized forces of capital to down the sailors' union in this case regardless of cost? They certainly have an object, and it is well for every worker on the Pacific Coast to be wide awake to what that object is. The Citizens' Alliance and all the affiliated organizations have decreed that the sailors' union must be smashed. It stands in their way and prevents them from reducing wages and treating the sailors like slaves and chattels. Worse than this, the sailors' union threatens to compel them to pay more wages than they have been paying, and such an insult to the "captains of industry" must be severely punished. The union must be dismembered and rendered ineffective. The sailors must be taught to "keep their places"; to be meek and servile; to obey without making complaint, and to accept what the ship-owners in their infinite wisdom see fit to give them and, whatever it is, be thankful for it.

And here the vision of the Shylocks enlarges. When the sailors' union is put out of commission the stevedores will come next. They, too, shall be dismembered and made to bow low before the Imperial Highnesses of the ship-owners and their Citizens' Alliance backers. Then they shall be made to pay back the increase that is granted them now, and they also shall pay dearly for every act of sympathy they have shown the sailors. If the stevedores don't like it they will then have the sacred privilege of quitting. With sailors and stevedores disposed of, the portent union of woodsmen and millmen just rising on the horizon can be easily smashed to smithereens, and the other unions now dominating San Francisco and other sea-coast towns will join the general rout.

On, on, Mr. Shipowner and Citizens' Alliance backer! This is big game you are after. What though it cost millions? It is well worth the price. When you succeed you will be complete master of the situation. Labor will be your servile hireling and will come at your beck and call like willing slaves. They will submit because they must. You will have them where you want them. Yes, and you will be master—absolute and immovable master—with no labor unions to annoy you. What a paradise of conditions this will be! Your millions are as nothing! So great a victory would be cheap at billions!

But alas! Your hopes are but a dream which won't come true. You, Mr. Union Smasher, are attacking an invincible foe. As yet the forces of labor are not so thoroughly united as are those of capital, but they are rapidly becoming so. The sailors and longshoremen may have their differences, but when it comes to the advanced stages of the present fight they and all unions will unite, and then millions and billions will avail nothing. The union smashers and their cohorts may sit proudly and arrogantly in their saddles now, but if they are not careful how they proceed there will be no ship-owners left to tell the tale a few years hence.—The Labor News, Eureka, Cal.

The Colorado fox runs faster than any other living animal, and the cheetah, or hunting leopard holds second place.

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions)

MOBILE CRIMPS ACTIVE.

The revelation of the manner in which two boys from Birmingham were beguilded into taking service on a foreign ship sailing from this port, following closely on the acount of the shanghaiing of a farmer in a vessel sailing from Pensacola, shows that the vigilance of the authorities has been relaxed and "crimpers are again in action at the gulf ports. While Major A. J. You, of the Immigration department, was on duty in this district the sailor boarding-house clan were kept within legal bounds, but the old evils have returned and sailors are not the only victims. It seems incredible that two boys who had not even seen a ship before, much less sailed in one, could be placed aboard a vessel and accepted by the master, but this happened at Mobile last week, and the youths were taken from the vesesl by the United States Authorities. It is announced that prosecution cannot be instituted in the case because of insufficient evidence.

In the Pensacola case, a farmer who had never been aboard a ship in his life, was sent to sea by a sailor boarding master and made a voyage in a sailing vessel to a Continental port, where he was discharged from the ship. He suffered much privation before he managed to reach England, and there he was cast into prison as a tramp. Finally he interested a charitable organization, and his fare was paid to this country. Relatives assisted him home from New York. He was gone one year and his family mourned him as dead. This is one instance of many where men have been shipped in sailing vessels by "crimpers" while intoxicated or drugged, and have suffered great hardships before returning to their homes. A year ago a case arose in New York, wherein a resident of Mobile sued a ship's captain who had carried him to sea from Gulfport against his will. This man was drugged and assaulted by sailor boarding-house runners before being placed on a ship where he was brutally ill used for several months.

If the collector of the port at Mobile had not thwarted the attempt to carry off the two Birmingham boys, they would have had similar experiences of hardship, if not brutality, before they regained American soil.

A boarding-house runner who has served time in the penitentiary before, was convicted and sentenced in the city court this week for assaulting two men whom he had endeavored to palm off as seamen on a ship's captain. The captain refused to take the men, and they were assaulted because they came ashore where the runner and another "crimp" were standing guard to keep them aboard, this vigilance being the result of the runner or someone by whom he was employed, having advanced notes for the men which would not be paid if they did not sail in the ship. These advance notes are the curse of the sailor's calling and the bones over which the vultures ashore fight. The United States Government has made them illegal, but all foreign vessels give them, and as long as the system lasts sailors will be robbed and landsmen will be shanghaiied, especially where the authorities are as lax as they appear to be in Mobile.

The local police and sheriff's officers could do much to stop the malpractices of sailor boarding-house attaches if they would. It is understood that men charged with vagrancy in the inferior criminal court are turned over to sailor boarding-house runners who promise to find them work. The intention may be good, but the result is an encouragement to fraud and robbery. It is fraud to place a man who knows nothing about a ship aboard a vessel as an able seaman; and the runners who take prisoners out of the inferior criminal court, or from any other court, are carrying them off to be robbed. If the robbery is not accomplished in one way it is in another. The story of the boys from Birmingham will show the ingenuity of the "crimper" to get hands on the advance note and keep out of the penitentiary.

The police will probably say that they have no jurisdiction; that maritime cases must go before the United States courts, but it was shown during the past week that when telegrams were received here calling for the arrest of the boys who had run away from the Baptist Orphanage at Greenville, and even after the arrival of one of the boys in Mobile and an appeal to the police department to assist her in finding him, the department did not move, although the report had been received that two boys answering the descriptions were on a ship and about to be carried out of the country. The boys on the ship were not the boys wanted, but they have mothers who grieve for them as the mother of the orphan grieved, and it is a satisfaction to know that the promptness of the United States officials when they were apprised of the case, prevented the outrage that would have left two mothers sad, while a boarding-house keeper and a slop chest dealer divided the price of their sons' slavery.—Mobile (Ala.) Register.

The Lighthouse Board is preparing to spend about $200,000 this summer on lighthouse and ship-saving devices along the New England coast. Orders have gone forth from Washington to begin operations. The projects are: Light vessel off Nantucket Shoals, $115,000; fog signal station, Baker's Island, Salem harbor, $10,000; light vessel to replace the Hen and Chickens light vessel, $100,000, of which $50,000 in available immediately; keepers' dwelling at Stonington, Vt., $6000; light and fog signal station at Isle au Haut, Me., $14,000.

When the American liner New York docked at New York recently, she brought details of the rescue of the crew of the Norwegian bark Undal on July 19. Eleven men were taken from that vessel by a boat's crew of the New York. It was in latitude 41.20, longitude 53.3. The Undal was bound from St. John, N. B., to Newport, with a cargo of seals. The vessel was in a water-logged condition and was liable to sink at any moment. The crew were worn out from constant labor at the pumps.

Twelve hundred girls between the ages of 9 and 20 years, members of the Neckwear Makers' Union, of New York, have gone out on strike. Two weeks ago a contractor is said to have slapped one of the girls in the face and tore her shirtwaist in what he described a "friendly scuffle." The union imposed a fine of $25 on the contractor. He refused to pay and the strike is the result.

LAUNCHING BY ELECTRICITY.

The launching of the new British battleship Agamemnon, which took place on June 23 at Dalmuir, Scotland, was marked by the use of ingenious new mechanism. In particular, that the old type of dog-shores was replaced by an electric arrangement, connected to a series of interlocking levers, which release the triggers that hold the vessel until the signal is given that all is ready for launching. Says the writer:

"Two separate triggers were placed on each side, each fitted with magnetic reply gear to indicate on the launching-platform that the mechanism had worked satisfactorily. The whole gear was controlled by means of a miniature steering-wheel and standard placed on the launching platform, and so adjusted that when the Countess of Aberdeen, who performed the ceremony, gave the wheel one complete revolution, the triggers were released, and the vessel was free to run down the ways. A powerful hydraulic ram was placed at the forward end of the sliding ways on each side of the vessel, the cylinders being coupled to the same supply-pipe to insure equality of pressure. These rams were for the purpose of giving the vessel a start if she had not moved directly the triggers were released; but in this instance they were unnecessary. The drags for checking the way on the ship after she had successfully taken the water were formed of chain cables; three piles being arranged on each side to come into play at suitable intervals. The total weight of drags employed was about 600 tons, and their action in bringing the ship to rest was in every way satisfactory. The total time taken from the start until the vessel was actually clear of the ways was 1 minute 51 seconds."

The writer says further:

"The particular berth upon which the Agamemnon was built was specially prepared for the laying down of a vessel of the largest and heaviest type, great care having been taken in the piling of the area. Nearly 1,000 pitch-pine logs, each 40 feet long and 12 inches square, were driven vertically into the ground, with cross-ties on their tops, the total quantity of timber used in the preparation of the berth amounting to about 80,000 feet."—Literary Digest.

The schooner Nathaniel T. Palmer, Wormell, Philadelphia for Portland, and the schooner James B. Drake, Sawyer, Port Tampa for Philadelphia, collided off Ready Island, Pa., recently, and the former's spanker boom and rail were proken and her hull is considerably damaged above the water line. The Drake's bowsprit and forward rigging are gone.

The three-masted Thomaston schooner Helen L. Martin has been totally wrecked on the Newfoundland coast. The crew were saved with difficulty, and will return to Boston by way of St. John's and Halifax. The Helen L. Martin was built at Thomaston in 1882, and had been employed most of the time in transportaing lumber from Southern ports to Boston and other Norther cities.

Home News.

A dispatch from Governor-General Ide, of the Philippines, announces that the Internal Revenue Collector reported killed on August 9 by hostile Pulajanes was Arthur T. Williams.

The Federal authorities have promised immunity to railroad officials from prosecution for violating the Interstate Commerce laws in giving rebates to the Standard Oil Company.

Winfield S. Scott Sr., former deputy auditor of Athens county, O., recently convicted of embezzlement, has been sentenced to seven years' imprisonment. Scott's peculations are said to have exceeded $70,000.

General Charles H. Cole, former president of the wrecked Globe National Bank, who was released from the Greenfield jail last April after serving six years for embezzlement, died at Boston, Mass., on August 15.

James Pierre, an Englishman, was fined $25 in the police court at Bayonne, N. Y., on August 14 for hissing the American flag during the performance at a theater. Pierre's action almost caused a riot.

That Chicago is the home of all Pullman cars and that they should be taxed there is the claim made by Corporation Counsel James Hamilton Lewis, in his attack upon the valuation of the Pullman Company before the Board of Review.

Officials of the First National Bank of Birmingham, Ala., have announced that Alexander R. Chisholm, paying teller of that bank, is $100,000 short in his accounts. As Chisholm was bonded for $30,000 the loss to the bank will be reduced to $70,000.

Secretary of War Taft has decided that enlisted men shall have the first chance at the forty-eight vacancies in the grade of Second Lieutenant in the Army. An order had been issued some time ago granting only a small proportion of the vacancies to enlisted men.

A report of an examination of the County Treasury of Akron, O., charges former County Treasurer Smith with a shortage of $755,000. This amount was found missing from the vaults. The prosecuting attorney says a demand will be made on Smith for the amount.

The British Government has decided to seek the extradition of William Cann, treasurer of the Benevolent Society of Postal Employes, who absconded to the United States, leaving a shortage of $145,000. Cann fled to Texas, where he was located in April, but his present whereabouts are unknown.

The directors of the Standard Oil Company have declared a dividend of $6 a share on the company's stock. This compares with a dividend of $9 three months ago and $6 a year ago.

Superior Judge Graham, of San Francisco, has refused the request of a Japanese for permission to practice upon the ground of constitutional disability.

The Relief Committee of San Francisco has issued a statement showing the total amount of funds contributed for the relief of the sufferers from the recent earthquake and fire to August 11. The grand total is $5,599,460.02. These figures do not include the sums spent in the various States and Territories for relief supplies that were sent to San Francisco, nor do they include the money that was sent to New York, Boston, Washington and other cities in care of the American National Red Cross and not yet turned over to the Relief Committee.

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Pacific Coast Marine.

The steam-schooner Navarro has been sold by Geo. D. Gray & Co. to Hobbs, Wall & Co.

J. F. Scherr, formerly with the Kosmos line, is now in charge of the steamship department of Grace & Co.

The cruiser Marblehead has been detained at Mare Island, where she will be repaired instead of at Puget Sound, as at first intended.

The Standard Oil ship Astral, now at Honolulu, has had her charter canceled and is free. She may come to San Francisco for a charter.

Captain John Darrah has been given command of the Spreckels tugboat Dauntless. Captain John Tropp, late master of the tug Transit, is master of the Spreckels tug Alert.

It is reported that the French bark Marechal de Villais, which left Antwerp a short time ago, bound for Oregon, collided with the steamer Ruegal and was forced to put back to Antwerp for repairs.

An agent of a London shipowners' syndicate has completed a contract with the Mexican government to establish a line of steamships between the Pacific ports of Canada and the west coast ports of Mexico.

The Transportation Oil Company's barge Sonoma, loaded with oil at Port Harford, caught fire on August 22 from a gas explosion in the galley. It was finally controlled after two hours. The loss is considerable.

Twenty-seven days from the Kuskokwim river and seventeen days from Unimak pass, the schooner Wing and Wing, Captain Forest, arrived at San Francisco on August 23, bringing thirty-nine packages of furs and eighteen barrels of salmon.

A log raft containing 8,000,0000 feet of lumber, board measurement, was brought to San Francisco on Aug. 23 by the steamer Francis H. Leggett. The raft is said to be in good condition, not a single pile escaping on the way from the Columbia river.

It is announced that the daylight steamers from San Pedro to San Diego will probably begin the service on the first of next month. One steamer will be used at first, the run being made on alternate days, though it might be possible to make the round trip daily. Two steamers will eventually compose the line.

Major John Bollinger, quartermaster, has been relieved from duty in the office of the quartermaster general of the army and will proceed to San Francisco and relieve Major Carroll A. Devol, quartermaster in charge of the general depot, quartermaster's department, and as general superintendent of the army transport service, by September 30th.

Captain James Rennie, formerly in command of the Mariposa and Australia, sailed on the Ventura to take charge of the big dredging steamer Pacific, now at Honolulu, and which is to be delivered at San Pedro. It is likely that the Pacific may be chartered by Captain Metcalf to assist in saving the liner Manchuria, in which case Captain Rennie will have command of the Pacific there.

According to advices received at Victoria, B. C., from Carmanah Point, one of the lifeboats of the wrecked steamer Valencia has been discovered in a cave near there with eight skeletons in it. The boat was found by two boys of the lighthouse keeper at Carmanah Point, who says that the Indians knew of the presence of the lifeboat months ago, but said nothing, as they wanted to get the boat.

It is reported that the Barneson-Hibberd Co. is to put the steamers Olympia and Orizaba on the Portland-San Francisco run as soon as the Nome season is over. The Oregon Railroad and Navigation Company has had control of the Portland trade for a number of years, but lately the service given by the steamers Costa Rica and Barracouta, now on the run, has been very slow and unsatisfactory.

The building erected by the Fishermen's Union and the Marine Firemen's Union, on leased ground at 91-93 Steuart street, San Francisco, has been completed. Secretary Hylen of the Fishermen's Union has already established himself at his new office, No. 93 Steuart street, near the corner of Mission street. The Firemen will occupy their new headquarters, No. 91 Steuart street, during the week.

The Pacific Mail line Manchuria, Captain Saunders, ran on a reef off Rabbit Island before daylight on August 20, 1906. The passengers were taken ashore. It is said that the position of the liner is unfavorable for early floating. The Manchuria is one of the largest steamers crossing the Pacific; she was built in 1904 at Camden, N. J., and has a gross tonnage of 13,639, and a net tonnage of 8,750. She is 600 feet long, with a breadth of 65.3 feet, and a depth of 31.1 feet.

Captain H. B. Robertson of Portland, Or., is in New Westminster, B. C., looking for a suitable site to erect the cradle for an immense log raft to be built on the Fraser river and towed to Panama to fill contracts entered into with the Panama Canal Commission. Puget Sound logs will be used, as British Columbia logs cannot be exported, but the Frazer river has been selected as the site for building the raft, as it is essential that the logs be kept in fresh water as much as possible and thus avoid the ravages of the teredo.

M. C. Harrison filed a libel in the United States District Court on August 22 against the barkentine Hawaii, demanding damages in the sum of $10,119 for damage to loss of cargo. It is alleged that in October, 1904, the Hawaii sailed from Killisnoo, Alaska, with 29,640 sacks of fish-scrap, or guano, assigned to Cornes & Co., Osaka, Japan, and that on the voyage the vessel took fire, necessitating the flooding of the hold to the damage of the cargo. Harrison is assignee for insurance companies that had to pay losses on the cargo.

Twenty-nine men, a part of whom were Russians who could not speak English, were imported to San Pedro, Cal., on August 18 from Los Angeles and Long Beach to discharge the steam-schooner Coronado, which arrived on the 17th with a cargo of lumber for the Crescent wharf. Specially appointed police officers from Long Beach guarded the wharf for about 300 yards and admitted no one but those sent to work the vessel. Forty men employed in the Southern California Lumber Company's yards were let out on the 18th because they refused to discharge or handle the lumber from the Coronado.

The steamer Twickenham, which arrived on August 23, from Soerabaya, Java, with 6,500 tons of sugar for the British Columbia Sugar Refinery, is ashore at San Juan island, two miles from Roache harbor. Her forepeak is full of water. The Twickenham is held fast by the bow, which is badly damaged, and the forehold is full of water. The sugar in the hold has been destroyed. A tug and scows have been sent from Tacoma, and as much as possible of the cargo will be lightered at once. As the Twickenham lies in American waters it was neeessary to secure permission from Washington to permit the Canadian wrecking steamer Maude to work. The steamer Salvor was sent out to assist the Maude.

The Treasury Department has received a brief report of the visit made by the officers of the revenue cutter Perry a few weeks ago to the new peak which sprang up on Fire Island, one of the Bogoslov group of the Aleutian Islands, about sixty miles west of the town of Unalaska, Alaska. The southern end of Fire Island consists of two long spits from a half to three eighths of a mile in length, and about fifteen feet above high water. On the western spit the new volcanic peak has sprung up, rising abruptly from the water to a height of about 700 feet and in shape resembling a monster bee hive, with a base about 900 feet in diameter. From numerous crevices in columns steam and sulphurous fumes continuously rise and form a cloud which is visible for more than thirty miles. Although the surface of the new peak was warm and soft in places, the officers succeeded in reaching the summit. In recognition of the fact that the officers of the revenue cutter Perry were the first persons to visit the new peak, they named it Perry Peak.

An experiment which will mean much for the Mare Island navy yard if successful will be tried in a few days. For a number of years past the silt from the Sacramento river has been settling in the Mare Island channel, and the Government has gone to considerable expense in dredging each year. The yard authorities hit upon a plan to do away with the costly dredging. This was the construction of dykes along the channel which would cause a much stronger current, and would therefore deepen the channel by stirring up this silt and carrying it away. The dykes did this work all right, but not fast enough to suit the authorities, so a large float was ordered constructed to assist in deepening the channel. This barge or float has several powerful pumps on board with pipes attached that reach to the bottom of the bay. When the tide starts to run out the pumps are started and the sediment below is stirred up and carried away. Such work, aided by the dykes, will soon make Vallejo harbor one of the finest on the Coast.

Men in need of medicine go to City Front Drug Store, No. 10 Mission St., near East, S. F.

Get your Spring Blood Cleanser at the City Front Drug Store, 10 Mission street, opposite the old Sailors' Union Hall, San Francisco.

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F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. Particular attention is paid to insurance claims. Room 207, Merchants' Exchange Building. Phone, Temporary 394.

SUBMARINE COAL MINING.

Consul-General W. R. Halloway, writing from Halifax, says that there are now in Cape Breton six collieries working under water.

The largest is the Princess or Sydney pit in Cape Breton Island. This colliery was the first in North America to mine coal from beneath the bed of the Atlantic Ocean. The seam of coal averages between 5½ and 6 feet thick, of best quality. The angle of dip or inclination seaward is 5 degrees, or about 1 foot vertical in 12 horizontal. The working of the "whole coal" under the sea by the bore-and-pillar system was commenced in 1877, under an overhead cover at the shore line of 690 feet of solid measures, although part of the workings driven to the rise under Sydney Harbor was operated under a cover of 500 feet or less.

The present workings are distant from the shore line 5,800 feet to the dip. At this point the overhead cover is 1,140 feet in thickness of strata, with 33 to 40 feet depth of water above it. The undersea workings in the whole coal cover 1,620 acres. No sea water has yet found its way into the workings as a result of removing the pillars. A feeder of a few gallons of water per minute was encountered in some whole-coal workings driven to the rise, as also at the face of the water levels driven in the direction of the outcrop to the south, but this water evidently followed the seam of coal downward from its outcrop under the waters of the harbor. There has been no water known to come from overhead across the measures.

This immunity from overhead leaks from the ocean is probably due to the presence in the superincumbent strata of 12 beds of fire clay or underclay of a total thickness of 39 feet, as well as to the numerous beds of shale. The subsidence of the overhead strata caused by the removal of a bed of coal 6 feet in thickness would probably under these conditions soon choke itself, so that there would be no further actual motion or settling of the strata for more than, say, 100 feet upward. Above that point the elasticity of the beds of shale and fire clap mentioned would prevent any rupture. Fire clay when brought into contact with water soon forms a soft clay resembling putty and impervious to water. Out of the submarine area there has already been taken some 5,250,000 tons of coal from the main seam, while the company has also commenced the working of another and thicker seam in the same area, from which in all likelihood they will secure as much coal as has already been taken.

SHIPBUILDING IN SCOTLAND.

In the first half of the year 1906 Scotland produced an amount of tonnage from her shipyards unprecedented in the history of shipbuilding. In these six months, according to a Glasgow dispatch, the shipyards put into the water no less than 207 vessels of all sizes, with an aggregate tonnage of 360,489. The nearest approach to that record was made in Scotland in 1902, when in six months 259,804 tons were produced. The large output from the Clyde yards was augmented by the launches of the Lusitania, a Cunard steamer of 32,500 tons, and the Agamemnon, a battleship of 16,500 tons, in the closing weeks of the half year.

COAST SEAMEN'S JOURNAL

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, - - - AUGUST 29, 1906.

LOCKOUT IN SAN PEDRO.

The United Shipping and Transportation Association has transferred its attention from San Francisco to San Pedro. Having, after nearly three months' strenuous effort, recognized the futility of its attempt to "break the unions" by frontal attack, the Association has undertaken a flank movement upon the unions' agencies in Southern California.

The circumstances of this latest move are characteristic of the Association's methods. In a word, that body, being itself unable to defeat the seamen's unions, has repeated the attempt to force those shipowners who are friendly to the latter to break with them as a measure of self defense.

A general lockout was precipitated in San Pedro on August 20, caused by the mandate of the dock and lumber yard owners of that port, that the longshoremen must agree to work non-union vessels or quit their jobs. The Longshoremen's Union, of San Pedro, has, since the inception of the struggle, taken the position that its members shall not work vessels carrying non-union crews. In view of this attitude the Association has kept its vessels away from San Pedro, in the hope of securing victory by concentrating its efforts upon other ports. That hope having failed, the Association determined to try the mettle of the men in San Pedro.

The non-union steam-schooner Centralia was sent to the southern port and taken from dock to dock in that harbor by way of testing the real spirit of the longshoremen. As the Centralia tied up at each dock, all the men employed in the vicinity, longshoremen, yardmen, millmen, etc., were marshaled alongside and ordered to go to work on the vessel, or "go for their time." It was a great bluff, and as such was promptly "called."

Every man in the harbor quit work. To be exact, out of about 400 men involved in the test, only one man remained at work. The animus of the attempt to compel the men of San Pedro to work the Centralia is quite clear. That move was simply a deliberate challenge to the longshoremen to make good their declaration against working non-union vessels. In other words, the longshoremen were challenged to exercise their right to refuse to work under conditions obnoxious to them, with the alternative—the only alternative—of surrendering that right and thereby confessing that their declarations on the subject were merely so much empty talk. In accepting the challenge and making good their declarations the longshoremen did just what self-respecting men who mean what they say were required to do—no more and no less.

Of course, the lockout at San Pedro has had an effect other than that of demonstrating the earnestness and stamina of the men in that port. The refusal of the Association's allies in San Pedro to permit the union longshoremen to work on any vessel lying at their(?) docks except upon agreement to work all vessels, non-union as well as union, has had the effect of temporarily tying up the fair vessels. This effect was probably anticipated, and in fact intended by the Association. In this light the tactics of the latter constitute a blow at the fair shipowners, delivered with the obvious motive of forcing the latter into the fight against the seamen's unions and thus bringing about a general tie-up of commerce on the Pacific Coast, an object which the Association has aimed to accomplish throughout the whole struggle.

The fair shipowners, however, are not likely to be dragooned into such a position. Despite the temporary inconvenience caused by the San Pedro lockout, the fair shipowners doubtless recognize that their interests are better served by the maintenance of peaceful relations with the unions than by taking part in the Transportation Association's campaign to "bust-up" these organizations. At any rate, the seamen will do everything in their power to protect their employers from injury as a result of the situation created in San Pedro by the lockout of longshoremen. The longshoremen themselves, being apprised of the real object of the lockout, will do everything in their power to frustrate that object.

The plan of the Association to force a general fight has so far been checkmated by the unions, with the result that victory for the latter becomes every day more certain. The seamen's plan of confining the area of conflict within the smallest possible limits, having been proved successful, will be strictly adhered to until the end. Meantime the Association's allies in San Pedro will do the best possible in the circumstances, with the aid of cheap (i. e., inefficient) Cholo and Russian labor. Those shipowners who like that sort of labor, or who are powerless to protest against it, will continue sending their vessels to San Pedro. On the other hand, those shipowners who don't like that sort of labor (and these constitute a large majority of the shipping interests) will keep their vessels away from the Harbor City until the clouds roll by.

The signs of general disintegration in the ranks of the United Shipping and Transportation Association continue to increase and multiply. The clearing of the sailing vessel situation in Grays Harbor, Wash., is but one of numerous developments in the recent past that indicate quite plainly which way the wind is blowing. If any reader of the JOURNAL should hear a dull thud one of these days, he or she will know just what has happened. At any rate, the sound should not be mistaken for the premonitory symptom of an earthquake.

LABOR DAY REFLECTIONS.

Labor Day! The day upon which we celebrate man's progress toward industrial liberty. The day upon which, in the time now rapidly approaching, we shall celebrate the achievement of Liberty full and complete.

Liberty dawned upon the world with the rise of the Star of Bethlehem and has descended to us in two forms, the religious and the political. It remains to complete the progress of man's emancipation by establishing that most essential of the forms of liberty, the liberty of labor.

Liberty! The theme of the philosopher, the song of the poet, the battle-cry of the soldier, the prayer of the martyr! Liberty, religious and political, has been won, but industrial liberty, without which the achievements of the past are but so many forms or promises of liberty, remains within the womb of Time. Let us aid the process of delivery by fitting ourselves to nurture and protect that blessing when it is bestowed upon us.

On Labor Day we rise above the dust and din of battle in order to review events in their true perspective. It is well, however, that we avoid a flight into cloudland, where only the birds, the angels and the gods can see or hear us.

The significance of Labor Day is as wide as the application of labor itself. Every man who lives by the work of his own head and hands may find in that occasion something of solace for the wrongs of the past or present and something of hope for the rights of the future.

The labor movement speaks for all the workers of the land, without reference to class or craft, by virtue of the right that inheres in organization. If the unorganized workers must speak for themselves, they are indeed dumb. If their employers must speak for them, they are doomed.

Organization is Nature's first law. The unorganized men in any calling are to philosophy as are the meteors to astronomy; they shoot adown the heavens, coming no one knows whence and going no one knows whither. Their sole function in life's scheme is to exemplify the thought of energy without force, of motion without direction.

The organization of the workers, being coeval with the institution of master and servant, will endure while that institution lasts. Organization is necessary as a means of solving the labor problem, and it will always be necessary as a means of maintaining and perpetuating justice when once achieved.

As we must work to live, so the conditions under which we work determine all other conditions of life. The labor movement, by reason of its concern for the conditions of employment, is therefore the most important of all movements.

The labor problem originated with the first man who was compelled to work for another and to divide the product of his labor in return for the privilege(?) of employment.

Labor, being a natural condition, should be a pleasure, not a hardship. In a just system of industry men will begin the day's work with a song and end it with a benediction.

The time will come when the idler, irrespective of class or social standing, will be

regarded as we now regard all other species of criminal.

The time will come when the employer, instead of being the benefactor of society, will be its beneficiary, when he who would secure "help" must seek it as a favor to himself, not hire it as a favor to others.

The "right to labor" and the "right to life" are convertible terms. The man who is doomed to idleness is doomed to death.

The man who lives in idleness, lives in crime—the crime of living upon the labor of others.

The Roman poet who said, "Laborare est Orare" (Work is Worship), voiced the true ideal. Every anvil rings a song of praise to the Creator. Every field and workshop is a Temple of the Lord. Let us preserve the one from discord and the other from desecration.

The injunction placed upon our first parents, that they should eat their bread in the sweat of their faces, was a blessing, not a curse. Those only are cursed who eat their bread in the sweat of other men's faces.

All labor is equally honorable. The difference between labor performed with a pick and with a pen is largely a matter of individual adaptation—the difference between men's physical endowment. Who would undertake to allot the relative honors between Burns the poet and Burns the ploughman? The fact that fame attaches to the poet, rather than to the ploughman, argues nothing, except that fame itself is largely a matter of printer's ink.

To speak of labor as a "class" argues confusion of thought, confusion of the different classes of labor. Productive labor being the first condition of human existence, the only "class" distinction that may rightly be drawn lies between those who work and those who do not work. The former constitute the people as a whole; the latter constitute the only real "class" and are entitled to no consideration in any scheme of industrial relations.

The Sage of Chelsea has divided mankind into three classes: "Workingmen, beggarmen and thieves." Those who disclaim the honor, or deny the insult, of being workers, must choose between the other two classes.

Moses was the first labor agitator and Pharaoh the first employer to insist upon "running his own business." The followers of Moses are everywhere in evidence to-day, while those of Pharaoh, as we know, are to be found mainly in the museums of antiquities.

There is no "royal road" to justice in the economic plan. There is no "magic carpet" upon which labor may take its stand and be wafted to elysian heights. Labor must work out its salvation in patience, forbearance and intelligence.

The "rights of labor" are, in the last expression, the right to live. As no man can live without labor, so no man ought to be denied the opportunity to labor. Correspondingly no man ought to be permitted to live upon the labor of others.

Abraham Lincoln said: "Labor is the superior of capital, and deserves the higher consideration." We might go further and say with perfect truth that capital without labor is absolutely powerless. One might as well sow a field with sand as with gold. One might as well wave a wand or utter an incantation over the ruins of San Francisco as strew the streets of that city with money. It is only when touched by the vitalizing hand of labor that capital becomes useful in growing crops or building houses.

Labor is the most potent form of capital, a fact which would be more generally recognized but for the circumstance, or incident, that it is perishable. Capital in the form of labor must be constantly employed, or its owner, the laborer, will die; it can not be held for investment upon the most favorable terms. Only by organization can the laborer conserve his capital and thus secure the best possible returns upon it.

TRANSPORTWORKERS MEET.

The fifth biennial convention of the International Transportworkers' Federation was held in Milan, Italy, June 25-28. There were present twenty-three delegates, representing sixteen organizations, with a membership of 252,341. Out of thirteen different countries having affiliation in the Federation but nine countries were represented at the convention. The following countries were not represented: United States, Belgium, Norway, and Portugal.

Considerable delay and difficulty was experienced in the translation of the documents and resolutions submitted for action by the convention. The reports of the Secretary and the Executive Board dealt at length with the organizing work and the general agitation carried on since the Amsterdam convention.

Satisfactory progress was reported in the general condition of the transportworkers of all countries. The Executive Board was again instructed to give particular attention to the organizing work among the seamen of Europe. The affiliated longshoremen and harbor workers were urged to assist in the work of organizing seamen, particularly in countries where organization among seamen is weak or non-existent. Renewed efforts will be made to bring about the affiliation of the seamen's unions of North America and Australia.

Secretary H. Jochade was re-elected by unanimous vote, and will, after January 1, 1907, devote his entire time to the Federation. The Secretary's office will remain in Hamburg, Germany, from which place is issued the bi-monthly official organ of the Federation. The next convention will be held in Vienna, Austria, in 1908.

The foregoing has been gathered from European exchanges. The printed proceedings of the convention will arrive in a few weeks, when further details of the international movement will be published in the JOURNAL.

Labor Day will be celebrated by the trade-unionists and their friends in San Francisco in a manner worthy the great occasion. The building trades unions will parade in full force, afterward crossing the Bay to Shell Mound Park. The unions affiliated with the Labor Council will, in view of the condition of the city's streets, confine their demonstration to literary exercises and a ball, to be held in Turn Verein Hall, 353 Turk street, beginning at 8 p. m. Addresses will be delivered by able speakers, and a most enjoyable time is assured all who attend. Every trade-unionist and friend of labor should make it a point to aid in making Labor Day an eventful epoch in a memorable year.

Demand the union label on all products!

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Aug. 27, 1906.
Regular weekly meeting was called to order at 7:30 p. m., E. A. Erickson presiding. Secretary reported shipping good. The Executive Committee reported at length upon the strike and lockout situation, which is in first-class condition in every respect.

A. FURUSETH,
Folsom-street Dock. Secretary.

Tacoma Agency, August 20, 1906.
No meeting; no quorum; shipping fair
H. L. PETTERSON, Agent.
3004 McCarver St. Tel. Main 808.

Seattle Agency, August 20, 1906.
Shipping and prospects good.
P. B. GILL, Agent.
1312 Western Ave., P. O. Box 65. Tel. James 3031.

Port Townsend Agency, August 20, 1906.
No meeting; no quorum; shipping dull
WM. THORBECK, Agent.
114 Quincy St. P. O. Box 48. Tel. 443.

Aberdeen Agency, August 20, 1906.
Shipping continues brisk.
WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

Portland (Or.) Agency, August 20, 1906.
Shipping good.
D. W. PAUL, Agent.
40 Union Ave. Tel. East 4912.

Eureka (Cal.) Agency, August 20, 1906.
No meeting; no quorum; situation unchanged.
CHAS. SORENSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, August 20, 1906.
Shipping slack.
HARRY OHLSEN, Agent.
P. O. Box 2380. Tel. Main 774.

Honolulu (H. T.) Agency, August 13, 1906.
Shipping dull; prospects poor.
C. COLDIN, Agent.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco (Cal.), Aug. 23, 1906.
Regular weekly meeting was called to order at 7:00 p. m., Eugene Burke in the chair. Secretary reported shipping good. Owing to the lockout of the longshoremen and millmen at San Pedro, steam-schooners and sailing vessels have been tied up. In the meanwhile non-union men will be engaged to discharge the vessels in San Pedro.
EUGENE STEIDLE, Secretary.

Seattle (Wash.) Agency, August 16, 1906.
Shipping good.
LEONARD NORKGAUER, Agent.

San Pedro (Cal.) Agency, August 16, 1906.
No meeting; shipping very good.
CHAS. M. DAWSON, Agent.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, August 20, 1906.
Shipping fair.
WM. PENJE, Secretary.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston (Mass.), August 20, 1906.
Situation fair.
WM. H. FRAZIER, Secretary.
1½ Lewis St.

ATLANTIC COAST MARINE FIREMEN'S UNION.

Headquarters, Brooklyn (N. Y.), Aug 15, 1906.
Shipping fair.
DANIEL SULLIVAN, Secretary.
15 Union St.

MARINE COOKS AND STEWARDS OF THE ATLANTIC COAST.

Headquarters, New York, August 16, 1906.
Situation in general fair.
H. P. GRIFFIN, Secretary.

DIED.

Arne Lyster, No. 951, a native of Finland, aged 3 , died at San Francisco, August 21, 1906.

ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)

MORE NEW ORDERS.

William A. and Captain Arthur H. Hawgood recently closed a contract with the American Shipbuilding Company for a 10,000-ton freighter, making the second order for a ship of that class that they have placed with the local firm this year. The new boat, which will be built at the South Chicago yard, will cost $410,000. According to the terms of the contract, she will be completed and ready for business April 15, 1907.

The big steamer, which will be an up-to-date freighter, will be 552 feet over all, 532 feet keel, 56 feet beam and 31 feet deep. She will have triple expansion engines and Scotch boilers. The first steamer ordered by Messrs. Hawgood, which will be of the same dimensions, will be built at the Superior yard. They will have eight first-class steel steamers next season.

This order makes twenty freight steamers that the American Shipbuilding Company has under contract for delivery this fall and next spring. The steamers James S. Dunham and William E. Fitzgerald, which are being built for Captain Denny Sullivan of Chicago, will come out late this season. In addition to the bulk freighters the American Shipbuilding Company has contracts for a sidewheel passenger steamer, a car-ferry, a wrecking tug and lighter. The passenger boat, which is for the D. & C. line, will cost pretty close to a million dollars.

The Great Lakes Engineering Works, of Detroit, has booked orders for seven freight steamers for 1907 delivery and the Toledo Shipbuilding Company will turn out three freighters this spring and next fall. The thirty freighters range from 7,500 to 13,000 tons in carrying capacity.

The following is a list of freight vessels that were ordered this year:

AMERICAN SHIPBUILDING CO.

	Overall	Keel	Beam	Depth	Capacity Gross Tons
Weston Transit Co. ...	605	585	60	32	13,000
Weston Transit Co. ...	605	585	60	32	13,000
Weston Transit Co. ...	605	585	60	32	13,000
D. Sullivan	440	420	52	28	7,500
D. Sullivan	440	420	52	28	7,500
C. L. Hutchinson	545	525	55	31	10,000
H. Steinbrenner	545	525	55	31	10,000
John Mitchell	552	532	56	31	10,000
Joseph Sellwood	440	420	52	28	7,500
J. C. Gilchrist	540	520	54	31	9,500
J. C. Gilchrist	540	520	54	31	9,500
W. A.&A. H. Hawgood	552	532	56	31	10,000
Pitts. Steamship Co. ...	600	580	58	32	12,000
Pitts. Steamship Co. ...	600	580	58	32	12,000
Pitts. Steamship Co. ...	600	580	58	32	12,000
Pick'ds, Math. & Co....	552	532	58	31	11,000
C. O. Jenkins	524	504	54	30	9,000
Acme Steamship Co. ...	552	532	56	31	10,000
E. D. Carter	524	504	54	30	9,000
W. A.&A. G. Hawgood	552	532	56	31	10,000

TOLEDO SHIPBUILDING CO.

G. A. Tomlinson	458	438	52	28	7,500
Smith & Wilkinson	460	440	53	29	7,500
Smith & Wilkinson	460	440	53	29	7,500

GREAT LAKES ENGINEERING WORKS.

C. W. Elphicke	440	420	52	28	7,500
Wallace Bros.	440	420	52	28	7,500
Pitts. Steamship Co....	600	580	58	32	12,000
Pick., Math & Co.	552	532	58	31	11,000
W. P. Snyder	574	554	58	32	11,000
Pittsburg parties	440	420	52	28	7,500
J. E. Davidson	524	504	54	30	9,000

MONSTER BOAT ASSURED.

The statement coming from Duluth to the effect that capital is being interested in that city in an enterprise to build a 650-foot ore carrier, is arousing considerable interest in marine circles. The names of those who are back of the enterprise can not be definitely learned, but it is supposed that the prime mover is A. B. Wolvin, of Duluth, who has long been a prominent figure in the Lake marine. It will be remembered that a few weeks ago President James C. Wallace, of the American Shipbuilding Company, in an after-dinner speech at the dinner given in honor of the launching of the steamer Thomas Shaughnessy, made the statement that at that time he was figuring on a boat which would be 645 feet over all, or about 50 feet longer than the longest on the Great Lakes at the present time. Some vesselowners have been inclined to doubt the report from Duluth, but this statement of Mr. Wallace's would seem to strengthen the belief of many that the building of the new boat is assured and that the fall of next year will see her in commission. At the time Mr. Wallace made his remarkable statement the first of the steel 600-footers had just been launched. The idea of a boat practically fifty feet longer and with a possible carrying capacity of 15,000 or 16,000 tons was entirely beyond popular comprehension. Speaking in this connection Robert Logan, general manager of the American Shipbuilding Company, said recently that the construction of a 650-foot boat was entirely possible and that a steamer of this length would be seaworthy in every respect.

Another feature in regard to the proposed monster is that she is to be made non-sinkable through the use of compressed air. How this principle is to be applied it is impossible to learn, as the details of the construction of the new boat are being jealously guarded.

While the former announcement of the placing of the order for this monster has not been made, yet it is generally believed that her construction is assured and that by the latter part of next year she will be in active operation.

A new Life-Saving station, which will be one of the finest on the Lakes, will soon be established on Beaver Island, at the north end of Lake Michigan. This was announced recently by Lieutenant J. C. Ballinger, Inspector of the Twelfth Life-Saving district. The new station will replace the service by volunteers, which has been maintained on Beaver Island since 1878. The Inspector also announced that the new station at Jackson Park, Chicago, would be located further out in the Lake and half a mile south of the spot selected just before the World's Fair for the exhibition station. Bids will be asked soon for the construction of the new house and equipment.

THE SHORTAGE OF SEAMEN.

There is a great shortage of firemen and ordinary-seamen in Lake Erie ports for the first part of August. The steamer Malietoa, of the Steel Trust fleet, was held up in Conneaut on Sunday, August 2, for firemen. Every effort was made by Business Agent O'Brien to get men, but without avail. This shortage is, of course, partly caused by the exodus of men to the harvest fields, where big wages are being paid. The Cleveland Leader, of August 10, in a palpably inspired article, has this to say on the question:

The trouble which captains of all lake boats have been experiencing in the past, is again making itself manifest. It is caused by men leaving the boats at the upper lake ports. It often occasions serious delay, as seamen and firemen, who are those who generally "jump" their boats, are scarce at that end of the route. It is reaching alarming proportions this fall, owing to the scarcity of labor at the mines and in the harvest fields. Remarkably high wages are being paid to miners and farm hands this season and consequently it is a great inducement, and is causing a large number of desertions. Another disagreeable feature in this connection is that the men leaving their boats at the upper lakes demand their pay for the half trip. These demands are generally made through ignorance on the part of the sailors. When they sign the articles, they agree to make one round trip and consequently when they leave the boat at the upper lakes they forfeit their pay. This point has led to a great deal of trouble, both to sailors, who through not knowing the import of these articles, and shipping to the upper lakes relying on the half trip pay to cover board and railroad fare, when they were unable to get it have been in dire straits, and also to the captains, who have often experienced troublesome delays on this account. The articles are really a contract between the captain and the sailor, and unless lived up to there is no redress for the party deserting except in a case where it can be proven that the officers have violated their side of the contract.

There is a good opportunity for men out of work, to find work on the Lakes, but the life does not appear to appeal to most men. The great percentage of recruits for Lake Erie ports especially are the young men from Canada. Very few American boys are coming on the Lakes, and acording to recent newspaper articles, Uncle Sam wants a few men also. A vessel is to visit the Lake Erie ports and show moving pictures of "Life on Shipboard in the United States Navy." This is to induce the young men to join the Navy. This is not funny comrades and you are not expected to laugh at it. Think of it, the United States Government turning its Navy into a vaudeville show in order to obtain recruits. Comrade Furuseth told the gentlemen at Washington how to get seamen, but they prefer to make the whole country ridiculous, rather than pass a law compelling vesselowners to carry competent men.

No, it is not funny; it is pitiful.

W. H. J.

Conneaut, O.

A new steamship company has been formed which is known as the Dearborn Transit Company, of Dearborn, Ill. The founders of the new company are Messrs. James and Frank Wallace, of Detroit, and the capital interested is mostly from Detroit and Chicago. An order was placed some time ago by J. and F. Wallace, with the Great Lakes Engineering Company, for a 10,000-ton ore carrier to come out next spring. Since that time the new company has been formed to operate the boat, and it is stated that other boats will be ordered by this company in a short time. The name decided upon for the new boat is E. L. Wallace.

MARINE ITEMS.

The city of Buffalo has appropriated $15,000 for a new police patrol boat. She will be 60 feet long and 15 feet beam.

The John Otis, an old propeller, has been converted into a wrecking boat and will be stationed at the foot of Lake Michigan.

To the steamer John R. Stanton belongs the honor of bringing the largest cargo of coal into the Portage waterway—10,000 tons.

R. O. and A. B. McKay, of Hamilton, Ont., have purchased the freight steamer Winonah for the Upper Lake trade.

The United States lighthouse tender Crocus, from Buffalo, and the Dunbar and Sullian tug Shaughraun are both in the Detroit Shipbuilding Company's dry-dock.

The old barge Oneonta, which was unsightly in the view from Lakeview park, Toledo, for a long time, has been raised and will be towed to Bay City for rebuilding.

Seaman Ben Larson was lost overboard on April 9 in Lake Superior, off Michigan Island, from the schooner Abyssinia. His parents live in Milwaukee and his wife at Eland Junction.

The steamer Denver, formerly owned by the Milwaukee Drydock Company, was hauled out on the St. Lawrence Marine Railway recently, to be converted into an elevator dredge for the Daly-Hannan Dredging Company. The boat will be put at work on a contract in Boston harbor when completed.

The new steamer Ishpeming, owned by the Cleveland-Cliffs Iron Company, has left the Ecorse shipyards on her maiden trip up the Lakes for a cargo of ore. She is the second of three large boats building for that company, the Michigan being the first. The Ishpeming is of 10,000 tons capacity and was in charge of Captain C. A. Sayre.

Greater Cleveland will in all probability be the name chosen for the new W. & C. passenger steamer which will come out next spring. This name has not been permanently decided upon, but it is stated to be the best liked by the officials of the company of the thousands of names which have been suggested. Superintendent A. A. Shantz, of the company, states that it is certain that another boat, a duplicate of the new one, will be built next year.

The wrecking tug which the American Shipbuilding Company will build for the Great Lakes Towing Company will be much larger than any boat of that class on the Lakes. She wil be 45 feet longer and 15 feet wider than the wrecking tug Favorite. The new boat will be 45 feet longer and 15 feet wider than baem and 21 feet deep. The size of her engine has not been decided on, but she will have two Scotch boilers, 15 feet in diameter and 10 feet long. The tug will be built at Buffalo and will come out at the opening of next season. The plans for the big wrecker were prepared by W. I. Babcock of New York.

Demand the union label on all products!

Lake Letter List.

All mail advertised in these columns as remaining at Detroit Marine P. O. is sent to the Dead Letter Office at the expiration of two weeks.

(Marine Postoffice, Detroit, Mich.)

August 11, 1906.

Alexander, Ernest (Sam Mather)
Aby, Chas.
Armstrong, Clarence Morse)
Barley, A. D. (Troy)
Barton, Harry J.
Buchanan, Jas.
Bassett, Nelson (J. B. Ketchum)
Butler, Addie
Burgess, Philip
Barber, Grant
Boulier, John (Black)
Barron, T. D.
Childes, Harry (Huron)
Cole, W. H.-2 (Empire City)
Cole, Will
Coleman, J. R.
Chrisholm, Edw. E.-2 (Peter White)
Cicero, Joseph-2 (J. E. Davidson)
Cross, Robt. W. (Schuck)
Downs, T. F. (Gorman)
Dardis, Thos. (Sacramento)
Dirling, W. E.
Downey, Daniel (Steinbrenner)
Edmunds, E. M. (Miami)
Eicher, Michael (Empire City)
Florence, Will (J. Sherwin)
Funkey, Alex. (Empire City)
Frumweller, Wm.
Franberg, Arthur (J. Lambert)
Fick, F. Allen, Mrs.
Farrell, Mathew
Flagstad, Mort.
Flower, Franklin
Fothergill, Wm.
Green, Jesse A.
Girrard, Wm.
Gerst, Henry (Marina)
Gilbert, Arthur (Clarion)
Harrington, J. W. (Rogers)
Humphrey, Alden A.-2 (Shaughnessy)
Hopes, Wm., Mrs. (Chatham)
Hadley, John (Masaba)
Hoffman, Wm.
Hannon, Clarence (D. M. Whitney)
Hazelwood, Lewis F. (Huron)
Hank, Mike (Earling)
Heinzmann, Geo. J.
Irving, Walter
Israelsen, Albert (Frontenac)
Jackson, Wm. S. (Yacht Blanche)
Jones, Wm. (Kensington)
Johnstone, Jerry (J. C. Wallace)
Lawson, Archbald (Butler)
Kerwin, Rich.
Lynch, Anthony
Luedke, O. H.
Lyke, C. F. (Siemens)
Meyer, Edw. (A. E. Stewart)
Mayrand (Nor. Light)
Moulton, Ralph V. (Wade)
Marshall, Will (Maytham)
Miller, Geo. (Goulder)
Miller, Jas. (Moravia)
Magnes, Geo.
Morrison, Robt.-2 (Ly C. Smith)
Miller, Isaac A.-4 (Rappahannoek)
Moutney, H. V. (Aloha)
McDonald, Bert (Miami)
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Smith, Jas. M. F.
Shields, John
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Wilcox, Milan (Saginaw)
Welch, Lew (M. Mullen)
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Walsh, Jas. (Hand)

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Beahan, Edward (3)
Fairbanks, H. A.
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CHARACTER OF SABBATH LAWS.

The Rev. R. C. Wylie, D. D., has compiled a volume bringing together the various Sabbath laws in force throughout the United States. In some States, we are told, there has developed "a pronounced antagonism to all laws protecting the first day of the week except such as would make it a mere holiday." In others where efforts against Sunday laws are not so drastic, there is still to be observed "a marked and growing tendency to depart from the former strictness of Sabbath legislation." Five States still adhere to laws modeled after the stringent act of Charles II. dating from 1676. Originally this enactment constituted the Sabbath law in force in all the American colonies. In other States these laws have been modified or repealed in various degrees; in some cases the civil courts have been invoked for judicial opinion, giving the laws "a literal interpretation or even declaring them unconstitutional." So much we learn from Dr. Wylie's work, entitled "Sabbath Laws in the United States," and published by the National Reform Association. With respect to the character of Sabbath laws or the non-existence of such laws the author has divided the States and Territories into five classes ,the tabulation of which we herewith quote:

"The first class is composed of those whose laws are framed according to the British model and prohibit on the Lord's day labor, business, or work of one's ordinary calling only. This class includes Georgia, Indiana, North Carolina, Rhode Island, and South Carolina.

"In the second class are to be placed all those whose Sabbath laws contain strong and comprehensive prohibitory clauses forbidding labor, business, amusements, fishing, hunting ,etc., and make few exceptions to the operation of the law besides works of necessity and charity. This class includes Arkansas, Connecticut, Delaware, Florida, Indian Territory, Iowa, Kansas, Maine, Maryland, Michigan, Missouri, North Dakota, Ohio, Oklahoma, Pennsylvania South Dakota, Tennessee, and Utah.

"The third class embraces those whose prohibitory clauses are materially weakening by making many exceptions besides works of necessity and charity. Some of these exceptions are here noted. Alabama, Kentucky, Mississippi, Texas, Vermont, Virginia, and West Virginia make an exception of railroads. New Jersey excepts Sunday trains and legal notices in Sunday newspapers . Massachusetts and New York permit the sale of tobacco, the printing and sale of newspapers ,and the latter State permits also the sale of fruit and confectionery. Minnesota allows the printing and sale of newspapers. The Wyoming law makes exceptions of newspapers, railroads, telegraph companies, news depots, farmers, mechanics, furnaces, smelters, glass works, venders of ice cream, milk, fresh meat, and bread. The law of Louisiana excepts newspapers and printing-offices, book-stores, public and private markets, bakeries, dairies, railroads, theaters, and other places of amusement.

"The fourth class includes those States the prohibitory clauses of whose Sabbath laws are inherently weak. The laws of Colorado, Illinois, and New Mexico prohibit on the Lord's day only such labor and amusements as disturb congregations and families. Business is not mentioned. New Hampshire forbids such secular business or labor as disturbs others. Montana prohibits neither labor nor trade. Nebraska does not prohibit trade. Oregon does not prohibit labor, and weakens the clause prohibiting crimes against the public peace by adding, after the enumeration of 'riot, fighting or offering to fight, horse-racing, or dancing,' the clause 'whereby any worshiping assembly or private family is disturbed.'

"The fifth class embraces those that have no Sabbath laws. This class includes Arizona, California, and Idaho."—Literary Digest.

MUZZLED GERMAN PRESS.

Recently in Saxony the decision was handed down that lese-majesty consists not only in criticizing a reigning monarch but also in criticizing that monarch's ancestors The importance of this decision is manifestly great, for among other things it threatens to stop effectually all historical research and criticism. However, this is merely one of a series of late decisions which have been arrived at by the German courts, and the buterness of the press has been constantly increasing. Die Welt am Montag, of Berlin, voices well the feeling of its colleagues when it says:

"Press freedom with the gallows beside it —that is the ideal in Prussia to-day. But we may be sure that the fathers of the Prussian Constitution never dreamt that the courts would construe as they have the charming Article 27, an article which tells us that 'every Prussian has the right by means of words, writings, printing, or drawings to give free expression to his ideas.' And the law of the realm also tells us that 'the freedom of the press is only limited by those restrictions which are now in existence.' This sounds fine, and it was so intended, but the law was made without taking into consideration the guardians of the law to-day.

"Recently Dr. Burchard, the burgomaster of Hamburg, told the congress of German newspaper men that they should 'uncover the evils which menace the public and call things by their right names.' But unfortuntaely the German Government seems unable or unwilling to gain currency for these ideas in the courts of the realm; from the lowest to the highest judicial bodies the press is denied the right to expose public corruption and evils. Indeed, the attitude of all the courts toward the press and freedom of the press is the quintessence of animosity."

The German paper says that the courts are particularly severe in cases "of criticism of officials, and the men on the judge's bench seem to feel that they as well as the plaintiff are concerned in crushing the unfortunate journalist."

In its recent meeting at Hamburg, the "Verband Deutscher Journalisten" adopted resolutions favoring the abolition of compulsory testimony and urging the necessity of jury trials in press lawsuits. The reports of press cases are to be collected and edited, and each year a review will be issued calling attention to the most important points and seeking to familiarize the public and press with the rulings.—Literary Digest.

One reason why colonization by Latin races has been so successful is that they intermarry with the natives.

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DISAPPEARING ENGLAND.

While the question of coast erosion and reclamation is one of comparative insignificance in this country, the subject has, of late years, aroused considerable discussion in England, because of the undoubted ravages of the sea at many points of the littoral of the island. The shores of England are composed largely of clay, chalk, or friable rock, which is easily eaten away by the waves of the ocean or the strong currents and tides along the coast. In consequence great stretches of the shore have been worn away and are constantly crumbling further inland with each succeeding year. This gradual destruction has caused great damages to many towns situated on the seashore and has destroyed thousands of acres of valuable farming land. At certain locations, even within the memory of men still living, the sites of prosperous villages of former times are to-day covered by many fathoms of water, sometimes several miles from the present shore line.

Coast erosion following severe storms within recent years has been so marked at many points on the English coast that after extended press discussion a Parliamentary commission has been appointed thoroughly to investigate the subject, and if possible to devise means for the abatement of the injury. While there is little danger that the "tight little island" will completely disappear within the next few generations, there can be no doubt that coast erosion is causing serious loss of land at many points, particularly on the south and east coasts, notwithstanding that the areas gained artificially at other points almost compensate for it. It has been estimated that in the thousand years from 900 to 1900 an area of nearly 550 square miles has been worn away by the erosive action of the waves and occan currents. That the changes in the littoral outline of England are due almost purely to this action is the opinion of the geologists who have investigated the question, and it is not believed that the subsidence and upheaval of the earth's crust are in any way responsible therefor. The material which is carried away after being eroded from the shore is either immediately borne to the deep sea in suspension, or is washed along the coast in the form of littoral drift. It is hardly possible to estimate the respective proportions of the material which are thus disposed of, but these proportions may vary from 20 to 90 per cent of the whole, though it is hardly likely that the proportion carried out to deep water often approaches the latter figure.

The question of coast protection is a difficult one, and the method in use at present, comprising the construction of walls and groynes along certain areas, results of necessity in the depriving of the foreshore of the material which might otherwise gather there. Thus while a uniform system of protective walls and groynes running from the walls out into the sea will, for the time being, largely prevent the erosion of the coast, it will nevertheless, by abating or largely decreasing the littoral drift, bring about the depletion of the foreshore and will ultimately cause the destruction of both protective walls and groynes. The question of coast protection and reclamation presents engineering difficulties of no mean magnitude, and the overcoming of these difficulties will constitute an interesting phase of future engineering history, for we feel certain that English technical men and men of science will find successful means for combating the destructive power of the sea.—Scientific American.

WAGES IN NEW ENGLAND.

The wages of employees in cotton mills have recently been advanced 5 per cent in New England, and there is, according to the Lynn Item, a similar tendency to increase the wages in the boot and shoe industry. The Item says that the increase in the average wage of shoemakers in the State for the last five years has exceeded $1 per week, totaling $56.33 for the year. The increase in the average wage in Lynn from 1900 to 1905 amounted to $61.16; while in Brockton the increase amounted to $88 per person. Haverhill increased its average wage $58.85, but Salem, though it increased the value of its shoe product and number of its shoemakers, is said to have reduced its average wage by $5.17. The statistics show that there were 58,645 persons employed in the boot and shoe business in 1900, receiving average yearly earnings of $473.11. In 1905 the number had increased to 62,633 and the average yearly earnings were $529.44.

A dispatch from Rome states that when the first portion of the Italian railways came under control of the Government, on July 1, 1905, the Italian State system included 6,625 miles of line. With the bill recently passed by both branches of the Italian Parliament, which provides for the acquisition by the State of the lines of the old "Meridionali," 1,382 miles will be added to the State system, which will bring the total of the State lines up to this time to 8,137 miles. As much as $300,000,000 was estimated to be necessary to bring Italian State lines into full working order. The Italian board of directors are straining every nerve to improve the chaotic condition of the service, and a complete scheme is now under consideration. A large quantity of new rolling stock will be necessary. Large orders have already been placed for the current fiscal year. These include 485 locomotives, of which number the Baldwin Company, of Philadelphia, received an order for 20. German and Austro-Hungarian firms received orders for about 120 locomotives, and the remainder are to be built in Italy. There will have to be a large addition to the number already ordered, and a great many passenger carriages, luggage vans, trucks and wagons, and steel-pressed cars.

The British Vice-Consul at St. Malo (France), writes with regard to the Newfoundland fishing trade, in which most of the St. Malo population are engaged during four or five months in the year, that provisions, fishhooks, etc., supplied for the ships in that trade do not pay duty, provided the goods are warehoused at St. Malo, and put on board the vessels which are to use them during the season.

The authorites of several States of Brazil are reported by Consul-General Anderson, of Rio de Janeiro, as making determined efforts to stamp out trachoma, the eye disease that has been rapidly spreading in that country.

DRY DOCK'S LONG VOYAGE.

The dry dock "Dewey" has safely completed its long voyage of over 14,000 miles from Chesapeake Bay to the Philippine Islands, and is now anchored in 65 feet of water off Rivera Point at Olongopo naval station. Four huge mushroom anchors are used at each end of the big dock and the depth of water enables all large vessels to reach it safely.

The "Dewey" left Baltimore on the 28th of December, 1905—several months later than had been expected—and was 196 days, or about six and one-half months, on her way, arriving at the Philippines on July 11 of the present year. The trip was a matter of interest to naval officials of all the great powers. The dock is equipped with wireless apparatus, and by this means her progress and safety were reported from time to time. It was necessary to widen the Suez canal for the passage of the dock.

In rough water the old method of pouring oil on the waves to smooth them was resorted to, but not with the usual satisfactory results. The oil did destroy the crest of the waves and reduce the amount of water that came aboard, but it also came back on the decks of the tugs and made them so slippery that its use had to be discontinued.

The dry dock "Dewey" is an important factor in the new naval station now being established at Port Olongopo. At present all materials for repairs are brought from Cavite, but this will not be necessary for long. Elaborate coaling facilities are to be provided at Port Olongopo and eight big buildings, a city block in length and half as wide, are to be erected as shops. There will also be quarters for officers and men and a big recreation ground. The harbor will be heavily fortified and the total expenditure involved is about $10,000,000.

Experiments with new patterns of treasury notes in Brazil are said to have been disastrous. The notes have been extensively forged and they wear so badly as to be almost illegible after issue for a few months, which has led to frequent changes. One of the results of this policy is that there are at present officially in existence throughout the country the amazing sum of $45,000,000 in obsolete notes which are not legal tender.

The Southern Colonizing Company, recently incorporated under the laws of New York, is making it a business to locate settlers in the Southern States. It has agents in Northern, Eastern and Western States and in Canada, and is making arrangements for agents in Europe. Lands are sold on easy terms to emigrants, and a class is sought after which would be of a great advantage to the South.

With a view to perfecting the harbor accommodation and opening new harbors to cope with the requirements of the development of the country, the Japanese Government has appointed a harbor investigation commitee.

Most of the larger towns in Chekiang, China, are establishing chambers of commerce; these are semi-official bodies, being under the supervision of the local bureau of agriculture, trade, industry, and mines.

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News from Abroad.

Baron Komura, who was peaee plenipotentiary and Foreign Minister of Japan, has been appointed Embassador to Great Britain.

Canada's foreign trade for the year ending June 30 last was $552,000,000, an inerease of nearly $82,000,000 over the previous year. The inerease was general.

It is announeed that 210 members of the militant section of the Soeial Revolutionists were arrested in St. Petersburg and Moseow in three days reeently.

The Sultan of Turkey has ordered the release of all prisoners in the Empire who have completed two-thirds of their sentenees, as a mark of gratifieation for the reeovery of his health.

The French press is praetically agreed that religious war is now begun following the publieation on August 15 of the Pope's encyelical to the arehbishops and bishops preseribing their attitude with regard to the Chureh and State Separation law.

At Reykjavik, Iceland, a eompany is being formed for the purpose of carrying on the salvage and diving business. Most of the capital is already subscribed, and one salvage steamer, to eommence with, is to be acquired.

The Canadian Indian chiefs, in their picturesque dress, were received by King Edward VII on August 13 at Buckingham Palaee. The Indians came to plead for the restoration of their hunting rights and eertain native eustoms which have been eurtailed by the Dominion Government.

Two cars of dynamite were blown to atoms a mile south of the Chihuahua (Mex.) depot on the Mexiean Central Railroad, on August 16. Two women, two children and eight men, all Mexicans, were killed. A. L. Lewis, an Amerieaan employed by the Robinson Mining Company, was injured.

The British Minister at Pekin has informed China that Great Britain is ready to install a Customs serviee at Port Dalny, and urges Japan to make similar arrangements at the frontier stations in Northern Manchuria, so as to plaee the traffic on the Japanese and Russian railways on an equality.

A dispateh from Christiania, Norway, to the London (Eng.) Daily Mail says that private letters received there from Spitzbergen state that owing to the lateness of the season, Walter Wellman, chief of the Chicago Record-Herald Arctie expedition, has abandoned the project of ballooning to the North Pole this year.

Reynolds' Newspaper of London, Eng., asserts that a plot has been discovered to assassinate King Alfonso of Spain while attending the Cowes regatta. Two notorious Spanish anarchists were found at Cowes, and the poliee banished them without arrest, fearing to alarm the royalties assembled. It is also stated that a plot to assassinate all the kings of Europe has been discovered.

The German government medical department has issued a report on the sanitary eondition of the Prussian bakeries and slaughter houses, to which the newspapers are giving sensational prominence, one of them using the eaption "America in Prussia." The report says that many of the butchering establishments were found in a very unclean condition. Some of them were loeated in dark cellars where eleanliness was impossible, and others had no facilities for the employes to wash themselves.

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Altvater Printing Co., 2593 Mission st., S. F.
American Printing Co., 355 McAllister st., S. F.
Art Printery, The, 1208 Golden Gate av., S. F.
Barry, James H. Co., Leavenworth st., bet. Turk and Eddy, S. F.
Bartow, J. S., 906 Harrison st., S. F.
Belcher & Phillips, 1617 Mission st., S. F.
Benson, Charles W., 425 Berry st., S. F.
Boulin-Leichner Co., 519 Filbert st., S. F.
Boutes, Louis E., 1833 Green st., S. F.
Brunt, W. N. Co., 336 Main st., S. F.
Buckley & Curtin, 1735 Dolores st., S. F.
Bulletin, The, Lombard and Sansome sts., S. F.
Calkins Newspaper Syndicate, Clay st., nr. East, S. F.
Call, The, Third and Market sts., S. F.
Canessa Printing Co., 535 Washington st., S. F.
Collins, C. J., 3358 Twenty-second st., S. F.
Commercial Art Co., 4048 Seventeenth st., S. F.
Cooper, F. J., Adv. Agency, Eighth and Brannan sts., S. F.
Chronicle, The, Market and Kearny sts., S. F.
Coast Seamen's Journal.
Daily News, Ninth st., nr. Folsom, S. F.
Davis, Nolan Co., Market at Franklin st., S. F.
Dettner-Wilson Press, Forty-ninth and Shafter, nr. Telegraph, Oakland.
Eastman & Co., 2792 Pine st., S. F.
Eastman, Frank & Co., 2259 Jackson st., S. F.
Elite Printing Co., 3257 Twenty-fourth st., S. F.
Eureka Press, Inc., 304 Polk st., S. F.
Examiner, The, Folsom and Spear sts., S. F.
Fisk & Slyter, 684 San Jose av., cor Twenty-ninth sts., S. F.
Gilmartin & Co., Folsom st., nr. Eighth, S. F.
Golden State Printing Co., 1842 Sutter st., S. F.
Greater San Francisco Printing Co., 14 Leavenworth st., S. F.
Halle & Scott, 1225 Eighteenth av., Sunset, S. F.
Hancock Bros., 567 Williams st., Oakland.
Hicks-Judd Company, 1000A Golden Gate av., S. F.
Hughes, E. C., 725 Folsom st., S. F.
Jalumstein Printing Co., 1326 Eddy st., S. F.
Lab. Marion, 2089 Fifteenth st., S. F.
Lane & Stapleton, 900 Eddy st., S. F.
Latham & Emanuel, 971 Howard st., S. F.
Leader, The, 643 Stevenson st., S. F.
Liss, H. C., 500 Utah st., S. F.
Lynch & Hurley, 3476 Twentieth st., S. F.
Majestic Press, 1919 Ellis st., S. F.
Mining and Engineering Review, 1225 Eighteenth av., Sunset, S. F.
Mitchell, John J., 2317 Webster st., Berkeley.
Monahan, John, 449 Duboce av., S. F.
Morris & Blair, 3232 Mission st., S. F.
McNeil Bros., 788 McAllister st., S. F.
Murdock Press, The, 1580 Geary st., S. F.
Nevin, C. W. & Co., 404 Seventh st., Oakland.
Pacific Heights Printery, 2348 Sacramento st., S. F.
Phillips & Van Orden, 1617 Mission st., S. F.
Post, The Evening, 992 Valencia st., S. F.
Richmond Banner, The, 320 Sixth av., S. F.
Recorder, The, 643 Stevenson st., S. F.
Roesch Co., Louis, 2513 Howard st., S. F.
Rooney, J. V. Co., 3237 Nineteenth st., S. F.
Roxborough & Hastings, 350 Fell st., S. F.
Sanders Printing Co., 2631 Clay st., S. F.
Springer & Co., 1532 Geary st., S. F.
Stanley-Taylor Co., 2308 California st., S. F.
Standard Printing Co., 1511 Geary st., S. F.
Stockwitz Printing Co., 1118 Turk st., S. F.
Stuetzel & Co., 57-59 Clementina st., S. F.
Sutter Press, 448 Haight st., S. F.
Telegraph Press, 4150 Eighteenth st., S. F.
Upton & Williams, 112 Hayes st., S. F.
Valleau & Phillips Co., 686 Thirty-fourth st., Oakland.
Van Cott, W. S., 1561 Post st., S. F.
Walden, Edward, 426 Fulton st., S. F.
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McIntyre, Jno. B., Tenth and Market sts., Oakland.
Malloyc, Frank & Co., 1132 Mission st., S. F.
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Webster, Fred, 1250 Hayes st., S. F.
Stanley-Taylor Co., 2308 California st., S. F.
Thumbler & Rutherford, 721-723 Larkin st., S. F.
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Note.—The office of the Allied Printing Trades Council of San Francisco is located temporarily at 342 Ninth st. Business Agent Geo. A. Tracy and Secretary D. T. Powers may be addressed as above.

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Where the Best
Clothing, Furnishing Goods, Hats, Shoes, Rubber Boots and Oilskins can be had at reasonable prices.
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Factory No.

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Union Stamp Shoes for Men, Women and Children can be had if you insist. If you don't insist you are actually an employer of CONVICT, UNFAIR AND CITIZENS' ALLIANCE LABOR.

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INFORMATION WANTED.

Chas. Buettner, No. 14977, please communicate with Headquarters, Lake Seamen's Union, Chicago.

Carl Johan Anderson, born June, 1867, in Uddewalla, Sweden, is inquired for by relatives. Address, Coast Seamen's Journal.

World's Workers

The Northumberland (Eng.) Coal Conciliation Board has decided to raise the miners' wages by 3¼ per cent.

An immense demonstration, participated in by between 60,000 and 80,000 workmen, was made at Brussels, Belgium, on August 16, in favor of a reduction of the working hours.

The Lord Mayor of Sydney gave an encouraging reply to the deputation advocating the erection of workmen's dwellings in certain parts of that city.

Alien tailors in London who struck against the sweating they were subjected to, have resumed w[illegible] a settlement of the dispute having been fixed up.

The Sydney (New South Wales) Ship Painters and Dockers' Union reports a healthy financial condition. Twenty-three new members joined during last quarter, bringing the membership up to 863.

Only one member in the French Chamber of Deputies had the audacity to vote against the bill making it compulsory for all employers to give their employes a weekly day of rest. The Senate also approved of the measure.

The Rockhampton (Queensland) Early Closing Association recently scored a great victory in the fight for the Saturday half-holiday. The poll, taken on July 7, resulted in 1408 votes being cast for Saturday as the half-holiday, against 701 for Thursday.

Nine firemen of the steamer Minnetonka, which arrived at Gravesend, Eng., on August 13, were charged in the Police Court with conspiring to impede the vessel's passage from New York. The men complained of the quality of their food, and a representative of the company alleges that as a protest they deliberately reduced the steam pressure.

"Widespread dissatisfaction" is reported to exist in the Newcastle (N. S. W.) district collieries. The boys and other unskilled employes are striking in all directions for higher rates of pay; and the Colliery Employes' Federation is aproaching the bosses with a request for a conference to consider an increase of 8d. in the hewing rates.

After declaring that there were "no unemployed in Victoria now," Premier Bent had to crawl down recently, by arranging for 200 destitute Melbourne unemployed to be put on metropolitan and country improvement works. He also decided to set apart £300 for the relief of the dependents of distressed unemployed, and invited private subscriptions to supplement this fund.

The rate of wages of farm laborers in England and Wales showed, on the whole, a very slight downward tendency in 1905, but in the great majority of rural districts there was no change. In Scotland the reports received show a rather more marked downward movement than in the case of England and Wales, while in Ireland there was, generally speaking no appreciable change.

Unskilled workers on strike at the Hetton Colliery, N. S. W., have decided to accept the invitation of the Northern Colliery Employes' Federation to join that organization; also to inform the bosses that they would resume work. In conjunction with the organized miners, they will press their claims for increased wages when the miners make their demand for an advance in the hewing rates from September 1. It is expected that the unorganized strikers at the other collieries will follow this lead.

In explaining the reason why tenders are being called for the construction of ten of the new railway engines, Minister Denham, of Queensland, stated that in addition to these engines it is intended to construct twenty more at the State railway workshops, also a number of boilers and about 150 new trucks, and this will keep these two departments at the Ipswich workshops "busy for the next two years." If however, tenders from Queensland firms are not satisfactory, extra shifts will be put on at the Ipswich State workshops, and all the new engines will be made there.

The supply of labor in nearly all parts of Cape Colony is in excess of the demand, and no one should go there at the present time on the chance of getting work. At Port Elizabeth especially there in a continued excess of workers in every branch of trade. At Cape Town there is an excess of carpenters, joiners, paper hangers, painters, boiler makers, machinists and fitters, but the following industries show an improvement: Wagon making, fibro-plasterworking, printing, joinery, cardboard box making, tanning, harness-making, and biscuit and cake baking. There is a continued exodus of skilled artisans and others from South Africa to Great Britain and Australia.

The annual returns for 1905 relating to emigration and immigration from and into the United Kingdom, recently issued, shows that the total number of passengers proceeding either to European or non-European countries was greater in 1905 than in either of the two preceding years, but that the total number of passengers who arrived in the United Kingdom either from European or non-European countries was also greater. The total number of outward passengers in each of the three years was: In 1905, 1,204,492; in 1904, 1,172,437, and in 1903, 1,148,907 The total number of inward passengers was: In 1905, 1,055,756; in 1904, 1,044,845, and in 1903, 1,014,126. The net balance outward of 146,736 persons in 1905 was greater than in any other recent year.

Returns received from certain selected ports (at which 80 per cent of the total tonnage in the foreign trade is entered and cleared) show that during June 39,483 seamen, of whom 5,255 (or 13.3 per cent) were foreigners, were shipped on foreign going vessels. In eight ports there were increases, and in 9 there were decreases as compared with a year ago, the net result being an increase of 1,849 on the number shipped in June, 1905. The principal increases were at Liverpool, Cardiff, the Tyne ports and London, and the principal decreases at Swansea, Bristol and Newport (Mon.) During the six completed months of 1906, 224,947 seamen were shipped, of whom 30,568 (or 13.6 per cent) were foreigners. Compared with the corresponding period of 1905, the only considerable decrease was at Swansea, the net result for all the selected ports being an increase in the number shipped of 10,082 (or 4.7 per cent). The principal increases were at Liverpool, Glasgow, Southampton, Hull and Cardiff Lascars, who are engaged in Asia, are not included in these figures.

Labor News.

The Department of Justice has decided that railroad workers are in the unskilled labor class and cannot be imported into the United States under the alien contract law.

The Street Carmen's Union of San Francisco went on strike on August 26 on all lines operated by the United Railroads. The men demand $3 a day and eight hours to constitute a day's work. President Calhoun of the United Railroads has intimated that the company will fight the men to a finish.

The exodus of native sons to the Northwest and New Ontario has drained the older parts of Ontario of a large number of skilled agricultural workmen; new immigrants have taken their places, but many are not up to the work from a Canadian standpoint. The rates of wages continue high.

Fining of employes as a means of enforcing discipline in the postal service, a system that has been in operation for several years, is to be abolished. First Assistant Postmaster General Hitchcock, who has jurisdiction over all postoffice employes, after a year's observation of this discipline, has reached the conclusion that it is detrimental rather than helpful. He proposes to establish in its place a uniform system of efficiency records, which will be put into operation as soon as perfected.

Advices received at Honolulu, T. H., from the Far East, are to the effect that emigration from Corea has been put under practically the same restrictions and control as emigration from Japan. No person may emigrate except by permission of the authorities. Permits to emigrate can be obtained only through regularly licensed emigration companies. These emigration companies can send emigrants only to countries having authorized representatives. If an emigrant becomes ill or in distress, the emigration company must afford relief, or provide means for his return.

Three hundred and fifty telephone girls employed in the central exchange of the Chicago Telephone Company, struck on August 23, badly crippling the service. The cause of the strike was an order issued by the company directing the girls at "central" to enter the building through a rear door, in order to reach which they were compelled to go through a pasageway 100 feet long. The girls declared that the passageway is muddy even in the daytime, and dark, slimy and slippery at night. There are three saloon entrances on the alley and the girls declared that they were annoyed by the hangers-on at those places. Seven thousand telephones in the burned district were put out of commission.

The Illinois free employment offices have issued the seventh annual report of their operations, and the record for 1905 shows an increase in number of positions filled of 7,874 as compared with 1904. The total number of applications for employment was 45,323, and altogether 39,598 persons were supplied with situations. There were 44,577 applications from employers for help and of these 4,979 could not be met. Of those applying for employment 71 per cent were males and 29 per cent females. The percentage of situations secured was 70 for males and 30 for females. The number of applications registered is the highest which has been attained since the foundation of the offices, and the number of positions secured was only exceeded in 1902.

San Francisco Letter List.

Letters are advertised for six months and kept at the Sailors' Union Office for twelve months, all told. If not called for at the expiration of one year letters will be returned to the Postoffice.

Aagard, Chr.
Abrahamsen, A.
Abrahamson. B.
Absalonsen, O. M.
Agiltzky, Hans
Agerup, Rich.
Alquist, Oscar
Alvens, Arthur
Alexander, Nels
Apelberg, Oscar
Anderson, John
Andersen, Paul
Anderson, -908
Anderson, -1260
Anderson, 1371
Anderson, -1286
Anderson, -779
Anderson, -1218
Anderson, -1219
Amudnsen, P.
Andersen, A. C.
Andersen, Hans
Andersen, -912
Anders, Fred
Andersen, -826
Andersson, C. H.
Andersson, Edward
Arnsen, Henry
Andersson-1254
Andersen, O. L.
Andersson, Efriam
Arntsen, Erik

Bastion, W.
Bahr, Frank
Bagott, R. H.
Barnokow, A. O.
Barney, H.
Bateman, S. J.
Bartelsen, P.
Bachman, Erich
Brander, Oscar
Bonsdorff, Max
Bargman, M.
Beer, F. H.
Berndtson, H.
Berner, Alex.
Behne, W. C. R.
Bodecker, A.
Bilesath, Max
Bergh, -1378
Behrens, F.
Beckwith, W.
Benedito, B. C.
Bengtsson, -1261
Berg, Gustaf
Beyerle, Rupert
Brakman, C.
Bjorkman, F.
Block Hermann
Blum, Richard
Borjesson, C. A.
Burns, Thos.
Bruggencote, G.

Caspary, S.
Cook, John
Carlson, A. G.
Cavalin, G.
Chambers, A. G.
Christensen, -905
Christensen, S.
Christensen, L. M.
Connor, Wm.
Connikie, Hugo
Crisp, E
Czerny, -927

Danielsen, Hansen
Darlls, Harold
Danielsen, -586
Davis, John
Dahlman, J. A.
Day, Wm.
De Jong, A. W.
Dean, T. S.
Dolman, Louis
Doyle, W. P.
Drews, Wilhelm
Dunne, Joe

Easton, R. W.
Eck, N. A.
Ehlers, Wm.
Ehmke, Wm.
Eklund, Aug
Eriksson, N. G. H.
Ettershank, J. W.
Evensen, -519
Eliassen, -396
Ellingsen, -594
Epling, Geo.
Ekstrom, C.
Eliasson, Ed
Ellis, Tom
Erikson, Karl
Erikson, B. O.
Ensign, Arthur S.
Ericksen, Karl H.
Erickson, Aug.
Evensen-532

Falk, J. P.
Fabricius, H.
Farrell, H D.
Fergusson, J.
Foley, James
Forstrom, -501
Fredriksen, M. W.
Fredriksen, O.
Froh, H.
Franzen, Frank
Finson, Walter
Fiehter. A.
Fraser, C. Franeois
Fleming, M.
Fluhr, John

Gabricisen, T.
Gahling, Karl
Gadd, -617
Gent, A. C.
Gerner, Hans
Gerdes, F.
Grauman, Frank
Gartz, Wm.
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INFORMATION WANTED.

Harry B. Douville is inquired for by his mother. Kindly communicate with the Journal office.

John A. McLeod, aged 23, who was one of the crew of the ship Khyber, of Liverpool, which arrived at Cardiff from Portland, Oregon, on the 8th of March, 1903, is anxiously inquired for by his father, at North Sydney, Nova Scotia. Any one knowing his whereabouts will please communicate with the Journal office.

Domestic and Naval

It is proposed to extend the steamship service of the Swedish-South African Co., now running to the Cape, to Australia.

At the commencement of the year the Chilian mercantile marine comprised 126 vessels, measuring altogether 93,947 tons, against 114 ships and 70,907 tons a year previous.

The schooner Howard Dail, 77 tons register, has been sold at Marshal's sale to Vane Brothers, of Baltimore, for $1350. The new owners will have her overhauled and repaired at the yard of the Chesapeake Marine Railway.

The New York Shipbuilding Company will soon have the steamer President, that it is building for the Pacific Coast Steamship Company, ready for delivery, and expects to have her sister-ship, the Governor, completed by next May.

An Italian shipping house is negotiating for the purchase of the British steamer Mohican, now at New York loading for Havre. A preliminary survey has been made which will be completed in Havre, and if satisfactory the ship will be accepted.

A new daily line of passenger steamers has been inaugurated between Hull, England, and Bruges, Belgium, reports Consul-General Roosevelt, of Brussels. It is operated by the Lancashire and Yorkshire Railroad, the journey taking about twelve hours.

A Berlin paper announces that the directors of the Hamburg-American line have decided to establish a direct steamship line of their own between Genoa and Argentina, in which the boats of the so-called "Prinz" class will be placed. These steamers, it is added, will be available for the new service in September.

The amount of lumber sent from Nova Scotia to American ports this year is very large, reports Consul Halloway, of Halifax. The cut in Annapolis and Cornwallis exceeds any cut known for many years. The lumber shipped from Cornwallis is largely supplied by the New York Lumber Company, which owns 45,000 acres at Gasperaux Lake.

Consul R. S. Greene reports that on account of the danger from mines the naval commander of Vladivostock has ordered that al vessels entering this port should take pilots at Askold Island. As floating mines have been frequently encountered, vessels on approaching the bay should proceed only during daylight. It is not possible to state at present when the mines will be cleared away.

It is understood that an agreement has been arrived at between the Royal Mail Steam Packet Co. and Messrs. Laringa & Co., of Liverpool, under which the vessels of the two lines will be run jointly to the West Indies and the west coast of South America. There are over a dozen fine steamers belonging to the Liverpool firm, and a working agreement with so powerful a concern as the Royal Mail Co. will be mutually beneficial.

Orders for the formation of the Atlantic fleet to be reviewed by President Roosevelt at Oyster Bay on Labor Day have been issued by the Navy Department. The President will be aboard the Mayflower and the fleet which he will review will be the strongest, if not the largest in number, ever assembled under the United States flag. It will consist of forty-five vessels, carrying 1178 guns, commanded by 812 officers with 15,235 men.

With the Wits.

Able to Eat.—"Are you still a vegetarian?"

"Nope. Got a better job. Can afford to buy meat now."

The Beginning of Knowledge.—"You really don't believe, then, that a man is ever too old to learn?"

"Certainly not. I've known men to get married at the age of 75 or more."

The Idea.—"Lushley's got a frightful cold. I wonder how he caught it?"

"Drinking hot rum punches."

"The idea! What did he drink them for?"

"For a cold."

Among the Missing.—"Willie, I told you not to fire any cannon crackers. Now, you come right in."

"Yes, Maw, in a minute. I'm lookin' for somethin'."

"What have you lost?"

"Nothing but a thumb."

Out of the Question.—"Looking for a birthday present for your little boy, eh? Why not get him a Noah's ark?"

"Oh, that would never do. We're strict vegetarians, you know, and he'd be sure to swallow some of the animals."

Explaining It.—"What do you think of Mr. Bragg, anyway?" exclaimed Nell.

"What's the matter?" asked Belle.

"He told me he could marry any girl he pleased."

"That's about correct, for I don't believe there's a girl living that he could please."

Cold Bottles and Such.—"Jack Gayboy's father left him a million at least, didn't he?"

"Yes; the old man made quite a success of the dry goods business."

"Huh! Jack's busy now making several people successful in the wet goods business."

Realistic.—"Yes, he won a prize at the amateur photographic exhibition."

"What! Why, he never took a good picture in his life. All his efforts I ever saw were nothing but gray smudges."

"That's it. He labeled one of them 'A Day in London.'"

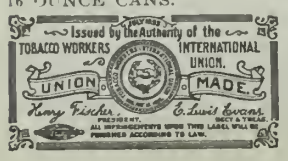
Divine Right Invaded.—"So this miserable Rojestvensky pleads guilty?" said the Tsar.

"Yes, sire, but he claims that he was crazy."

"Lese majeste!" thundered Nicholas, feeling casually of the rivets in his vest. "He must understand that in Russia lunacy is the royal prerogative."

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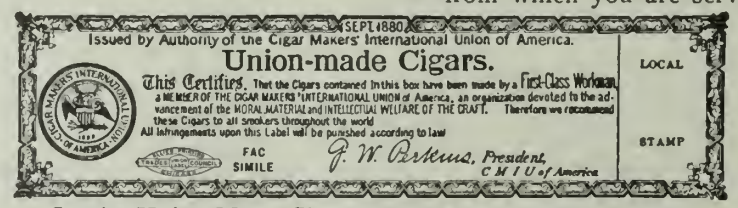
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COAST SEAMEN'S JOURNAL



FOR THE SEAFARING PEOPLE OF THE WORLD.

Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XIX. No. 50. SAN FRANCISCO, WEDNESDAY, SEPTEMBER 5, 1906. Whole No. 986.

EVENTS OF THREE MONTHS.

LET US SEE. It is now nearly three months since the seamen's unions of the Pacific Coast undertook to enforce their demand for a slight increase in wages. Much has happened in the interval. Let us see.

When the members of the seamen's unions quit work in the vessels that refused to pay the increased wage a great howl went up throughout the land. The strike was denounced as "inopportune," "illtimed," "unwise," etc. The seamen were charged with an attempt to "prey upon the stricken city" and to "take advantage of the people's misfortunes." Hardly any one could be found with courage enough to say a kind word for the seamen. Even the seamen's associates in the labor world looked askance at the former's effort to raise wages and were rather inclined to side with the general outcry against the "unfortunate affair." That was three months ago.

The shipowners, of course, were highly indignant at the attitude assumed by the seamen. The seamen's refusal to sail for less than a stated wage—$1.65 per day and found—resulted in tying up a few steam-schooners. The owners of these vessels and their fellow-patriots in the United Shipping and Transportation Association were greatly worried about the situation. These gentlemen sympathized with San Francisco in her misfortunes. San Francisco needed lumber in the very worst way. So, because the seamen's action had tied up a few vessels in the lumber trade, and in order to show their disapproval of that action, as well as to exemplify the depth of their own desire to aid the city, the shipowners immediately tied up all the shipping of the port—that is, all the shipping controlled by the United Shipping and Transportation Association. The shipowners' sympathy, as will be noted, assumed a very curious form. It would be interesting to know just what the shipowners would do should they determine to hurt the city. Anyway, that was three months ago.

As already stated, much has happened in the interval. The seamen are no longer the only class of workers who feel that conditions justify an increase of wages. Deedy not. Other crafts have felt the pinch, in the form of increased rents and higher cost of living generally. As a result, these crafts have not been slow to demand that wages be increased proportionately. These demands are too numerous to mention. Perhaps the better, i. e., shorter, process would be to enumerate the classes that have not made such demands. Even the latter course isn't so simple as might appear at first blush. The shortest cut to the present situation is contained in the general but no less accurate statement that wages in most crafts have been materially increased, accompanied in not a few instances by a reduction in hours.

This change has been brought about in some instances by strikes, in others by voluntary action on the part of those employers who have been shrewd enough to note the drift of things and to avoid trouble with their employes. Not the least interesting phase of the situation is contained in the changed attitude of the public, including the employing class. Whereas three months ago the general sentiment toward the movement for an increase of wages was one of disapproval and impatience, to-day the public is disposed to regard that movement as not only inevitable, but justifiable, and even commendable. The fact, established beyond all question by the records, that the present upward tendency of prices was started by the real estate men and landlords, seems to have penetrated the public mind and taken firm root. Nowadays the trade-union that asks for more wages, instead of being cursed as a public enemy, is commended for its courage, supported in its claims and congratulated upon its victory. What a difference is created in public opinion in the space of three short months!

The street carmen are the latest, or at any rate the most conspicuous, exemplars of the movement toward making both ends meet. The street carmen want $3 per day of eight hours, and every one wants to see them get it. The public must walk while the officials of the local street-car monopoly split hairs over a mere question of wounded pride. Nevertheless the public, man, woman and child, favors the demand of the street carmen. The local press, with the exception of the Chronicle, is outspoken in the demand that the United Railroads shall grant the terms asked by its employes. Even the Chronicle, which in the past has been foremost in protesting against a street-car strike, is forced to maintain a silence that is eloquent of its fears to offend public sentiment. It is generally agreed that $3 a day is little enough for a street carman in these times, and as generally hoped that that wage will be granted by the company, or forced from it, as the case may be.

It is good to hear the press and public talk these days. Every one favors the movement toward higher wages; the men who are engaged in that movement are no longer public enemies, but have become the true saviors of the situation. Verily, three months produce a big change in public opinion. In other words, three months are sufficient to change the attitude of the public from that of a more or less disinterested critic to that of an interested principal. Three months ago the public could see nothing but a "scarcity of lumber" in the seamen's attempt to raise wages. To-day the public feels the necessity of raising its own wages. Hence the change of public opinion on the subject.

Meantime, how fares it with the seamen's unions, the originators of the movement to keep wages on a parity with the cost of living? During these three months the seamen have maintained a struggle against what is probably the strongest anti-union combination ever formed on the Pacific Coast. It is gratifying to be able to record that that struggle is drawing to a close, with victory perched upon the banners of the seamen. The United Shipping and Transportation Association, that once proud and powerful aggregation which three months ago boldly proclaimed its purpose of "busting up" the seamen's unions, and which almost in the same breath announced the success of that enterprise, is to-day a sadly demoralized outfit, a mere fragment of its former self, whose only thought is now of retreat in something like decent order. Undoubtedly three months have worked some changes in the opinion of the enemy, too.

Many of the shipowners who at first took their stand with the Association have deserted to the camp of those who see more sense, also more profit, in doing business with the seamen's unions than in trying to "bust up" these organizations. Wise shipowners! Happy seamen! Many shipowners who have been friendly to the unions throughout the contest have increased wages upon a simple request from the unions. As for the seamen who are still locked out of the Association vessels—well, these are doing very nicely, thank you. Fortunately, these men are not entirely dependent upon the Association owners for employment, but, on the contrary, are able to secure work elsewhere, and upon much better terms than those asked of the shipowners.

Oh, yes, the seamen's unions are getting there all right. It is to be hoped that the seamen will arrive at their destination before public opinion changes again. If it should happen that the movement for a general increase in wages shall have been brought to a successful conclusion before the seamen get what is coming to them, it is just possible that the latter may again find themselves the object of criticism. The events of the past three months prove quite conclusively that public sympathy for the effort of a trade-union to raise wages is very largely contingent upon the question whether or not the public itself stands to make anything by the deal—that is, whether or not it stands to secure an increase in its own wages. "A fellow-feeling," etc.

COMMENT OF THE PRESS.

Sailors Will Win.

The sailors will win their fight with the United Shipping and Transportation Association of San Francisco. They will win because their cause is just, and because circumstances unforseen in the beginning are working in their favor.

Manager Schwerin, head of the Harriman water lines, also head of the United Shipping Association, who is insisting on continuing this fight against the sailors is beginning to hear the murmurs of an indignant public along the entire Pacific Coast. At Portland there is a great congestion of freight and business is hampered because of insufficient water transportation. Murmurs are heard on every hand and Portland's great daily, which has not had a word in favor of the sailors, had a severe roast for Mr. Schwerin in a full column front page article this week.

The Transportation Asociation has steadily refused to arbitrate with the sailors. The latter have offered to submit their case to a board of arbitration from the start. The Transportation Association, with a blind stubbornness which can only come from ignorance, believes it can destroy the Sailors' Union. The time may come when it can be done—some time when the sailors through error or unfair demands will merit defeat—but that time has not come in this case and the sailors will win.

Among the causes that will produce this result are these:

First, business men will finally awake and demand of the Transportation Association that full traffic be resumed. They are not interested in helping the Association defeat its men in a demand for a $5 per month raise when the Association has raised freight rates excessively. Business must be carried on.

The second cause helping the sailors is the fact that no real man will take the place of one of these men out on a strike. Public opinion is changing toward the union idea, and when a union can present a fair case the public is learning to give that case a fair hearing. And, again, every real sailor on the Coast is in the Sailors' Union.

The third cause, and one of the strongest to help the sailors is old ocean herself. The weather is pleasant now and the ocean is quiet. It is possible to bring a boat from San Francisco to Gray's Harbor poorly manned. If the green boys gotten aboard become seasick, and they invariably do, the captain and mates can run the boat.

But September with its equinoctial storms will soon be here. November gales quickly follow. Then come the mountainous billows of December and men are needed on the ships that pass in the night. The men capable of carrying the ships up this Coast then are all in the Sailors' Union, and new men cannot be trained for the work, in the time allowed.

When Fernando De Magellan first sailed his high-built Spanish galleons through the straits that bear his name, in the year 1520, his vessels entered the waters of the great ocean that seven years before, Balboa had christened the "Pacific" or "Peaceful" ocean.

Balboa saw the Pacific first in summer, getting his first glance on a sheltered bay. Had he seen the Pacific aroused; could he go down this coast and see the skeleton wrecks that line the beach, he would re-christen the mighty water.

The winter ways of the Pacific will help the sailors win.

The sailors will win.—Gray's Harbor (Wash.) Post.

Michael Refused Duty.

Michael O'Hern is a well-to-do, respected citizen of Aberdeen, 51 years old. He possesses a nice house in Los Angeles, some ready cash, and a slight accent. He spends his winters in Los Angeles, his summers on this harbor, having done this for the past three years.

In an evil hour, Mr. O'Hern met the captain of the Newburg. "Says the captain, says he," to quote Michael's version of the incident, "I need a man aboard ship to peel potatoes and view the scenery on the way between this place and 'Friseo. I will charge ye nothing for yer fare and ye can view the ruined city, Michael."

Mr. O'Hern is of a roving, romantic nature and figured out that a free trip to the ruined city, which he could view by moonlight, would be a fine thing. He estimated that the exercise of peeling a few potatoes would whet his appetite for the sights he'd see.

So he shipped.

This was several days ago. The stately Newburg cast off her lines and dropped down the bay carrying Michael and his desires for fine scenery, safely snuggled up in her cabin.

But, lo! He is with us again.

He tells the story in this way: "Ye see, we wint out for the sea wid the captain, two mates and three min. We got down to the harbor entrance and the whitecaps were rollin' fearful high, so we cast anchor. I started peeling potatoes while the cook who was a Jap tried to work up a conversation. I couldn't talk Jap and he couldn't talk United States, so there we were.

"The captain said he guessed he'd go ashore at Westport and see if he couldn't pick up another man or two. As he started to go over the side, he turned to me and tould me 'to get busy cleanin' the brass on the ship while he was gone.' I tould him I shipped to peel potatoes and not to clean brass. He tould me I'd have to. I tould him I wouldn't. Thin he got hot. Thin I got hot. He said he'd make me work my way to 'Frisco. I tould him I'd have him arrested as a kidnapper if he did. I tould him he'd shanghaied me. I grabbed me goods and as he wint into his boat to go ashore, I followed him. One of the other men did too. We tried to get the other fellow but he was asleep. So I guess he wint to sea. We landed at Westport and came back here."

When Mr. O'Hern had finished his story we asked him if he would ship again soon.

"Not on yer life," said he.

This incident would indicate that a captain can have difficulty even if he has a non-union crew.—Gray's Harbor Post.

A Business Proposition.

The "business men" complain because perhays a half dozen steamers have been prevented from coming to San Pedro because of the stand of the longshoremen. Supposing they did come. Say they discharge in three days, which is about the average time. Say the payroll amounts to $175, which is a fair estimate. Six vessels would aggregate something over one thousand dollars.

But supposing the sailors should win the increase of $5 per month. It is a safe prediction that the wage would remain at that figure at least three years. Say that six steamers per week arrive, throughout the year, or say three hundred annually. The increase for a crew of ten men (many carry more), would be fifty dollars per month. Twelve months would aggregate $600. That figure multiplied by 300 would equal $180,000, at least half of which would go into immediate circulation, in San Pedro, as against a present loss of $1000, or, to make it liberal, say, $2000.

Is not this a good "business" proposition? It is this that the sailor, and every other organized workingman, takes into consideration before going on strike. He takes the chance, the same as men do on other kinds of speculation, and his experience has taught him that the chance is often well worth the taking.

Some of the "business men" who have such high foreheads that they run clear down their backs, would do well to stop long enough to exercise something else, besides their vocal organs, on the subject of "how the unions are killing the town."—Z. W. Craig, in Union Labor News.

Over three months have elapsed since the trouble between the Sailors' Union of the Pacific and the United Shipping and Transportation Association was precipitated and as the days go by it is forcibly apparent that the sailors are more than holding their own. While the Association have been giving to the newspapers that they have the situation to their advantage, the condition of the shipping industry along the Coast tells a different story. At San Francisco, the seat of the trouble, the Association made an early appeal to Mayor Schmitz that they were fully able to secure suffieient seamen to fill the places of the union sailors and handle the shipping if they could secure police protection. They complained that as fast as they were able to get non-union sailors they were assaulted and intimidated. Upon their plea Mayor Schmitz assured them that he would not tolerate violence from any quarter and granted them an extra squad of peace officers to protect themselves against alleged interference of their work. From the reports of the police officers on the water front there had been no unusual disturbances, but the extra officers were supplied anyway to satisfy the members of the Association. As the police assigned to the water front were not committed to the use of the Association for picket service they were of little use to the latter and it was but a short time until the Association sent in for another detail of extramen. The application was refused for the reason that the reports of the Police Department did not warrant the service of more men along the water line. The Mayor then received a communication from the Association, which caused him to make a vigorous and heroic reply.—Portland (Or) Labor Press.

When They Understand.

One of Aberdeen's brightest young business men, discussing the lockout of the seamen, said he felt that the sailors were wrong in striking at the time of 'Frisco's calamity. When it was shown to him that the sailors made their demands before the earthquake; that they withdrew their demands when the disaster occurred; that they only renewed their demands when the Transportation company raised freight rates to the stricken city, whereby each boat earned $1000 more each month and the sailors made their original demand, asking $5 per month, not from the stricken inhabitants, but from the Transportation Company., he exclaimed, "Well, that makes a difference. I don't believe the general public understands that. I am with the sailors, then, if that's the case."

There's the point. When the public understands, its sympathy is with the sailors.—Gray's Harbor (Wash.) Post.

COLON HARBOR.

United States Consul James C. Kellogg sends from Panama a copy of the harbor regulations at Colon, from which the following is taken:

All vessels entering the harbor will be charged light fees, and wharfage when wharfage is occupied in proportion to tonnage, as per printed rates.

No vessel will be allowed to hang at the outer buoys.

Vessels will anchor in the harbor and remain there until assigned berths by the company.

No chains are allowed to be used in making fast to the wharves, and vessels will be held liable for any damage done to the wharves by unnecessary chafing, neglect, etc.

No coals, ashes, offal, or rubbish are to be thrown overboard by vessels at the wharves.

Masters of vessels will be governed by the directions of the company in changing berths, hauling to buoys, anchoring in any part of the harbor, etc., and are requested to notify the company when wishing to haul, and also to give at least six hours' notice before leaving port.

All vessels to show a light in some conspicuous part while at anchor in the harbor at night.

Any vessel arriving with gunpowder or other explosives on board will not be admitted to wharf or allowed to land the same until a report is made to the company and an arrangement entered into with the company for the immediate disposal of the explosives.

The Canadian manufacturers, acting through their association, are organizing mutual insurance companies in which they intend to insure their factories on the pattern of the mutuals in the New England States. It is proposed to organize three of these corporations, and to locate one in Montreal and one in Toronto, without specifying as to where the third is to be situated.

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions)

FIRST FOREIGN SALUTE.

The question as to when and where the American flag was first saluted by a foreign government, is one which has been the subject of considerable controversy; although the actual facts of the case are, and for some time have been, well known to careful students of American history. It is popularly supposed that the first salute was given to the American warship Ranger when she was under command of Paul Jones, and that the event occurred in 1778. On the other hand, it has long been known to students of history that two years earlier a salute was given to the American flag by the governor of one of the Dutch West India islands. The confusion has arisen from the fact that prior to the adoption of the stars and stripes as the national emblem, the colonies had adopted another flag, in which the stars did not appear. It was the earlier flag which was saluted in 1776; while Paul Jones is quite correct in stating that the first foreign salute to the Stars and Stripes was given to the little war vessel Ranger while she was under his own command.

The necessity for the adoption of a common national flag does not seem to have impressed itself upon the American colonies until toward the close of the year 1775, when a committee consisting of Dr. Franklin, Mr. Lynch, and Mr. Harrison was appointed to consider the subject. They met at the camp of the Colonials at Cambridge, and proposed the adoption of a flag which should retain in the corner the King's colors of Union Jack, consisting of the combined crosses of St. Andrew and St. George, thereby representing the still recognized sovereignty of England, but that the field of the flag should consist of thirteen stripes alternate red and white, which should be emblematic of the union of the thirteen colonies against the tyranny and oppression of the King. The new flag was adopted, and it was first hoisted on January 2, 1776, the event taking place at the Continental camp at Cambridge. This flag is known as the Continental Union flag.

The first vessel to receive a salute for the Continental flag from a foreign power was the little brig Andrea Doria, commanded by Captain Robinson. This vessel was purchased prior to the adoption of the new national emblem, and she had seen active service under Nicholas Biddle. In September, 1776, she sailed from Philadelphia for the island of St. Eustatius, to take aboard a cargo of arms. On her arrival at that port on November 16, 1776, she saluted the Dutch flag, and her salute was returned by the governor, De Graaf, with thirteen guns, corresponding to the thirteen States. The gallant governor bid fair to pay dearly for his enthusiasm; for Mr. Christopher Greathead, who commanded the British island of St. Kits, hearing that a certain North American vessel had been supplied at St. Eustatius and had saluted the Dutch fort of Orange, and that the fort had replied, remonstrated against this insult to his Britannic Majesty. Proofs of this salutation were sent to Sir Knight York, English Ambassador to the Dutch Republic, and he laid them before the high and mighty States General, and demanded a formal disavowal of the salute and the discharge and recall of De Graaf. The governor was cited to appear before the States General; but he delayed doing so, and when he eventually reached Holland in 1778, France had acknowledged the independence of the American colonies, and other nations soon followed. The offense of De Graaf was no longer a solitary one, and the complaint against him was lost sight of and forgotten.

In 1776 a pamphlet was published in Concord, N. H., entitled "The Stars and Stripes the Flag of the United States of America—When, Where, and by Whom was it First Saluted," in which the writer proves the fact of the salute in the West Indies, and speaks of it as a "salute of the Stars and Stripes." This, as we have shown above, was an error, the stars not having been added to the flag until the following year.

It was on June 14, 1777, that the American Congress resolved that the flag of the thirteen united States should consist of thirteen stripes alternate red and white, with thirteen stars, white in a blue field, representing a new constellation.

Paul Jones claimed that it was his good fortune to be the first to display the Stars and Stripes on a naval vessel, and it had previously been his to hoist with his own hand the "flag of America" on board the naval vessel Alfred. He was appointed on June 14, 1777, to the command of the Ranger, which carried a battery of sixteen six-pounders. He crossed the Atlantic, and on entering the Quiberon Bay, on the 14th of February, 1778, he saluted the French fleet under Admiral La Motte Piquet, and received in return a salute of nine guns. This was the first foreign salute to the Stars and Stripes; and the subject has been commemorated in the paintings and engravings with which the public is generally familiar. —Scientific American.

In referring to the Argentine Government subsidy scheme for the establishment of a direct steamship service between the Argentine and Europe under the Argentine flag, the Berlin Boersen Courier states the proposal shows that the Government attaches value to the institution of a service of vessels flying the national flag. The Berlin newspaper adds as a report that English shipping companies are already seeking to participate in the projected subsidy by the establishment of a direct line between London and Argentine which meets the requirements of the Government and flies the Argentine flag, notwithstanding that the subvention agreement is only to be entered into at the end of the year. The subsidy is to be 28,000 gold pesos for each round trip (peso=.965 cents)—that is, from the Argentine to Europe and vice versa, but the maximum will not exceed 56,000 gold pesos per month. The arrangement is to be for ten years.

The largest marine gasoline engine in the world is about to be shipped from Baltimore to Russia. It is of 1,600 horsepower, and is one of four ordered by the Czar's Government at a cost of $100,000 from White & Middleton to go into Lake submarine torpedo boats. The firm is expecting similar orders from the German Government.

NEW MENACE TO NIAGARA.

Not content with planning to use up all the water of Niagara for industrial purposes, leaving the cliff bare of its cataract, the exploiters of the Falls are now complaining that even the whole present flow of the river is not enough for them, and asserting that they must back it up by a dam on the very crest of the Horseshoe Fall. The construction of such a dam at no distant date is predicted in The Electrical Review by Alton D. Adams. He writes:

"It is highly probable that another decade of development like the last will make it necessary to erect a dam in the lower part of the Canadian channel, to maintain a sufficient head of water for the operation of the power plants nearest to the Horseshoe Falls. It may be noted in this connection that while the six great power plants about Niagara Falls operate under heads of water that range from 136 to 210 feet, yet a variation of the level of the upper river by as much as ten per cent of these heads downward from the normal would suspend their operation by laying bare the tops of the various penstocks where they enter their forbays

"The diversion of large quantities of water from the Great Lakes and the Upper Niagara River will have a double effect on the head available at the two lower power plants on the Canadian channel. One effect will be the less depth, due simply to a smaller body of water in this channel, and then comes an additional decrease of the depth in front of these two power plants, due to lower velocity and less piling up of the water along the concave bank.

"With constructions completed and under way that are designed to divert no less than 80,000 cubic feet of water per second from Niagara River, with power companies operating on both sides of the falls that are authorized to divert additional water in unlimited volumes, and with promoters making strenuous efforts to obtain further water rights on the same river from New York and Canada, the erection of a dam near the crest of the Horseshoe Falls will probably be a necessity at no very distant day, if the water supply for the two power plants nearest to these falls is to remain unimpaired. Such a dam might properly start from the shore of Queen Victoria Park between Horseshoe Point and the intake of the lowest power plant, several hundred feet above the falls, and run approximately parallel to their crest-line for a distance of 1,000 feet. . . . .

"Such a dam would probably have its height so limited that it would be entirely submerged, and it would thus create a minor cataract a little above the crest of the Horseshoe Falls. The construction of this proposed dam would simply be following the precedent fixed by the two companies whose power plants are nearest to the head of the Canadian channel, for at the intake of each of these plants a long wing dam runs out into the river."

"Forbidden" is a familiar word abroad. In Italy it is "vietato," in Germany, "verboten," or more politely, "untersagt," and in France, "defendu."

Home News.

President Roosevelt has cabled to King Frederick of Denmark, through the American Minister, his congratulations on the opening of the cable to Iceland.

The Republicans of Danville, Ill., on August 10 presented Speaker Cannon, their representative in Congress, with a resolution indorsing him for the Presidency.

President Roosevelt's order regarding phonetic spelling will be extended to all departments of the Government. By this direction all documents are to be printed with that form of spelling.

President Roosevelt has appointed James S. Harlan, of Chicago, a member of the Interstate Commerce Commission. Harlan is a son of Associate Justice Harlan, of the United States Supreme Court.

W. S. Fielding, Minister of Finance in the Canadian Government, was unseated on August 17 as a member of Parliament for the Queens-Shellburne district by the Supreme Court. Fielding was charged with corrupt practices in the recent election.

Following directly on the trail of the wrecked Milwaukee-avenue Bank, the Garfield Park Bank, of Chicago, Ill., closed its doors on August 16. The deposits approximate $100,000 and indicate the extent of the failure to the community of the West Side.

Bob Davis, a negro who assaulted Miss Jennie Brooks near Greenwood, S. C., on August 13, was lynched at that place on the 16th. Governor Heywood made a strong appeal to save the negro, but the mob was determined and shot the negro to death.

Brigadier-General Howell and Colonel Lamb, of the Salvation Army, completed arrangements for the settlement of between 20,000 and 25,000 British emigrants in Canada within a year. A fleet of ten steamers will be chartered for their transportation.

A suit instituted by the City of Chicago against the Chicago Union Traction Company, because of the filthy condition of its cars, has been decided in favor of the city and a penalty of $100 imposed. Thirty or more similar cases are pending against the company.

The next monthly bulletin of the California State Board of Health will contain a warning by Secretary F. K. Foster against the cramming method of education now in vogue in the public schools. Secretary Foster asserts that the health of children is being ruined, and that in many instances they have been made hopeless idiots because their minds have been too greatly taxed by the course of study forced upon them.

The monthly statement of the collections of internal revenue shows that the total receipts for July, 1906, were $23,399,867, an increase over July, 1905, of $2,609,420. The receipts from the several sources of revenue include the following: Spirits, $12,572,443; increase, $1,593,510; tobacco, $4,109,419; increase, $420,629; fermented liquors, $6,551,662; increase, $592,705.

Immense fortunes were won on August 17 in the remarkable rise in the E. H. Harriman stocks, the Union Pacific and Southern Pacific, following the announcement that for the first time in the history of the road a dividend had been declared on Southern Pacific and that the Union Pacific common had been placed on a 10 per cent basis. Harriman and King Edward VIII are said to have won about $10,000,000 each.

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Pacific Coast Marine.

The Fulton Iron Works, at San Francisco, were bady damaged by fire on August 31.

The steam-schooner Sea Foam has been purchased by George Fritch, of San Francisco.

The barkentine Tam O'Shanter has been chartered to load lumber at Gray's Harbor, Wash., for Valparaiso, Chile, for orders.

The French bark Marechal de Villars, which sailed recently from Antwerp for Portland, Or., has returned to Antwerp damaged in collision with the steamer Ruegel.

The naval training ship Intrepid will be ready to be placed in commission at the Mare Island Navy Yard in about six weeks. All of the work on the vessel is practically finished.

Captain C. H. White has been appointed master of the ship Two Brothers, vice J. W. Balch. Captain Andrew Carlson takes command of the steamer Onward, vice Captain C. Gustafson.

The French ship Cocoa, from Stettin for San Francisco, previously reported ashore at Cadgwith, has been towed off and beached at Cadgwith Cove, according to a London telegram received at San Francisco on August 28.

The long overdue British ship Clackmannanshire, from Portland, Or., April 14, has arrived at Port Pirie, South Australia. The vessel encountered severe storms and contrary winds, which drove her far out of her course.

The German steamer Assuan, of the Kosmos Line, which arrived at San Francisco a short time ago from Hamburg, is to be given a general overhauling and will consequently remain in the latter port for some time.

Civil Engineer Rousseau of the Mare Island Navy Yard has announced that orders have been received from the Navy Department that all shipkeepers, hostlers and firement at the Navy Yard working on holidays shall receive double pay.

A telegram received at San Francisco on August 28 from Victoria reported that the British steamer Twickenham, from Sourabaya, Java, previouslv reported as ashore near Roche Harbor, had ben floated and had proceeded to the Esquimault drydock.

Official word has been received at Mare Island Navy Yard to the effect that the cruiser Marblehead is to be placed out of commission. It is now assured that the Yorktown will take her place in the Pacific squadron. Most of the officers and erew of the Marblehead will be transferred to the Yorktown, as will also the equipment and stores.

The steamer Homer, arriving at San Francisco on August 27th, from the Probilov Islands, reports that five Japanese seal-raiders were caught some weeks ago by the United States Government agent on St. George's Island in the Probilov group. They were captured without bloodshed and will be sent to Valdez for trial by the first steamer calling at the island.

The Treasury Department has directed the revenue-cutter Grant to proceed to British Columbia and receive fifteen bodies of victims of the Valencia disaster some months ago off Vancouver Island and bring them to Seattle, Wash. These bodies were buried on a very rough part of the coast, inaceessible except by small boats. An ocean tug has been provided by friends of the victims, who will disinter the bodies and transfer them to the Grant.

The steam-schooner Celia went ashore at Point Joe, near Point Pinos, Cal., during a dense fog on August 28. All hands, including a number of passengers, were saved, but the vessel is a total loss. The Celia was one of the smaller steam-schooners, and was owned by the Albion Lumber Company. The vessel was built in 1884 by Matthew Turner at Benicia, and was of 173 gross and 115 net tons register.

A telegram received at San Francisco on August 28 from Valparaiso stated that the Kosmos steamers Uarda and Salatis had been injured by the earthquake there a few days previously. Particulars of the injury to the vessels have not, however, been received. The Uarda was bound from San Francisco to Honolulu and the Salatis, a new vessel, was on the way to San Francisco from Hamburg. The Uarda was in San Francisco at the time of the earthquake and fire on April 18 last, but suffered no injury on that occasion.

Word has been received at Mare Island Navy Yard that the flagship Chicago is expected to arrive in San Francisco harbor in a few days, where she wil be detained several days before proceeding further south, to join the Charleston, which is bearing Secretary of State Root on his South American trip, and which is coming to the Coast to take the pace of the Chicago. The Chicago will then proceed to the Atlantic Coast to be given a thorough overhauling and will later be placed in the Atlantic fleet.

The steamer Homer, from he St. Lawrence and St. Paul Islands, arrived at San Francisco on August 27, with six passengers and a cargo of furs, consisting of 14,476 sealskins, twelve barrels of blue fox skins and one barrel of mixed skins. The Homer is the first vessel of the North American Commercial Company to return from the Behring Sea Islands. She brings reports from the Alaskan coast of new volcanoes breaking out in the Alaskan mountains and of old ones becoming active. So far as known no damage has been done.

Acting Collector of the Port William B. Hamilton, of San Francisco, has imposed a fine of $500 each on masters of coasters which have cerried passengers without licenses. Those fined are Captain B. Anfrend, of the steamer San Pablo, which brought two passengers from Eureka, and Captain John Reinertsen, of the Pomo, which brought eight passengers from Albion. Captain R. B. MacKay, of the Tampico, which was recently in collision with the ferry-boat Bay City, was fined $100 for navigating the Bay without a pilot's license.

The tower of the San Francisco Ferry building will be repaired with reinforeed conerete, instead of galvanized iron, at an increased cost of about $9000 over the expense provided for when the contraet for the work was awarded a few days ago to the Pacific Construction Company. The original contract priec was $4367. The contractors have suggested reinforced concrete in plaee of galvanized iron, and the proposition has met with the approval of the Harbor Commission. Chief Engineer Norton was directed to prepare plans and specifications for the work.

Captain A. C. Peterson of the ship Servia, lately arriving at San Francisco with a salmon cargo from Alaska, has reported to the Branch Hydrographic office that on June 1, in entering Cook's Inlet, he saw heavy breakers four miles south of the western island of the Chugach group, and afterwards two heavy breaks about midway between Point Banks and the Barren Islands. Captain Peterson also located a sandbank in three fathoms of water at low tide about two miles off shore and abreast of Ninilchick, inside of which and close to shore is a long line of dangerous rocks.

The steamer Queen City, which arrived at Victoria, B. C., on August 28, from the Vancouver Island coast, brought confirmation of the reports regarding the finding of a boat with eight skeletons in a cave. The cave, which is located at Pachena Point, not far from where the steamer Valencia was wrecked, was found by an Indian cruising in a canoe in the vicinity. He climbed over the rock at the entrance and swam in, finding among wreckage at the end, about 200 feet in, an iron safe, a pontoon and a boat, practically undamaged, with eight corpses, all decomposed beyond recognition, only the bones being left.

Captain John Metcalfe, representing Lloyd's, and Captain A. F. Pillsbury, representing the San Franciseo Board of Marine Underwriters, upon the arrival of the Oceanic liner Ventura off the stranded Pacific Mail liner Manchuria, lying north of the Island of Oahu, were transferred direct in the open sea on board the Manchuria. Captain Metcalfe says that it wil be a long and strenuous job to rescue the Manchuria from her present position. It will probably take a week to place anchors securely to hold the steamer where she is and he declines to say whether ultimate success can be expected. After the anchors are out they will then decide the question about unloading the vessel, but it is utterly useless to attempt to tow her off now.

It is reported that the Ameriean bark, Homeward Bound, now fifty-six days out, from San Jose de Guatemala for Portland, Or., will be libeled upon arriving at her destination, by a number of men who never received their profits for reinsurance upon the vessel, when she was the German ship, Otto Gildemeister. Under that name the vessel was long overdue on the way from the Asiatic Coast, a few years ago, and reinsurance reached the high figure of 90 per cent before she was finally reported off the Southern California coast, dismasted and helpless. At San Dego the vessel was reported as a total loss. Later, she was brought to San Francisco and sold to Hind, Rolph & Co., and put under American registry, and her name was changed to Homeward Bound.

Men in need of medicine go to City Front Drug Store, No. 10 Mission St., near East, S. F.

Get your Spring Blood Cleanser at the City Front Drug Store, 10 Mission street, opposite the old Sailors' Union Hall, San Francisco.

P. E. Erickson, dealer in Havana Cigars, Cigarettes, Tobaccos, etc., sole agent for the celebrated Red Anchor Brand Snuff, importer of Swedish Razors and Cutlery, Subscription Agency for the Svenska Nyheter, Amerikanaran and Kuriren, formerly at corner of California and Kearny, now doing business at 108 East Street, opposite Mission-street wharf, San Francisco.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. Particular attention is paid to insurance claims. Room 207, Merchants' Exchange Building. Phone, Temporary 394.

JAPANESE FISHING PROGRESS.

United States Consul Charles B. Harris, in response to a request from an official in the Philippine Islands, in charge of fishing investigations, sends the following information relative to the capture and preservation of fish for the market at Nagasaki:

The fishing boats are principally made for sculling; consequently are comparatively frail, and hardly fit to sail against a stiff breeze. I am informed that the authorities are considering the defects of the Japanese fishing boats, with a view to the introduction of western styles, which will be gradually adopted by the Japanese fishermen.

In the island of Kyushu the pound net is used a good deal in taking various kinds of fish, as tunny, bonito, yellow-tail, etc. A net of this variety is sometimes several thousand feet in length. The seine is also used extensively in Japan to catch sardines, anchovies, etc., and it is said to have been made after an American model. The seine nets are very long, sometimes even three miles in length. There are several other kinds of nets used in this Empire. The spread net, for instance, is spread on the bottom, and when it is raised catches the fish that may be within its reach. Lines are also used, sometimes being long lines, which are left stretched in the water, or else hand lines. Weirs and traps are made use of in the capture of fish in ponds and streams.

As regards the preservation of fish, processes vary according to the different kinds of fish which are dealt with. Certain parts of herring are used for food, and the remainder is pressed for the oil and to make guano. More latterly, however, in view of the competition of the imports of bean cakes from North China, herring guano from Asiatic Russia, and sardines from Korea for use as fertilizers, the authorities have encouraged the curing of herring by smoking and salting.

The prospects of the sardine-packing industry in Japan are bright, and the Government is encouraging the tinning of sardines and the preparation also of anchovy sauce in foreign fashion. The bonito fish is dried and smoked. The "tai" is only very seldom salted down, it being generally sold in the raw condition. Tunnies also are occasionally prepared in salt or dried. Yellow-tail, mackerel, and cod are preserved in salt, the oil also of the latter being used as medicine. Salmon is salted or tinned.

Shellfish, lobsters, prawns, cuttlefish, and seaweed are other important factors in the growing commerce of the Eastern-Asiatic nations in their own sphere of commercial relations, and the output of this class of marine products figures up a considerable sum in the trade of Nagasaki and this part of Japan. Whaling and whale meat are subjects by themselves.

The action of the French Parliament in passing a bill with little opposition making Sunday a day of obligatory rest has given very wide satisfaction in that country. A special clause of the law authorizes the ministers interested to suspend fifteen times a year a day of rest in establishments under State control or private establishments where work is going on in the interest of national defense. The bill allows masters and employers in cases of bakeries, hotels, restaurants, and such places to so arrange their work that employees who work on Sunday shall rest on some other day of the week.

COAST SEAMEN'S JOURNAL

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THE SAILORS' UNION OF THE PACIFIC
Established in 1887

W. MACARTHUR, Editor | P. SCHARRENBERG, Mgr.

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

ALLIED PRINTING TRADES UNION LABEL COUNCIL SAN FRANCISCO

WEDNESDAY, SEPTEMBER 5, 1906.

THE END IN SIGHT.

Important developments occuring during the past week forecast the early conclusion of the contest between the seamen's unions of the Pacific Coast and the United Shipping and Transportation Association, of San Francisco. Indeed, it may be said with absolute certainty that the end is now well in sight. Almost any day, possibly before these lines reach the reader, the whole trouble may become a thing of the past.

In the early part of last week Secretary Furuseth, acting on behalf of the Sailors' Union of the Pacific, addressed a letter to the owners of the sailing vessels, requesting that in view of the general conditions on the Coast, the wages of the seamen employed on such vessels as are still paying the minimum scale of $40 be increased $5 per month. The sailing ship owners, who, as is well known, have continued friendly to the unions during the lockout of the past three months, had previously expressed themselves as favoring an increase of wages. When the request of the Sailors' Union was formally presented to them, they promptly acquiesced in the proposal. The new wage scale in the sailing vessels, therefore, provides for a rate of $45 per month, and 50 cents per hour overtime after nine hours, on all sailing vessels on the Coast.

The action of the sailing ship owners bears upon the lockout situation mainly as showing the disposition of the shipowners generally to recognize the justice and necessity of the seamen's claim for an increase of wages. Within the past few days this attitude has been further demonstrated by the action of a number of Association owners, who have practically abandoned that body and made terms with the seamen's unions. On Saturday evening of last week arrangements were perfected under which a large number of steam-schooners which had taken part in the fight against the unions will hereafter carry union crews upon the terms asked prior to the lockout. In all probability still other steam-schooner owners will make similar arrangements within a few days.

Thus the situation stands so that only a remnant of the United Shipping and Transportation Association continues at war with the seamen's unions. How long the situation will remain in this condition can not be foretold with any certainty. However, the latter question need give no concern to any one other than those who are responsible for it. Seamen and shipowners generally on the Pacific Coast can well afford to regard with perfect equanimity the spectacle of a corporal's guard of Association owners biting off their noses to spite their faces.

BURIAL BY CONTRACT.

The United States Public Health and Marine Hospital Service, in announcing the yearly contracts for the care of seamen, furnishes some data that are very interesting, and especially as to the cost of burial of deceased sailors who die in contract hospitals or in the hands of contract physicians. It appears from the official figures given, that the average prices paid in the larger cities is about $15 per capita, although New London, Conn., the most costly of the list obtains $16.50 for the burial of a sailor. San Juan, P. R. obtains $15. Bridgeport receives $2.20. Superior, Wis., $3.39. Key West, Fla., $5.25. Jacksonville, Fla., $6. Los Angeles, Cal., $6.45. Cairo, Ill., $7. Marquette, Mich., and Solomon's Island, Md., $8. Manitowoe, Wis., Portland, Ore., and Newport, Ark., $9. Galveston, Tex., $9.25. Port Tampa, Fla., $9.50. Bangor, Me., and Bismarck, So. Dak., $10. Evansville, Ind., $11. Burlington, Iowa, $11.75.

The average sailor man is a little curious and would like to be informed how it is that the undertakers at Ashtabula, Ohio, eay lay his shipmates away at that ridiculously low price of $2.20, but they will have to inquire of the contractors, Messrs. Gregory Askew & Co., of that city, how it can be done. It is pretty certain they can not afford to supply any floral decorations at that price. Then A. P. Le Sage, at Superior, Wis., is a close second at $3.39; the price savors of bargain-counter figures. These figures would have been suffieiently startling to have awakened comment, but the Ohio people outbid them by $1.19. The Key West figures of $5.25 seem very small for a deecnt burial, and the Jacksonville and Los Angeles prices seem far too low for a proper interment of a faithful old tar.

Of course it must be borne in mind that some of the ports named are not frequented by deep-sea craft, but that matters not, for in the language of the law a man or a woman who is employed on a registered vessel of the United States is a "seaman," and it is seamen that are provided with burial under these contraets. It can not be that the bodies of these poor unfortunate seamen are cremated and their ashes cast out to the winds, for that is too costly a method, hence, we are led to suppose the body is put into any old packing box and dumped into a vacant lot or perhaps chucked into a trench in the Potters' Field, unmarked, unknown and uneared for, a lamentable ending for a "ward" of this great nation.—American Shipbuilder.

The indignation expressed by our esteemed contemporary is fully justified by the circumstances referred to. The contract burials(?) of dead seamen at the hands of the Government is disgraceful, and would not be tolerated by any community in the disposition of its indigent dead. That a rich and powerful nation, assuming, as it does, paternal authority over all the affairs of the seaman, should contract for the burial, i. e., removal, of the seaman's remains at the paltry figure of $2 or $3 says but little for the nation's sense of respect for itself or of decency toward the dead. The Government must know that anything like proper interment is impossible at the figures quoted. Moreover, the Government ought to see the obvious suggestion that the contractor probably figures upon a profit in disposing of the dead by means other than burial. This suggestion carries with it the reflection that a government possessing so little delicacy in a matter of sacred character ought to possess more acumen in a business matter. In a word, the Government, instead of paying the contractor for burials that do not take place, ought to compel the latter to divide the proceeds of the sales that do take place. But perhaps the Government is satisfied that it makes a good bargain in getting rid of the dead seaman upon any terms. In whatever way the case is looked at, it presents a nasty appearance, one that is little calculated to inspire feelings of respect for the seaman, alive or dead, or for the Government under whose flag he lives and dies. The only compensating feature of the business is that of consistency. "Poor Jack" is so much used to being treated like a pauper or criminal while alive that anything approaching "Christian burial" would probably surprise him back to life. Better let the poor devil stay dead! Better make the dead seaman an anatomical "subject" than take chances of having to bury him twice, at the enormous expense of $2.20 each time!

SEAMEN'S RIGHTS IN PUBLIC.

Admiral Goodrich has taken the Mayor of Tacoma to task for treating the uniform of the Navy with disrespect. The particular form it took was objecting to a jackie entering a ballroom in which a dance under the auspices of the Elks was in progress. It is intimated that while the jolly tar was not intoxicated, he had been drinking, but perhaps an injustice was done him in that regard. If he was really injured in feelings or otherwise, however, it does not become the Admiral to find fault. A dance is a social function and those who conduct it have a right to nominate who shall be the guests. Until Admiral Goodrich can demonstrate that jackie is a welcome guest at his own table, he has no kick coming. In fact, if the Admiral is like most officers he will be obliged to confess that it is the notion of strict discipline of his order that must be held responsible for affairs of this kind. So long as the line is strictly drawn between the quarter deck and the fo'castle, civilians who are in the habit of noting things will be bound to look upon Jack, not as a defender of the country, but as a common sailor. It rests with the officers to change this point of view.—San Francisco Chronicle.

Ergo, so long as the admiral bars the jackie (the seaman, not the monkey) from his own dances a public purveyor of the light fantastic may do the same. Magnificent, inescapable logic! Let's see how it works out. Let's take the editor of the Chronicle for example. Suppose that distinguished disciple of Locke and Bacon gives a dance. Suppose an equally distinguished disciple of Caxton and Mergenthaler butts in. What happens? The D. of C. and M. butts out again, p. d. q. Betcher! The editor of the Chronicle has the highest respect for the rights of the printer, but he has an equal respect for his own right to choose his guests. Yet the rule applied by the Chronicle to the admiral would require the editor of that great daily to welcome his employes as guests at his social functions, or stand estopped from protesting against a public insult to the latter. We think it quite likely that the Chronicle would resent an insult to its employes if offered upon the ground that their employment disqualified them for association with the general public. Such an insult would reflect upon the Chronicle itself and thus compel that paper to act in self defense.

Possibly the editor of the Chronicle has one rule for himself and another for the admiral, but the JOURNAL is unable to see any grounds of difference between these two dignitaries. We think it more than likely that the Chronicle recognizes the inconsistency of any attempt at such distinction and indirectly argues in defense of discrimination against the "common sailor." Strict discipline is necessary for the efficiency of a ship's crew, a fact that is recognized and accepted as well by the "common sailor" as by the afterguard. The former, being a man of intelligence, freely admits the right of the latter to keep themselves to themselves, just as the latter are, by all the traditions of the

craft, obliged to respect the rights of the former in the same connection. To say that "it rests with the officers to change this point of view"—to say that until "jackie is a welcome guest at his own (the admiral's) dances, or at his table," the seaman will not be able to command decent treatment from the public is simply to doom the seaman to everlasting public contempt. The question of discipline on board ship has nothing to do with the present case. There is absolutely no connection between the question of discipline on board ship and the refusal to admit a seaman to a public dancehall. That question has been lugged in by the Chronicle either to justify contempt for the seaman or to demonstrate its own profound ignorance of the subject.

The incident complained of by Admiral Goodrich is important mainly as illustrating a tendency that is becoming altogether too prevalent for the "good of the service." Whether it be that the seaman is becoming worse, a condition which our contemporaries will admit is hardly possible, or that he is becoming better, and therefore more desirous of mixing in "society," it should be understood that he is entitled to respect as a MAN. We speak not for the "cloth" particularly, although that of itself ought not to bar the wearer from polite circles, even though it does expose a little more of the human form divine than is seemly to the eye of a Comstockian. We speak for the seaman and insist that he shall not be compelled to disguise himself in boiled linen and other species of store clothes in order to gain admittance to any place of public resort. Dancing masters, showmen and all others concerned will please take notice that Jack is as good as his master—when ashore.

TACOMA (Wash.), August 27.—Puget Sound shipping men now face a problem which they have never before been known to hesitate over, and one which means the loss or gain of thousands of dollars to them—the chartering of their vessels on demand to merchants who are now seeking to transport lumber from Puget Sound to San Francisco. The great question which the local shipowners and agents are attempting to solve is whether the present rate will drop or rise. The rate on lumber from Puget Sound to San Francisco is now $7 a thousand feet. From Puget Sound to San Pedro it is $8. Heretofore the rate to San Francisco has been as low as $3, but the normal rate is considered to be $4.50, while the normal rate to San Pedro has been from $5 to $5.50 a thousand.

Never in the history of local lumber shipping has the demand for tonnage been so great. In 1887-8 there was a big demand for tonnage and high prices were paid them, but to-day tonnage is in such demand that California merchants are willing to pay prices such as have never been known in local shipping centers. The net result is that none of the local agents or shipping firms are willing to charter vessels for future dates. Practically all the Sound sailing vessels are now chartered.—Press Dispatch.

The foregoing is reproduced by way of bearing out the oft-reiterated assertions that the shipowners can very well afford to pay the seamen the slight increase of wages asked by the latter It only remains to be said that most of the shipowners have now granted the increase. The publication of these freight rates will, however, serve a useful purpose in reminding the Association owners of the fact—already acknowledged by themselves—that they are not fighting against the unions' demands for a living wage, but against the unions themselves. It's a very old fight, and one that was settled a long time ago. The man who fights against the trade-union fights against the fates.

Demand the union label on all products.

The Government, with the sanction of Roosevelt and Bonaparte, is going into a gigantic advertising scheme. The biograph, or motion picture machine, is to be used to illustrate life on a warship. Only the pleasures and pastimes of the middy are to be shown, as the aim is to create an interest in this line of the service among young men in the larger cities, so as to enlist 3,000 able-bodied seamen.—Printers' Ink.

Happy thought! The idea of depicting the "pleasures and pastimes of the middy" as a means of enlisting 3,000 able-bodied seamen does full credit to the long-established reputation of the Navy Department in the matter of expedients for manning the Navy. Now that the Department has gone into the show business, this paper would offer a suggestion. Start a circus. Let there be plenty of clowns and trick donkeys on the programme. For the benefit of the audience announcements should be made that the clown who tries to ride the donkey represents a "jackie" trying to gain admission to a dancehall or theater. Other equally realistic effects will no doubt immediately suggest themselves to the humorously-inclined gentlemen who run the Navy—that is, the Navy Department.

Now that Farley and his delectable bunch are with us, the following pen picture of that outfit will be interesting to San Francisco readers:

Leroy Scott, who joined Farley's strike-breaking forces in the New York Subway, thus describes the fellows whom President Eliot and some others call "heroes":

"The strike-breaker is often regarded as a hero, fighting upon principle against unionism. There may be such strike-breakers, but during my study of them, which lasted through the strike, I failed to find one. There was practically no strong anti-union feeling among the strike-breakers—even among Farley's regulars. 'We're after the coin'—that was the common principle that made them strike-breakers. * * * The majority were very much ashamed of what they were doing. They regarded strike-breaking as low work. They felt they had sunk in undertaking it even temporarily. * * * A number of the more respectable looking of Farley's regulars, with whom I talked concerning the quality of the strike-breakers, said that about half the men—one said 60 per cent—were a 'tough outfit.' * * * I estimated that two-thirds of the men engaged in breaking the strike were undependable, incompetent or of bad character—utterly unfit for employment involving the safety of human life."

The striking sailors in San Francisco seem to have the better of the fight, as they certainly have of the argument. So far as the public is permitted to discern, there is nothing of the gouging description in the demand of the sailors. Their demand antedates the disaster of April 18 by several months, and can not be construed into a scheme to take advantage of the misfortune of the city. We have little doubt that the victory will be theirs, for their cause is just.—Sunday News, Sacramento, Cal.

The Sunday News is to be congratulated, not only upon its sentiments, but also upon its ability to see ahead. Our contemporary is dead right in saying that "the victory will be theirs." The victory IS theirs.

The sailors are making steady gains in their struggle with the San Francisco Shipping Association. The events of the past week indicate that the struggle can not last. The sailors are right, and offered their case to arbitration. The Association refused and arbitrarily decided to crush them. The public has never been in sympathy with the attitude of the Association and the latter is feeling the effect. The sailors will win.—Grays Harbor (Wash.) Post.

Another example of unerring prophetic vision. The sailors have won.

Now that the street-car situation in San Francisco has resolved itself into a "fight to the finish," every person of good judgment will hope that the finish may come speedily. This consummation may be hastened by the refusal of the public to ride on street-cars manned by strike-breakers.

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Sept. 4, 1906.

The regular weekly meeting was held on Tuesday, Sept. 4. The minutes will be published in next week's issue of the Journal.

A. FURUSETH,
Folsom-street Dock. Secretary.

Tacoma Agency, August 27, 1906.
No meeting; no quorum; situation fair; prospects good. Men still very scarce.
H. L. PETTERSON, Agent.
3004 McCarver St. Tel. Main 808.

Seattle Agency, August 27, 1906.
Shipping fair. Few members ashore. Strike situation good.
P. B. GILL, Agent.
1312 Western Ave., P. O. Box 65. Tel. James 3031.

Port Townsend Agency, August 27, 1906.
No meeting; no quorum; shipping and general situation unchanged.
WM. THORBECK, Agent.
114 Quincy St. P. O. Box 48. Tel. 443.

Aberdeen Agency, August 27, 1906.
Shipping and prospects fair.
WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

Portland (Or.) Agency, August 27, 1906.
No meeting; no quorum; no idle members ashore.
D. W. PAUL, Agent.
40 Union Ave. Tel. East 4912.

Eureka (Cal.) Agency, August 27, 1906.
No meeting; no quorum; shipping good in sailing vessels.
CHAS. SORENSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, August 27, 1906.
Situation quiet.
HARRY OHLSEN, Agent.
P. O. Box 2380. Tel. Main 774.

Honolulu (H. T.) Agency August 21, 1906.
No meeting; no quorum. Shipping dull; prospects uncertain.
C. COLDIN, Agent.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, August 27, 1906.
Shipping fair. Ordinary Seamen very scarce.
WM. PENJE, Secretary.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston (Mass.), August 27, 1906.
Situation fair.
WM. H. FRAZIER, Secretary.
1½ Lewis St.

ATLANTIC COAST MARINE FIREMEN'S UNION.

Headquarters, Brooklyn (N. Y.), Aug. 22, 1906.
Shipping fair; few members ashore.
DANIEL SULLIVAN, Secretary.
15 Union St.

MARINE COOKS AND STEWARDS OF THE ATLANTIC COAST.

Headquarters, New York, August 21, 1906.
Situation fair; prospects very favorable.
H. P. GRIFFIN, Secretary.

A record passage from Newcastle, N. S. W., to Honolulu has been made by the American bark Star of Bengal, owned by Ed. B. Smith, of San Francisco, and commanded by Captain H. Henderson. The vessel, to the surprise of not only her owner, but shipping men genrally, dropped anchor at the island port only thirty-three days from the Australian city, thereby covering herself with glory, for many a ship noted for speed has failed to make so good a run. The Star of Bengal was built by Harland & Wolff, famous builders at Belfast, Ireland, and has always borne a good name as a sailer. She was launched in 1874 and is a sister-ship of the Star of Italy, Star of France, and Star of Russia, all Harland & Wolff products and all owned by the Alaska Packers' Association, running out of San Francisco.

Four bolts of colored crepe silk worth $40, were found recently in a bunk in the Japanese quarter of the Pacific Mail liner Korea. The occupant of the bunk claimed that, having found that the goods were dutiable, he had intended to take them back to the Orient. Nevertheless, they were seized.

ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)

SMALL BOATS SOUGHT.

The efforts that are being made to raise the small steamer Elphicke are taken as an indication of the importance placed by vessel-owners upon the small boats. The Elphicke is a steamer 274 feet long by forty-two feet beam, with a net tonnage of 1,764. Her carrying capacity is possibly about 3,500 tons. The steamer is pretty badly damaged, and vessel men are asking whether the cost of wrecking and repairing warrants the saving of the boat.

If boats of that size were the prevailing class of tonnage on the Lakes, this argument might possibly have greater force than it has under existing circumstances. It is realized that since smaller boats are not now being built, the saving of an old boat is more necessary even if the cost approximates that of the original construction.

The boat of little tonnage has a place in taking care of the trade where small shipments are necessary and where shallow ports are to be encountered. In view of these circumstances, it is declared that, regardless of any other consideration, the owners of the Elphicke are warranted in going to almost any expense in saving the small boat for the Lake trade, since she will prove almost invaluable in certain classes of trade.

The ordering of new ships for 1907 delivery is not ended. Contracts for eight boats are under consideration. Information from a reliable source is to the effect that there are several boats which have been ordered, but not yet announced. The number of boats announced under contract by the American Shipbuilding Company is twenty-two. There are several more for which contracts have been practically closed, but of which no announcement has been made. The opposition yards have a number of boats under contract and it is possible that before the year closes the total number of boat orders of the Lake yards will approximate forty. Of these the American Shipbuilding Company is expected to build thirty.

Last year there were built on the Chain of Lakes practically thirty-five boats, with a carrying capacity in deep water and with ordinary dispatch, of about 7,500,000 tons during the season of navigation. This year the shipbuilders on the Chain of Lakes will produce about the same number of boats, with approximately the same carrying capacity. In two years, therefore, the carrying capacity of the Lake fleet will be increased by 15,000,000 tons. As intimated recently, the number of boats which are likely to be built next year will be about forty, with a carrying capacity during the season of navigation of about 8,500,000 tons. In three years, therefore, the carrying capacity of the Chain of Lakes will be increased by 23,000,000 tons.

Olaf Olsen and Henry Olde, firemen on the steamer Empire City, were scalded to death on August 18, off Astoria, by the bursting of a flue. The unfortunate men were put off at Ashtabula and rushed to the Marine Hospital, but their lives could not be saved.

MARINE NOTES.

John Williams, ordinary seaman on the steamer Ericeson, fell into the hold at Duluth on August 20 and was badly injured.

The installation of a modern foghorn, one of the best in Canadian waters, has just been completed at the Thunder Cape entrance to Thunder Bay.

The sum of $50,000 is to be expended at once in the construction of a new shipbuilding plant at Fort William, by The Great Lakes Dredging Company.

Walter Clink, ordinary-seaman, on the steamer Fairburn, is in the General Hospital at Conneaut with a broken arm, having been struck at the Soo by a steel cable. He will probably be out in a few days.

Th schooner Kathadin struck and wrecked the Brown Hoist unloading machines at Lorain, recently. An attachment was immediately brought by the B. & O. Railway and the vessel will be held until Sept. 15, when the trial will take place.

The steamer Edward Y. Townsend, which is building at the West Superior yard of the American Shipbuilding Company, for M. A. Hanna & Company of Cleveland, was successfully launched on August 18. The new boat is 602 feet over all, 58 feet beam and will carry 12,000 tons of ore.

The Pittsburg Steamship Company's new 600-footer Norman B. Ream was launched at the South Chicago yards on August 18, and the steamer Edward J. Townsend, a 605-footer, for The Cambria Steel Company, was launched at Superior. The latter vessel is 58 feet beam, 32 feet deep.

The new steel steamer Norman B. Ream was successfully launched at South Chicago on August 18. The new boat is 600 feet in length, with a beam of 58 feet. Her predecessors, the J. Pierpont Morgan and H. H. Rogers, which are in service, have broken all carrying records on the Lakes.

It is reported that President Pressano, of the Great Lakes Engineering Works, has closed a contract in Buffalo with Eastern capitalists for a steel steamer to carry 8,500 tons, to come out next season. She will be 500 feet long, 54 feet beam and 30 feet deep. Seven steamers are now on the Great Lakes books for delivery next season.

Reports from Chicago state that the gasoline motor boat which was given a three months' trial in the Life Saving Service at the mouth of the Chicago River has proved a complete success. During the three months thirty-two men have been rescued, and the motor driven lifeboat has been found swifter and more easily handled than the old oar-driven type. It is said that within two years every Life Saving station on the Great Lakes will be equipped with the new boats, and probably the stations on the seacoast will follow suit.

EMPLOYERS' LIABILITY.

The Act of the 12th of April, 1906, is of considerable moment to all those engaged in commerce in France, as having a most important bearing upon the relations of employers and employed in the event of accident, for this new land extends to all commercial enterprises without excepting the provisions of the Act of the 9th of April, 1898, which hitherto applied only to manufacturers and a limited number of trades. Prior to 1898 negligence or fault on the part of the employer had to be proved to enable a workman or his representative to obtain compensation in case of accident, and the aim of this act was to substitute for this regime, under which the fullest compensation was awarded in the comparatively rare cases where such proof was possible, a system of more limited compensation applicable in all and every case of accident, whether due to negligence or to mere chance. The basis adopted for the assessment of this limited compensation was that of an equal division between employer and employed of the pecuniary consequences of every accident, and the following summary of the provisions of the Act of 1898 will illustrate the application of this principle:

The annuity of the widow or widower, to be payable during life and to correspond to 20 per cent of the annual wages of the deceased, and annuities to the children to vary between 15 and 40 per cent of the annual wages, according to the number of children, payable up to the age of 16; the annuities to the children to reach even 60 per cent in the event of their being left orphans. Should a widow or widower remarry the annuity ceases after payment of a lump sum representing three years' annuity; but the children's annuities continue to be paid. In the event of the deceased leaving no widow, widower, or children, an annuity of 10 to 30 per cent is allowed to other relatives.

As an example, a workman earning annually 1500 francs ($289.50), killed by an accident, leaves a widow aged 35 and three children under 10 years of age. An annuity of 300 francs ($58.50), or 20 per cent, is allowed to the widow and an annuity of 525 francs ($101.32), or 35 per cent, to the children. These annuities, capitalized, represent about 10,500 francs ($2026.50).

In case of total disablement from work, the victim of an accident receives a life annuity of 66 per cent of his annual wages before the acident, and in case of partial disablement only he receives an annuity corresponding to one-half of the "loss of wage-earning power" caused by the accident. For example the loss of a leg is generally estimated by the courts to be equivalent to 70 per cent "loss of wage-earning power," so that after an accident of this kind a workman earning 1500 francs ($289.50) annually would receive an annuity of 525 francs ($101.32), or 35 per cent, which, supposing him to be 30 years of age, represents a capital of about 9500 francs ($1833.50).

For accidents causing temporary disablement from work the workman receives half the daily wage he was earning at the time of the accident until his complete recovery or until such time as the temporary disablement

shall have become a permanent disablement, when the half wages are replaced by the compensation provided for total disablement. All medical and pharmaceutical expenses, as well as hospital and funeral expenses, to be borne by the employer.

In spite of the completeness and precision of the text of this Act, a great deal must necessarily depend upon the views of the courts called upon to administer its clauses, and it is only natural, in view of the relations between employers and workmen in France at the present time, that they should incline toward a liberal interpretation. Especially is this the case in the assessment for the total "loss of wage-earning power." Evidence of a tendency to increase the liability of employers is afforded by the Act of March 31, 1905, which is supplementary to the Act of April 9, 1898, and which stipulates, among other liabilities, the payment of half wages from the first day after the accident in all cases lasting more than ten days, instead of from the fifth day after, as was originally provided.

The fact that this legislation was limited to certain trades gave rise to much controversy, and the courts of law differed widely in their interpretation of its extent. Generally speaking, and in addition to industries such as mines, quarries, building and all work necessitating the use of machinery worked otherwise than by hand, all trades involving "manufacture" or transforming materials of any kind were judged as coming within the scope of the Act; but even these definitions did not entirely dispose of all difficulties, and it is still an open question as to whether bakers, butchers and various other trades can be considered as belonging to the latter category.

The evident unfairness to workmen belonging to industries not under the Act, and a desire to make the Act more far-reaching, soon caused a movement toward including in its scope all possible categories of workers, and it is this recent Act of April 12, 1906, which definitely deals with the question and finally disposes of the doubts which still subsisted as to the relative position of various trades. All commercial enterprises, with the sole exception of agriculture, are now subjected to these employers' liability acts. Some little time, however, must elapse before the new act becomes operative, as certain administrative measures have to be carried out with regard to the imposition of a small tax on all commerce. The proceeds of this tax will be used by the State for the formation of a fund to guarantee workmen in a certain measure against bankruptcy of employers or of insurance companies in which employers have covered their liabilities.

A clause of the Act renders it impossible for this delay to extend beyond the end of the present year, and it is thought that, until the measure becomes operative, the courts and all those who may be concerned will take their inspiration from its provisions. Many employers have for a long time past taken the precaution of protecting themselves by means of insurance against all possible liability, both in respect of common law and this new Act; and in this connection may be quoted the words used in the Senate on March 27 by a French official in charge of the extension of commercial enterprise, as follows: "The business man has, moreover ,the power, which it is prudent for him to exercise, to insure himself, and the insurance premium can enter into his general expenses, be embodied in the product of his industry, and so be carried forward in the sum total of expenses."

The steamer F. A. Meyer has just carried out of Superior the largest lumber cargo ever taken out of that port. The Meyer was laden with 1,500,000 feet of white pine. The Jessie Spalding formerly held that record with 1,400,000 feet. The Meyer was formerly the J. Emory Owen, which burned off Sturgeon Bay and was the cause of a great salvage suit. She was taken to Milwaukee, where she was cut down and converted into a lumber barge under the direction of her owners, who reside at Tonawanda, N. Y.

Lake Letter List.

All mail advertised in these columns as remaining at Detroit Marine P. O. is sent to the Dead Letter Office at the expiration of two weeks.

(Marine Postoffice, Detroit, Mich.)

August 2 5, 1906.

Allen, Mrs. Horace (Tionesta(
Barrett, Herbert (Maytham)
Brooks, Lloyd G. (D. C. Whitney)
Brown, Wallace (Briton)
Buell, Jno. (Roumania)
Barringer, Chester (Cadillac)
Becker, Geo.
Brennan, Stephen J. (Sherwin)
Brown, Geo. J. (Maritana)
Copperthwaite, Douglas-3 (A. Mitchell)
Copperthwaite, Willie-3 (A. Mitchell)
Culver, Emmett (Wm. Edwards)
Connelly, Tom (Pratt)
Draper, Frank (Iroquois)
Daggett, Norman-2 (Walsh)
Doak, R. J. (J. C. Wallace)
Dennis, C. R. (Luzon)
Denny, Henry J. (Pratt)
Farr, Chas. (Stanton)
Fletcher, Jno. (Italia)
Fortin, Dominic (Rappahanock)
Generous, Henry
Gardiner, Frank (M. Light)
Goodhead, Al. (Neptune)
Gray, James G. (Bay City)
Gilbert, Chas. A. (Louisiana)
Hanlon, Mark (Oglebay)
Hutton, Jno. (Maine)
Henry, Arthur (A. D. Davidson)
Harris, J.
Kirschstine, Wm. (A. Stern)
Kallie, James W. (Jenks)
Karkling, Mike (Durry)
Kerr, Miss M. (Bartholomew)
Lanbridge, Willie
Labuda, Ralph
Leslie, Thomas P.
Lundberg, Gust.
Laycock, J. E. (Massachusetts)
Latart, Edward (J. B. Ketcham)
Meinecke, Bremo (Columbia)
Matison, Chas. (Wallula)
Morrison, Wm. W.
Martin, Ed.
Maloney, Fred. (J. Sherwin)
McIntosh, German (German)
McCarren, Chas. (Watson)
Niles, W. Wallace (Nye)
Nelson, Wm. J. (Cumberland)
O'Bryan, Chas. (Pope)
Quandt, Clarence (Keweenaw)
Robarge, Mitchell (Massachusetts)
Ryan, Burt (A. S. Davidson)
Robinson, Richard
Roeser, Edw. A. (Stanton)
Spitter, Wm. E. (Sherwin)
Sullivan, John (Marina)
Sheridan, Wm. (Squire)
Spencer, Arthur R
Smith, Paul W. (W. A. Rogers)
Stege, Wm. (T. Davidson)
Tremblay, Arthur
Vifford, Leonard (Castle)
Weaver, Capt. J. T. (Sonoma)

Manitowoc, Wis.

Angus, Robert.
Beahan, Edward (3)
Fairbanks, H. A.
Hanny, John
Rinkel, Willie (2)

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CLEVELAND, O.....171 East River Street
Telephone Bell Main 1295.
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Telephone Black 6981.
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Telephone Bell 2762.

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Ashland Phone 1563.
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Houghton, Mich.
Ludington, Mich.
Manistel, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
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Sault Ste. Marie, Mich.
Sheboygan, Mich.
Sturgeon Bay, Wis.
Superior, Wis.
Toledo, O.

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Flour—Washburn-Crosby Milling Co., Minneapolis, Minn.; Kelley Milling Co., Kansas City, Mo.
Groceries—James Butler, New York City.
Meats—Kingan Packing Company, of Indianapolis, Ind.
Pipes—Wm. Demuth & Co., New York.
Tobacco—American and Continental Tobacco Companies.
Whisky—Finch Distilling Company, Pittsburg, Pa.

CLOTHING.

Buttons—Davenport Pearl Button Company, Davenport, Iowa; Krementz & Co., Newark, N. J.
Clothing—N. Snellenberg & Co., Philadelphia, Pa.; Clothiers' Exchange, Rochester, N. Y.; Strawbridge & Clothier, Philadelphia, Pa.; Blauner Bros., New York.
Corsets—Chicago Corset Company, manufacturers Kabo and La Marguerite Corsets.
Gloves—J. H. Cownie Glove Co., Des Moines, Iowa; California Glove Co., Napa, Cal.
Hats—J. B. Stetson Company, Philadelphia, Pa.; E. M. Knox Company, Brooklyn, N. Y.
Shirts and Collars—United Shirt and Collar Company, Troy, N. Y.; Van Zandt, Jacobs & Co., Troy, N. Y. Cluett, Peabody & Co., Troy, N. Y.; James R. Kaiser, New York City.
Shoes—Harney Bros., Lynn, Mass.; J. E. Tilt Shoe Co., Chicago, Ill.
Suspenders—Russell Mfg. Co., Middletown, Conn.
Textile—Merrimac Manufacturing Co. (printed goods), Lowell, Mass.
Underwear—Oneita Knitting Mills, Utica, N. Y.
Woolens—Hartford Carpet Co., Thompsonville, Conn.; J. Capps & Son, Jacksonville, Ill.

PRINTING AND PUBLICATIONS.

Bookbinders—Geo. M. Hill Co., Chicago, Ill.; Boorum & Pease Co., Brooklyn, N. Y.
Printing—Hudson, Kimberly & Co., printers, of Kansas City, Mo.; W. B. Conkey Co., publishers, Hammond, Ind.; Times, Los Angeles, Cal.; Philadelphia Inquirer.

POTTERY, GLASS, STONE AND CEMENT.

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Cement—Jackson Portland Peninsular Cement Co., Cement City, Mich.; Utica Hydraulic Cement and Utica Cement Mfg. Co., Utica, Ill.

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Carriage and Wagon Builders—S. R. Baily & Co., Amesbury, Mass.; Hassett & Hodge, Amesbury, Mass.; Carr, Prescott & Co., Amesbury, Mass.
General Hardware—Landers, Frary & Clark, Aetna Company, New Britain, Conn.; Kelsey Furnace Company, Syracuse, N. Y.; Brown & Sharpe Tool Company, Providence, R. I.; John Russell Cutlery Company, Turners Falls, Mass.; Atlas Tack Company, Fairhaven, Mass.; Henry Disston & Co., Philadelphia, Pa.; Merritt & Company, Philadelphia, Pa.; New York Knife Company, Walden, N. Y.
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Iron, Architectural—Geo. L. Meskir, Evansville, Ind.
Stoves—Germer Stove Company, Erie, Pa.; "Radiant Home" Stoves, Ranges, and Hot Air Blast, Erie, Pa.; Wrought Iron Range Co., St. Louis, Mo.

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Gold Leaf—W. H. Kemp Company, New York, N. Y.; Andrew Reeves, Chicago, Ill.; George Reeves, Cape May, N. J.; Hastings Company, Philadelphia, Pa.; Henry Ayers, Philadelphia, Pa.
Lumber—Trinity County Lumber Company, Groveton, Texas; Reinle Bros. & Solomon, Baltimore, Md.; Himmelberger Harrison Lumber Company, Morehouse, Mo.; Union Lumber Company, Fort Bragg Cal.; St. Paul and Tacoma Lumber Company, Tacoma, Wash.; Gray's Harbor Commercial Co., Cosmopolis, Wash.; Far West Lumber Company, Tacoma, Wash.
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Wire Cloth—Thos. E. Gleeson, East Newark, N. J.

MISCELLANEOUS.

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Lehmaier-Swartz & Co., New York City.
J. N. Mockett, Toledo, Ohio.

OUR FOREIGN TRADE.

Commenting upon the foreign commerce for the fiscal year just closed, which shows a trade balance of $517,000,000 of exports over imports, the Philadelphia Press remarks that "the expenditure of $100,000,000 on the navy or $150,000,000 for the Panama Canal are really only trifles after all." The New York Sun, looking at the enormous aggregate value of both exports and imports ,calls the $30,000,000 by which that aggregate falls short of the three-billion-dollar mark " a mere bagatelle." The press find in the big figures involved a great chance for favorable statistical comparisons with both the commerce of other nations and the trade of this country in past years. "In ten years," the New York Tribunt finds, "we have made as great advance as a buyer and seller in the world's markets as we made in the one hundred and seven years preceding."

The New York Times compares at length the record-breaking of one year ago with that which the present reports show:

"'All new records,' was the triumphant caption over the records of foreign trade at this time last year. Now we put upon record facts making last year's seem almost paltry. The increase in exports is $225,201,946, and in imports $109,102,308. Truly a good growth. The first billion-dollar mark in our exports was reached in 1892. Four lean years followed, but the billions have been unbroken since 1897. Soon it will be two billions, but last year it was only $1,743,763,612. It was in 1903 that we reached the billion standard in our imports, and when we reached it we did not hold it. The year just closed, however, shows that then it was handsomely exceeded, the aggregate being $1,226,615,379. The total falls just a trifle short of the sentimental three billions upon which all lovers of records and big things had set their hearts. The aggregate is only $2,970,378,991, but the lacking $30,000,000, will hardly prevent this year going into the three-billion class in popular phrase. The biggest total trade, however, does not yield the biggest excess of exports, $517,148,233, comparing with $664,592,826 in the famous year of 1901."

The report of the Bureau of Statistics gives but little information as to the apportionment of these vast sums among the various classes of trade. From the preliminary statements which are given some interesting comparisons are drawn by the New York Journal of Commerce:

"The total value of bread-stuffs exported was $177,350,476, compared with $101,107,417 in the preceding fiscal year, and $142,710,484 for 1903-4, but in 1902-3 it reached $213,043,206, and in 1900-1 attained the highest record at $266,800,188. The gain of last year over the preceding in wheat was from 4,301,061 bushels to 34,793,525, and in flour from 8,756,915 barrels to 13,870,97, but the highest record for wheat is 154,856,102 bushels exported in the year ending June, 1902, and for flour 19,716,484 barrels in 1902-3. The total export of corn during the last fiscal year was 117,385,137 bushels, against 88,565,867 the previous year, and 55,858,965 for that ending June, 1904, but in that ending in 1900 it went as high as 209,348,284. The disparity in value is not so great as that in quantity, as prices are higher in years of relatively short crops and light exports."

Regarding the effect of the investigations of the packing-houses upon the meat exports, The Journal of Commerce says:

"The effect of the packing-house disclosures, whatever it may prove to be, does not appear very clearly in the June statement, as the heavy orders are mostly for poducts not delivered for some weeks. The loss of orders in June will be indicated more fully in the actual exports for July, but so far as can be judged now it will be chiefly in canned meats. The value of canned meats exported fell off considerably, not only in June but in previous months, which is attributed in considerable part to the diminished demand from Japan since the end of its military operations in Manchuria. Canned meats are a comparatively small item in our exports of provisions. With a total value of $193,943,428 for the eleven months ending with May, only $6,143,352 consisted of canned beef and $1,146,273 of canned pork, no other meat products being designated as 'canned' in the statistics of exports."

GERMAN COOPERATIVE STORES.

The annual meeting of the Association of German Cooperative Stores was recently held at Stettin, and that representatives of similar national organizations were in attendance as guests from Belgium, Holland, England, Denmark, Austria, and Switzerland.

The discussions and reports at this convention were very instructive. The system of forming associations for supplying the members with articles of food, household goods, and other articles of use, thus dispensing with middlemen, agents, and retail storekeepers, all of whom derive a profit at the expense of the consumer, is highly developed in Germany, Great Britain, Denmark and Austria. There are in Germany 2508 of these cooperative stores societies, having a membership of over 1,200,000. The value of goods sold by them increased from 147,000,000 marks (23.8 cents) in 1903 to 230,000,000 in 1905. The profits realized (which accrue to the benefit of the members) were 12,000,000 and 18,000,000 marks, respectively, for the years mentioned.

Many of these various retail cooperative stores have their wholesale purchasing companies, which supply them at original cost; they are thereby enabled to secure lowest wholesale prices. The wholesale purchasing companies make contracts with agricultural societies for the delivery of food and dairy products in large quantities. They have also engaged in producing and manufacturing some of the goods which they handle. There are 33 of these German wholesale purchasing companies for the cooperative stores, disposing of 120,000,000 marks worth of goods per annum, the principal one alone selling to the amount of 40,000,000 marks.

At this convention it was proposed to join with the cooperative stores associations of the other countries in forming an "International Cooperative Association" for the purchase and distribution of articles of consumption. It is very likely that such a union will be formed. Our American producers will do well to give these cooperative stores in Europe, which are large and safe customers, their careful attention.

Demand the union label on all products!

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Branch:
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The Coast Seamen's Journal

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also at the headquarters of the

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AFTER THE DOUMA.

Only a very small portion of the comment in American newspapers on the Czar's dissolution of the Douma is directed against that body and in favor of the Czar. A sample of such opinion is found in an editorial in the Detroit Journal, which congratulates Russia on being "well rid of her first Douma." In The Journal's opinion, if a Congress in America "made the display of incapacity which has marked the sessions of the Douma, we should be thankful if some ad-interim czar would dissolve the unprofitable assembly." The Douma, The Journal believes, has no sense "for the faintest theories of constitutionality," and of that body's excursion to Viborg, Finland, The Journal says: "It is as if part of Congress, failing of reelection, should go to Porto Rico and go on making laws for nobody to sign and no one to obey." To quote further:

"There is no doubt that revolution is imminent in Russia—as it has been since Bloody Sunday—and there is no doubt that the most dangerous element in revolution has been disbanded in the Douma. It demanded the privileges of going into the sovereign's presence and conferring with him, which are not granted to the Parliament in England. It has spent all these days and weeks in wrangles and rows. It has demonstrated to the satisfaction of every one that there is no capacity in it for dealing with the agrarian troubles, the revenue, or its own relation to the country."

The majority is against this view, and its opinion was fairly expressed by Sir Henry Campbell-Bannerman, the British Premier, when Prof. Maxim Kovalevsky, one of the Douma delegates, announced in a choking voice at a meeting of the Interparliamentary Union in London that he and his colleagues must return, since there is no longer a Douma for them to represent. Sir Henry, in defiance of prudence, cried out, "Vive la Douma!" Even the Premier's Conservative critics concede that, irregular as such an utterance is when made by the Premier, he was only saying "what is in all our hearts." "Revolutions," the New York Evening Post points out, "never go backward," and in the opinion of the New York Sun the meeting of the Douma in Finland after its dissolution is "probably destined to be as memorable in history as the tennis-court declaration made by the French National Assembly that it would not submit to be prorogued or dissolved." The result of the Viborg meeting is this appeal to the people:

"Citizens, stand up for your trampled-on rights, for popular representation, and for an imperial parliament. Russia must not remain a day without popular representation. You possess the means of acquiring it. The Government has, without the assent of the popular representatives, no right to collect taxes from the people or to summon the people to military service. Therefore, you are now the Govenment. The dissolved Paliament was justified in giving neither money nor soldiers. Should the Government ,however, contract loans in order to procure funds, such loans will be invalid. Without the consent of the popular representatives, the Russian people will never acknowledge them, and will not be called upon to pay them. Accordingly, until a popular representative parliament is summoned, do not give a copeck to the throne or a soldier to the army. Be steadfast in your refusal. No power can resist the united, inflexible will of the people. Citizens, in this obligatory and unavoidable struggle your representatives will be with you."

The Douma also elected a perpetual executive committee headed by Prince Dolgoroukof "to carry on the work of liberation." Upon the Douma's manifesto to the people the Toledo Blade makes this comment:

"The Douma struck the vital point in the Czar's armor when it advised the people to refrain from paying taxes and from joining the army. Under the most favorable conditions the Czar must have recruits and money, and if he can not frighten his people into furnishing these, the days of the throne are few indeed and full of trouble."

Many papers call attention to the moderation shown by the Douma in its appeal. If the Radical wing of the Douma is responsible for it, observes the Brooklyn Eagle—"if such be the case, Russian Radicalism in its parliamentary form is revealed as unexpectedly safe and sane."

Three former leaders of the Douma, according to press dispatches, Count, Heyden, Mr. Stakhovitch, and Prince Lvof, who had refused to sign the Viborg document, issued an address urging the people to submit to the Emperor's will, declaring that he used his indutiable right in dissolving Parliament. The Philadelphia Press gives praise to those men for this reason:

"In the end the fate of Russia will be settled, not by desultory and scattered revolt, but by the next representative assembly. Unless its election is prohibited—and of this there is as yet no prospect—out of the next Douma will come constitutional government for Russia."

But the tone of most papers rings otherwise. As the New York Tribune says:

"The Terror is come, and the end of it is not to be foreseen, save that we must believe order will be restored and freedom will be established—after what time, and at what cost! It would not be profitable to tarry over academic discussions of responsibility and culpability. The mischief has been done and can not be undone. It is too late to talk of the preventives that might, would, could, or should have been applied. The practical question is, what cures can be applied to shorten as much as possible the duration of the devastating fever. This is the question which is to be answered by those who have goaded and irritated and tortured the body of Russia into this fever, and the task of answering it is one before which they may well stand appalled. The condition which confronted Frankenstein was not more terrible."

Few papers pay any serious attention to rumors of intervention on behalf of the Czar by Germany and Austria. Germany with its ever-increasing Socialism and Austria with its Hungarian affairs, the Los Angeles Express points out, have troubles enough of their own. Besides, "holy alliances are out of date in this twentieth century." In the end, remarks the Indianapolis News, we may be sure of one thing, "and that is that freedom will triumph, if not to-day, then to-morrow."

The production of gold in the mines of South Africa for the month of June shows the largest product ever recorded. In the first six months of the current year the production was nearly $6,000,000 greater than in the corresponding time last year.

MARITIME EXPOSITION.

The regulations and classifications together with printed form of application for space, have just issued by the Commissioner-General of the International Maritime Exposition to be held in Bordeaux, May to November, 1907.

This exposition is intended fittingly to commemorate the successful application of steam to navigation a hundred years ago. The motive for the celebration of such an event here may be found in the fact that in 1803, four years before Fulton's successful attempt on the Hudson, with the first steamboat, the Clermont, he made his initial asseys in steam navigation on the River Loire in France. It is proposed to celebrate this centennial anniversary by illustrating the history of navigation from the earliest times. There are to be collected models of every kind of ship, ancient and modern, commercial and naval, together with an illustrated display of all that pertains to ocean geography and to river and sea navigation. The exposition is being organized by the French Maritime League, of which Admiral Gervais of the French navy is president. It is under the official patronage of the Government of France, also of the general council of the Department of the Gironde, the municipal government, the Chamber of Commerce, and the Philomathic Society of Bordeaux.

Commissioner-General E. Bertin and Deputy Commissioner-General V. Morlot have opened commodious offices in the immediate vicinity of the American consulate, where a vast amount of preliminary work is being done. The exposition is to be on a scale befitting the object in view, and official notification and invitation have already been dispatched to our Government. Assurances of participation have been received from some of the European Governments, and in a communication the Commissioner-General suggests the propriety of the consulate asking instructions concerning the acceptance of the invitation by the Government of the United States, and the erection of an American pavilion on the river front of the exposition grounds. The numerous buildings to be erected on the great square of the "Quinconces" will be not only on a vast scale, but architecturally beautiful. This square, which is about 30 acres in extent, facing the river Garonne, will be greatly increased in size by the extension of the grounds to the edge of the quay, where the various nations are expected to erect pavilions.

CHINESE IN SOUTH AFRICA.

It was recently announced in the British Parliament by a member of the Cabinet, that the notice to the Chinese coolies in South Africa of the conditions by which they may obtain relief from their contracts and return to China at Imperial expense would be continued in force as a safety valve against cruelty or oppression. It was further announced that so soon as a constitution conferring responsible government upon the Transvaal has issued, under the authority of the Crown, a date will be fixed when the existing Chinese labor ordinances will be revoked; and, unless before that date expires the Transvaal legislative assembly reenacts a new ordinance to which His Majesty's Government can give its assent, the whole system of Chinese indentured labor in South Africa will cease and determine. It is this uncertain state regarding the South African mines that has much to do with the stagnation in that country.

News from Abroad.

Valparaiso, Chili, and several towns in the vicinity were partly destroyed by earthquake and fire on August 17, and the days following.

A Russian Imperial ukase issued on August 30 authorizes the Minister of Finance to issue $25,000,000 in 4 per cent rentes to cover the expenses of the relief of the districts affected by the failure of the crops.

Heavy earthquake shocks have been felt throughout Tacna and Acre, Chile. The panic is indescribable. People are living in the public squares. The first shock lasted thirty seconds. Slighter shocks continue at intervals.

Japan, according to the correspondent at Tokio of the Daily Telegraph, will shortly issue a debenture loan in connection with the Manchurian Railway. The issue will be made largely in Great Britain and the United States.

More than 4,500,000 acres, forming part of the Russian Crown lands, which consist of 20,000,000 acres, including 12,500,000 acres of forest lands, are to be sold under the imperial ukase of August 25 to peasants through the medium of the Peasants' Bank. The lands are mostly situated in the provinces of Samara, Saratov and Simbirsk.

Brigandage is so common near Smyrna, Syria, that Americans have appealed repeatedly to the American consulate there for protection in the licorice root fields and tobacco plantations adjoining the city, and the foreign population is moving into the city from the suburbs. Americans have been advised that travel in the interior is unsafe.

The war department of Mexico has ordered the imprisonment for one year of commanders and officials of the geographical and exploration commission who sent a message of condolence to Colonel Martin Guzeman, recently sentenced to eight years' imprisonment for abuse of authority. The war department regards the message as seditious.

The court-martial which tried Captain Thomas B. S. Adair and Lieutenant James H. Dathan, respectively the commander and navigating officer of the British battleship Montagu, which went ashore off Shutter Point, Lundy Island, on May 30, has severely reprimanded both officers and dismissed them from their ship, and in the case of Lieutenant Dathan deprived him of two years' seniority.

Japan's notification that it will continue Dalny as a free port until China provides Customs facilities on the Russian frontier, has resulted in the Chamber of Commerce at Newchwang petitioning the Consular body to suspend the collection of duties at the latter place, pending the regulation of Manchurian Customs. The Chamber of Commerce maintains that the present condition threatens the existence of Newchwang.

Statements have been in circulation alleging defective workmanship on British battleships. It was asserted that in salvaging the Montague, which went on the rocks off Lundy Island in June last, grave defects in her riveting were discovered, but these statements were immediately denied from authoritative quarters. The London Daily Mail's correspondent at Portsmouth now makes a similar statement about the new monster battleship Dreadnaught.

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Chas. Buettner, No. 14977, please communicate with Headquarters, Lake Seamen's Union, Chicago.

Carl Johan Anderson, born June, 1867, in Uddewalla, Sweden, is inquired for by relatives. Address, Coast Seamen's Journal.

World's Workers

At the end of 1905 there were 2383 teachers employed by the Queensland Education Department. Of these 1322 adults were classified, 680 unclassified, and 381 pupil teachers.

Brewery Employes' Union of New South Wales increased the membership by 37 during the past half year. A branch was formed at Broken Hill, with 50 members on the roll for a start.

The strictest censorship is observed in regard to the Spanish strike news, but it is known that the movement is extending at Santander and Bilbao. Reenforcements of troops are proceeding to these cities from Valladolid, Leon, Valencia and Oviedo.

The French Chamber of Deputies, by 410 votes to 87, approved of the policy of the new Government, which claims that it intends to "make financial, economic and social reforms, paving the way towards a union of capital and labor, and the development of education."

Three hundred freight handlers struck at Duluth, Minn., recently for thirty-five cents an hour and recognition of their union. The Northern Pacific is offering thirty-five cents an hour for men to handle freight in and out of boats at its docks, but the road is understood to be opposed to the union recognition.

At a meeting of 142 delegates, representing all the Russian railways, recently concluded in Finland, it was resolved that a general strike would be feasible at an early date, and to issue instructions to prepare for it. A committee was appointed to draw up a strike appeal or any other manifesto which may be found necessary.

The threatened strike of iron molders in the engineering trade of Manchester and Southeast Lancashire, Eng., has been averted. The molders, who had demanded an immediate advance of 50 cents per week, have accepted an advance of 25 cents now, with a promise of an additional advance of 25 cents in January.

President Fallieres of France on August 30 signed a decree bringing the compulsory weekly rest-day law into operation on September 1. There is much interest attached to the attitude the restaurant-keepers and cafe proprietors will take, and whether they will carry out their threat to close all their establishments Sunday.

Auckland (N. Z.) coachbuilders' employes have been awarded a 47-hour week, a minimum wage of 1s 2d per hour for competent journeymen, and preference to unionists. Their fellow craftsmen in Brisbane are working under considerable worse conditions than these, owing to being unorganized and the want of an up-to-date arbitration act.

Westralian Coastal Trades and Labor Council strongly disapproves of the refusal to grant reduced railway rates to the local timber combine, which already enjoys abnormal privileges. The Council urges workers in the timber industry to organize to the fullest extent so as to resist the unjustifiable attempt to reduce their already inadequate wages and extend their working hours.

Out of 197,614 members of 1,071 trades unions which made returns to the French labor department as to the state of employment of their members during May, 15,249, or 7.7 per cent, were described in the returns as out of work, as compared with 8.5 per cent in the previous month and 9.5 per cent in May, 1905. Returns from the miners' unions in the Pas-de-Calais and Nord departments are not included in these figures.

One hundred and sixty-seven strikes were reported to the Italian labor department as having occurred during May, as compared with 98 during the previous month. The number of persons directly involved in 111 of these was 50,715, as compared with 9,985 who took part in 72 of the April disputes. Strikes are most frequent in the building, textile and metal trades, and among agricultural laborers, the number recorded being 28, 26, 18 and 18 respectively.

The New Zealand Government grants reduced passages to experienced farm laborers and female servants, for whom there is a good demand, but reduced passages for railway navvies are now stopped. The building trades have been busy almost everywhere, and in some places men have been wanted. At Wellington, however, the supply is plentiful, and at Dunedin very few stonemasons are employed. The engineering trade has been fairly busy also, except at Auckland and Wellington.

The report on strikes and lockouts in Holland just issued by the Dutch central statistical bureau, shows that disputes, though more frequent, were on the whole far less extensive in 1905 than in 1904. Thus against 132 disputes recorded in 1905 there were only 102 in the previous year, but the number of workpeople directly affected was only 7,364 in 1905, as compared with 11,186 in 1904, while the aggregate number of working days lost by such people was only 78,562 last year, against 576,866 in 1904.

Fifty-two cases of recourse to the law on conciliation and arbitration were reported to the French labor department as having been begun in May. In one of these—a strike of woodmen in five branches of the building trades—five conciliation committees were formed, on the initiative of the workmen in one case, and of the justice of the peace in four cases. These eventually settled the dispute. In a second dispute—a strike in four branches of the building trades in another locality—the initiative was taken by the justice of the peace and committees of conciliation were formed, resulting in the direct settlement of the disputes in four branches; in the fourth the workmen returned to work under the old conditions.

Consul E. L. Harris, of Chemnitz, figures that during the first three months of 1906 there were 536 strikes in the German empire. About 400 factories shut down, quite a number being lockouts. The workmen affected numbered about 90,000. Something like 400 strikes and lockouts were amicably settled, while the others were waged until the workmen were compelled to return to work. The number of strikes during 1905 throughout Germany was 2,406. Nearly all were settled before the end of the year. Nearly 15,000 factories were affected, while more than 400,000 workmen were partially or completely thrown out of employment, including 67,000 minors of both sexes. Fifty per cent of the strikes were brought to a close by mutual agreement. Only 528 were a complete success on the part of the strikers, all others being only a partial success or complete failure.

Labor News.

Deal carriers, slab carriers and other employes about sawmills at Chatham, N. B., recently received an advance of 10 per cent in wages.

The New Jersey State Federation of Labor has indorsed unanimously the proposition of the American Federation of Labor for political action at the coming election.

The employing Sheet Metal Workers of San Francisco have voluntarily increased the pay of their employes from $5 to $5.50 a day for eight hours, to take effect September 3, in consideration of the increased cost of living in San Francisco since the recent fire. The increase affects 360 men.

Cotton mill agents in Providence, R. I., say there is a shortage of experienced help, probably amounting to 10 per cent in that section. It is thought that the lack of help is due to the weather conditions that have prevailed during the greater part of the summer.

Laborers at Montreal, Quebec, had their wages increased to $1.75 per day; the increase was not general, but a number of contractors were paying the new scale. Laborers on concrete work at Charlottetown, P. E. I., were increased from $1.25 to $1.50 per day. At several other points where a shortage in the supply of general labor prevailed, wages were upward in tendency.

At the headquarters of District No. 20, United Mine Workers of America, in Birmingham, Ala., the statement has been officially made that the local unions have voted to call off the strike of miners which has been in progress at the mines of the four big furnace companies in that State since July 25, 1904. The strike affected 6000 men and is said to have cost the Miners' Union over $1,000,000.

Owing to the restriction of Chinese immigrants into Canada during the past few years, large numbers of Hindoos have been coming into the port of Vancouver and securing work as laborers in mills and mines. Agitation against the Hindoo immigration has hitherto been unavailing, as the Hindoos are British subjects. Now, however, the Dominion Government has taken the matter up with R. G. MacPherson, M. P., who announced today on behalf of the Government that this immigration will be checked on the score that such immigrants are undesirable. The Immigration Act allows the Governor-General in council to prohibit the landing of any specified class of immigrants which, in its opinion, are objectionable.

The Crescent Wharf and Warehouse Company applied in the Superior Court of Los Angeles for an injunction against the Longshoremen's Union of San Pedro, No. 3, and the Pacific Coast Federation of Longshoremen, and the members individually, asking an injunction restraining them from interfering with the work of the men in its employ in the unloading of vessels at the East San Pedro wharves and at the Long Beach harbor. The injunction asked for would restrain the men from picketing, loitering in the vicinity of the company's property, attempting to dissuade the men from working or applying the word "scab" and other epithets to the non-union laborers. The petition recites that the company has been greatly handicapped by the action of the union men since August 17, and that it has induced more than twenty-five of its recently employed men to quit work.

San Francisco Letter List.

Letters are advertised for six months and kept at the Sailors' Union Office for twelve months, all told. If not called for at the expiration of one year letters will be returned to the Postoffice.

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INFORMATION WANTED.

Geo. Miller, later on the schooner Mary Dodge, is inquired for. Address Mrs. E. Miller., General Delivery, Seattle, Wash.

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INFORMATION WANTED.

Harry B. Douville is inquired for by his mother. Kindly communicate with the Journal office.

John A. McLeod, aged 23, who was one of the crew of the ship Khyber, of Liverpool, which arrived at Cardiff from Portland, Oregon, on the 8th of March, 1903, is anxiously inquired for by his father, at North Sydney, Nova Scotia. Any one knowing his whereabouts will please communicate with the Journal office.

Domestic and Naval

The Philadelphia barge Ann Thompson, loaded with 400 tons of coal, sank in the Potomac River last Friday while being towed to Washington.

The latest reports of the United States Army's Chief of Engineers on the progress of the Delaware River improvements state that $1,000,000 can be profitably expended thereon in the year ending June 30, 1907.

Canada paid the following bounties for the first eleven months of the 1906 fiscal year, according to Consul Wakefield, of Orilia: $624,191 on iron, $838,591 on steel, $273,440 on steel rods, $13,478 on binder twine, and $267,048 on crude oil.

A vessel's mast, three feet above water, attached to submerged wreckage, was passed on August 19 twelve miles west of Barnegat in fourteen fathoms of water by the steamer Zulia, at New York from La Guayra. The wreck is very dangerous to navigation.

The British steamer Penmanor arrived at Philadelphia, Pa., recently from Rotterdam and reported passing on August 2, in latitude 49.42 north, longitude 17.14 west, a large cask-shaped buoy, apparently iron, painted dark at the ends and white in the middle.

The steamer City of Selkirk arrived at Selkirk, Manitoba, on August 29 from the north end of Lake Winnipeg, and reported that the steamer Princess, with sixteen hands on board, ran into a rock near Swampy Island on the 26th and six of the crew were drowned. The vessel was engaged in the fish trade.

The steam freighter Satilla, built for the Atlanta, Birmingham and Atlantic Railroad Company, by the Fore River Shipbuilding Company, was launched recently. The steamer, with three others now being constructed, will run between New York and Brunswick. She has a displacement of 5000 tons, is 313 feet in length and 40 feet beam.

Captain Samuel Gordon Martin, for over sixty years a shipmate, died on August 28 at his home near Branchport, N. J., in his eighty-third year. In 1849 he was in command of the schooner Roe, which sailed for San Francisco. Later he took the first steamboat to San Francisco from New York in sections on board the sailing ship Cornelia.

An infernal machine was discovered on August 29 in the hold of the steamer Eagle Point, as the vessel lay in the Delaware River, at the Philadelphia and Reading Railroad Grain Elevator. The steamer was saved from destruction by a fraction of a second, as the bomb exploded as it touched the water after being thrown overboard.

Walter Wellman, leader of the Arctic expedition, telegraphed from Spitzenberg on August 14th, via Hammerfest, Norway, that the completion of the balloon has been greatly delayed owing to the magnitude of the work. Many other minor defects have been discovered in the mechanical parts of the airship, and these are being repaired as fast as possible. The motors work excellently, and the balloon part of the airship is in good condition. Wellman says it will be still possible, weather permitting, to get away toward the Pole during the first week of September. The buildings erected will provide a valuable plant for next year's operations if a start is not made this year.

With the Wits.

Afraid of Its Job.—The tetanus germ was out of humor.

"Of course," it said, "it's our mission to get into the human system, but since all this talk about tainted meat I'm getting a little squeamish."

Choked Off.—Gaddie—What! You haven't heard that story about them? Oh, it's a choice bit of scandal. Well, to make a long story short—

Goodley—The best way is to catch this trolley car I've been waiting for. Good-by!

Honest Journalism.—"Will you tell me how you get your 5 p. m. edition to Philadelphia at 9 o'clock of the same day?"

"Certainly," replied the yellow journalist of Gotham. "We do it by printing the edition at 6 a. m."

The Way of Them.—Mrs. Wise—I see you're advertising for a greenhorn servant girl.

Mrs. Newman—Yes, I thought I'd get one and train her up in the way she should go.

Mrs. Wise—Yes, and when you get her trained she'll go.

Realism.—"Hands Off" said the sign above the whirring machinery, but the curious stranger did not heed it.

An instant later he had contributed a finger to the spirit of investigation.

"Darn yeh!" he exclaimed, looking from the stump to the machine, "yeh needn't try to be so literal."

Her Mirror.—"I'll take that," said the man, indicating a silver-mounted handglass, "and I want you to engrave on it, 'From J. J. B. to Phyllis.'"

"Very well," replied the salesman, "we'll put it on the back here—"

"Oh, no, put it around the edge on the front. I want her to see it."

Just What She Meant.—Bess—Well, at last she has expressed his love to him.

Ned—What are you talking about? They've been engaged for months. Besides, your remark was a little mixed. Rou said she had "expressed his love to him."

Bess—Exactly. She has sent his letters back.

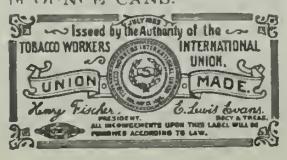
Hateful Person.—Mrs. Gaddie—Oh! we had to drive Miss Crabbe out of our club; she was a disturbing element.

Mrs. Jenks—Indeed? What was the matter?

Mrs. Gaddie—Why, we were discussing the servant-girl question one day, and she said if we'd only stay at home and attend to our business there wouldn't be any servant girl question.

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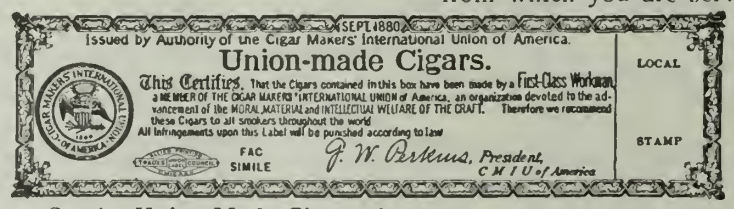
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VOL. XIX. No. 51. SAN FRANCISCO, WEDNESDAY, SEPTEMBER 12, 1906. Whole No. 987.

CALIFORNIANS IN CONGRESS.

THE AMERICAN FEDERATIONIST (September issue) publishes a number of letters from United States Senators and Congressmen on the measures contained in the "Bill of Grievances," recently submitted to Congress on behalf of the workers of the United States. We herewith reproduce the Federationist's comment accompanying the letters, also so many of the latter as have been received from California Representatives, as follows:

Labor's campaign is now in full swing. From everywhere comes the query, "What is the record of the Congressman in our district?" We now publish the following letters from a large number of Congressmen, with editorial comment, which to us seemed necessary for a clearer understanding of their position, either expressed or implied. For the full understanding of what is herewith presented, it is essential to keep in mind that on March 21st Labor's Bill of Grievances was presented to the President of the United States, the President pro tempore of the Senate, and Speaker Cannon. As many of the matters recited in that document related to legislative action it was thought best to send a copy of it to every member of Congress as a matter of information. This was done immediately. On April 26th another copy was mailed to each asking for a reply stating his attitude toward the subjects dealt with therein, so that no injustice should be done to any Representative in the forthcoming Congressional campaign.

In the Bill of Grievances we appealed to those responsible for legislation or for the failure to enact and expressed the hope that the appeal would not be in vain, and added that if perchance Congress did not heed labor's request the toilers would appeal to the conscience and support of our fellow-citizens. Submitting to the dictation of its vested and responsible leaders Congress utterly failed to accord the rights or grant any relief requested.

The indignation felt among the wage-earners and the people generally of our country at this flagrant disregard of their liberties and their interests made itself promptly and spontaneously manifest in all sections of the country, and from all quarters came inquiries from their respective constituencies, regarding the attitude of certain Congressmen.

In the June issue of the American Federationist we stated that any person duly authorized by some bona fide organization, upon writing to the office of the American Federation of Labor as to the attitude of any Congressman upon the Bill of Grievances or upon labor and reform measures generally would receive a copy of such Congressman's reply and his record generally upon the question of labor legislation.

Of course, if no reply had been made to our Bill of Grievances, that information would likewise be given. All this we have already largely furnished. We also stated that we would later publish in the American Federationist the answers from Congressmen.

We have received a large number of replies, and, in compliance with our announcement, we herewith publish many of the answers.

It is by no means to be inferred that the publication of a Congressman's answer is either an indorsement or a "blacklist."

Their respective constituents will settle that from their records.

In certain respects their replies speak for themselves.

There will be little difficulty in ranging some of them under the heads of "indifferent, negligent, or hostile," while others are clearly noncommittal and evasive in their tone. One of the most remarkable things is the lack of knowledge and of sympathy demonstrated by some of the replies.

All will understand that he who is not with us is against us.

Pleas of ignorance, promises of "careful consideration," or similar phrases, can not entitle a candidate to the support from organized labor and its friends which should be accorded to he who states frankly and unmistakably that he indorses fundamentally the Bill of Grievances and will vote for the legislative measures necessary to correct the evils of which labor complains.

In some instances Congressmen emphatically, though briefly, indorse labor's requests, but that in no sense impairs the value of such replies, where the assurance is given so clearly that there is no possibility of misunderstanding.

Another thing which must not be forgotten is that some of our stanchest friends in Congress have not replied in set terms to the Bill of Grievances and therefore can not be quoted here, although their records show their friendship. Correspondence in the American Federation of Labor files attests their efforts to secure the passage of desired legislation at various times. Such members felt no formal reply necessary, but in their districts we have taken care that their friendly attitude and record are understood and if necessary will be made better known.

Many Congressmen in replying wrote at considerable length, often very interestingly, yet, in order to publish as many replies as possible in this issue, we reproduce only the portions of such letters which deal directly with the subject-matter in the Bill of Grievances.

Where Congressmen undertook to dilate upon either the superior merits of their particular party creed or their own virtues as statesmen we have felt constrained to omit such matter.

In order, however, that strict justice might be done and no man misrepresented, care was exercised to preserve in its entirety the expression of opinion on each point germane to the Bill of Grievances. So desirous were we that no injustice be done that we pursued the unusual course of mailing a proof to each Congressman of the matter which appears herein credited to him.

These proofs were mailed several weeks before publication of this issue, and we requested the author to read carefully and return to this office with any changes or amplifications relevant to the subject-matter.

Therefore, each reply herewith submitted to the public may be accepted with the absolute assurance that it is a faithful and correct reproduction and that it has been submitted to the author for inspection before publication.

All understand that large magazines are prepared, so far as the make-up is concerned, several weeks before publication, so it will be seen that replies coming later than a certain date were not available for use in this issue.

In the October and November issues (the latter will be on the newstands October 24th) we may publish replies received too late for this issue and also any received hereafter. It is quite likely that we may also publish statements on the Bill of Grievances from those of our friends who may be nominated to defeat "negligent, indifferent, or hostile" Congressmen.

Hon. E. A. Hayes, Rep.
(Fifth District, California.)

I am strongly in favor of the rigid enforcement of the Eight-Hour law, and should favor any amendments necessary to make it more effective or more rigidly enforced, so as to accomplish the purposes which prompted its enactment.

Convict labor should be so handled as not to compete with free labor nor lower the price of its wages.

I am a member of the Committee of the House on Immigration and Naturalization, and have helped to formulate the bill to restrict immigration now before the House. Although this measure is not as radical as I desire, I think it will be a vast improvement over the present conditions. I am the most radical restrictionist on the committee.

I would not only continue in full force the present Chinese Exclusion laws, but I would have them rigidly enforced and extended so as to exclude Japanese and all Mongolian laborers. I introduced in the House, during the present session, a bill to extend the Chinese Exclusion laws to include Japanese and Koreans. The bill is numbered H. R. 8,975. I have done all in my power to secure its favorable report by the Committee on Foreign Affairs, but unfortunately without success thus far.

Seamen should, of course, have equal rights with all other citizens, and I should certainly favor any legislation that would give them such rights, and such as will fully protect the lives of seamen and the traveling public while on shipboard.

Writs of injunction should be granted to all persons without regard to condition, exactly upon the same terms, and under such rules as will prevent this writ from being used as an engine of oppression or injustice.

I believe that Government employes should have all the rights common to citizens of the United States, including the right to peaceably petition the Congress of the United States for redress from any grievance under which they think they suffer.

Hon. Julius Kahn, Rep.
(Fourth District, California.)

I desire to say that I have always favored the measures which your organization has advocated, and I shall be glad to give them my earnest support in the House.

[And yet Mr. Kahn voted to annul the Eight-Hour law on the Panama Canal construction.—Ed. Am. Fed.]

Hon. J. R. Knowland, Rep.
(Third District, California.)

I favor the enactment of the Eight-Hour law to apply to all work done for and on behalf of the Government.

I believe that the employment of inmates at penal institutions should, as far as practicable, be non-competitive. I am very strongly in favor

(Continued on page 7.)

AUSTRALIAN NOTES.

The "Houses of Gabble" are all in full swing, the Senate, Federal Parliament, and all the State houses. The most important topic at present in the Senate is the Anti-Trust bill, which, I take it, will not affect the Australian merchant very much, as we in this country have not the trusts or combines that are flourishing in the United States. Nevertheless it is a very wise precaution to adopt as it will prevent cases that are sapping the roots of industry here. For instance, the importation of the American harvester, which can be landed here and sold cheaper than you can purchase them in America. This course is adopted, no doubt, with the intention of driving Australian competition out of the market, and so creating a monopoly and then in consequence up go prices. Even a heavy duty on the harvesters does not stop the flooding of the market, as the Americans want the trade. Considering that the American workers receive a higher rate of pay, it goes to clearly prove that some great trust is behind the whole concern.

The industry has to a certain extent been a monopoly up to the present. But some of the Canadian speculators have now stepped in and are establishing a large sugar refinery at Suva, Fiji. This refinery will be known as the Vancouver-Fiji Sugar Company, and as the works are only about five days steam from Sydney and also close to New Zealand it is quite probable that the bulk of the refined article will go no farther than Australia, more especially if we are going to adopt the scheme of preferential trade between Great Britain and her dependancies.

No sane person can deny that there is a corner in tobacco. One gang controls the whole of the output and the imports. With the heavy duty that is on tobacco it is almost out of the reach of the ordinary worker to purchase a decent quality as the cost would be about five to six shillings per pound, and with our own manufactured article, if of good quality, the price runs to about five shillings now, what must be the article which is sold at the rate of three shillings per pound? As there is a great cry about pure food, why not have an inquiry into the pure(?) tobacco as sold to the citizens of Australia? Some of the politicians would like to see the juveniles prohibited from smoking cigarettes, as they claim that the youngsters are being slowly poisoned, why not do the right thing and prevent the adult from being compelled to smoke something which gives off a smell something between dry grass and old shoes?

As far as I am aware, this is the only combination, except that of the daily press, that the Anti-Trust bill would apply to. The Government could help by reducing the tax on the home-made article if they are as earnest as they say of assisting the workers.

We are at present suffering from a plague of interfering clergy and psalm-singers, who, having nothing else to do, as the heathen Jap is too shrewd for them, and as the almond-eyed Chinaman can do without them, and as there is sufficient food on the Islands of the Pacific, and the inhabitants are tired of "long pig," as the cannibals termed the missionary, they have now turned their attention to the Australian resident and are trying to accomplish by law what they fail in by exhortation, namely, to put down sports of certain kinds, such as sweeps, art unions, boxing, and are even going so far as to prevent a person from buying and selling a bag of peanuts or candy or obtaining a non-intoxicating drink, or any kind of fruit on Sunday. How long the people of a country who prate about their freedom are going to tolerate such a state of things it is impossible at the present time to tell.

The Reform party, which is on the same lay here as your Citizens' Alliance in San Francisco, is at present in a fog as to whom they can nobble to oppose the leader of the Federal Labor party, J. C. Watson. As the latter has given satisfaction to the workers of this country, it will require a first-rater to wipe him out of politics. This is an opportune time to say a work about him. Briefly, he is a staunch, fighting member of the Typographical Union, even before he took to politics, thirteen years ago. His education and manners no one can dispute. Ability, of the first water, or 22 karat, a mediator when up against a firebrand and a fighter when he meets the foe. A native of New Zealand, strictly moral and an abstainer, as far as the writer knows. In all a true Democrat, whose only fault with any one is that of being true to his pledges as a Labor representative. As the good invariably die young, it is the wish of all workers that J. C. Watson will be an exception to this old saying. As the battle for the Federal House comes off about October or November, the oposing armies are already preparing their forces and getting their guns into position.

The enemy's General Twister, "Dry Dog" Reid, K. C., has just returned from a tour of the colonies where he has been lecturing to the people upon the necessity of voting against Labor as the representatives of Labor are the "ruin of this country," and that they are the people who are preaching socialism. Reid goes so far as to say that they are also agitating for the "equal distribution of wealth," and are also "against the marriage tie," and the Melbourne press goes on to say that the Labor politicians are an ignorant and arrogant body of men. Of course, they were real good fellows when supporting their idol, the Wriggler. As he was being supported only when giving concessions, directly he failed the party bumped him out of power, and the result is that implacable hatred which we at all times receive, when we deprive the capitalistic class of that power which rightfully belongs to the masses.

The Judge of the Arbitration Court last week gave us a splendid illustration of what it is possible for persons to say or do, who are appointed to positions that they are not in touch with the surroundings of, or whose positions in their past have never brought them in or about the environments of the everyday worker. Imagine a judge who should be like Caesar's wife, above suspicion, saying that the Wharf Laborers' Union had resorted to trickery in their dishonest actions and had insulted his court, and that he would cancel that union's registration on the application of the Registrar. For what offense? Because they had refused to admit as a member a person whom the majority assembled at a meeting considered had worked to their detriment in a time of friction with the stevedores. This person being brought from a neighboring colony and at the same time refusing to do any of the hard or unpleasant labor which falls to the ordinary gang of wheat carriers in a ship's hold when loading, but would take any easy portion of the work. This the men who were working with him objected to, now the peculiar portion of this splendid, noble, and humane Act (prostituted by the way it is administered), which states that every thing else being equal, the unionist shall have preference, has been taken away from the previous award. That being the only power which even the employers' representative backed by the workers' representative, gave to the Judge, and with that he had to rest content. It is to be hoped he will never be troubled with a bad liver as then there would be no knowing what he would do. Credit should be given to the employers' representative, for the stand he took on the occasion, as we, the members of the union, know that we never had preference from the Judge in his previous award.

One of the strange expressions of the Judge is, that provision shall be made for the employment of "old and slow workers," and the rates of pay for such men. And that the employer shall have the privilege of employing persons for three days in the week as constant hands. Is there any person outside of a lunatic asylum can say that was preference to unionists. Well, here is something can be stated with truth, that had the verdict been any other way, or so to speak as the Judge wished, it is freely stated by a great many concerned that the time was opportune when the docile unionist would have had the power to quit or strike, aye, and then the unionist would have the justice, even if the court have the law, as they would imagine. And as one who has seen the effects of strikes both in this and other countries when a large body of people are affected. The Judge can congratulate the other two members of the court for having saved him from being the laughing stock of this and other portions of the world.

THE COMMODORE.

Sydney, N. S. W., Aug. 13, 1906.

The harbor board of Auckland, N. Z., is engaged in harbor improvement and wharf construction which will take years to complete and the cost of which is estimated at about $10,000,000. A part of this work is now under contract to the Ferro-Concrete Company, an Australian corporation which is engaged in building a wharf of concrete reinforced with steel. Proposals or bids for the work have been asked for by advertisement in the United States at New York and Chicago, but as yet no tenders have been received. There is as yet no communication by railway between Auckland and Wellington, and the Government is at present engaged in constructing a line between Napier and Rotorua which will complete the connection.

The remittances to China made by coolies or laborers at work in other countries is now estimated to reach $50,000,000 annually, including $5,000,000 said to be sent home by the indentured coolies in the Transvaal mines. This is one way China meets her adverse balance of trade.

A project is under discussion in Germany for the holding of a world's fair in Berlin in 1912. There is a fair prospect that provision will be made for such an exposition.

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions)

MERCHANT MARINE IN WAR.

Great Britain more than any other nation is depended upon the existence and uninterrupted movement of her great merchant marine. In itself, and as the indispensable medium for carrying her vast commerce, the shipping fleet of the island empire is its most valuable asset. Therefore, it has been generally regarded as the most vulnerable point upon which to concentrate attack in time of war. So largely does Great Britain depend upon her over-sea commerce for food stuffs, that there would be no surer way of bringing that proud empire to its knees as a supplicant for peace than to capture, destroy, or drive from the high seas the ships that carry her food stuffs and the raw materials and finished products of her factories.

The recent naval maneuvers, in which practically the whole strength of the British navy was concerned, were planned with a view to determine just how great this peril might be, and to this end an "enemy's fleet" was organized which, though not large in numbers, was mainly distinguished by its combination of great gun power and high speed. Among the battleships were included the five new vessels of the King Edward VII class, and among the cruisers was the Atlantic squadron, which, under the command of Prince Louis of Battenberg, visited this country in the fall of last year. Although the commerce destroyer, as represented by our own Minneapolis and Columbia, has ceased to be built, its place has been taken by the modern armored cruiser, which has all the speed of the commerce destroyer, in addition to good armor protection and a heavy battery of long-range guns. The Atlantic cruiser squadron, for instance, consists of ships, the slowest of which is of 23 knots maximum speed, while the fastest, the Drake, made 24 to 25 knots for short distances when in chase of the enemy.

The "defending fleet" included twenty battleships of the Channel and Mediterranean fleets, besides several squadrons of cruisers, and the plan of the maneuvers was to dispatch a large number of merchant ships across the zone of war under convoy, the vessels being sent off in groups along one of the several routes between Falmouth or Milford Haven and Gibraltar. The ships, whether their course lay northward or southward, converged off Cape Finisterre, which, of course, became the central point of defense. The method of defense was for the fleet to move in sections respectively to the south and to the north, each preceded by a wide screen of scouts and cruisers, the widely-separated ships of each screen being kept in touch by wireless telegraphy.

The nine battleships and cruisers of the enemy rendezvoused off Cape St. Vincent, where the vessels were formed in three great lines reaching east and west, with thirty miles between the individual ships of each line. The battleships formed the center line, while a line of cruisers was placed 120 miles to the north, and another line 120 miles to the south, the whole of this great network being kept in touch by wireless telegraph. The defending force, moving from Gibraltar and from Falmouth, quickly broke through the meshes of this net, two of the enemy's battleships and some of his slower cruisers being subsequently put out of action by the fleet from the south; the defending fleet from the north accounted for a third battleship and another large cruiser, while the Magnificent, the last remaining of the slower battleships of the enemy, escaped by taking to the Atlantic. The enemy was left with five fast battleships of the King Edward VII class, and the enormous value of a homogeneous squadron of uniform high speed was shown by the fact that these vessels were able to break through the theoretically overwhelming force of the enemy, and steam up the channel with the defending fleet in hopeless pursuit.

The enemy's cruisers, forming the southern edge of the net, fought an important engagement with the defending cruisers off St. Vincent, in which all of the ships on both sides were severely handled and some vessels were practically destroyed. It is significant that most of the engagement took place at 6,000 yards range, at which the 6-inch gun is practically ineffective, and that the maneuvering was carried out at the high speed of 21 knots an hour. The value of speed in armored cruisers was shown when the enemy's squadron sighted the outer fringe of 25-knot scouts (a new type recently built) and gave chase. In this case the flagship Drake was able to raise her speed to 24.8 knots, with the result that she ultimately brought the destroyers within range, and they were ruled out of action. It is claimed, and very justly so, that the maneuvers have emphasized the value of an efficient engineering staff and have proved, once more, that upon the efficiency of the staff, and not upon the mere trial records of the ships, depends their final value when put to the supreme test of war.

On the other hand, too much importance must not be placed upon the escape of the attacking fleet and its ability to raid the maritime cities along the coast, and capture and destroy merchant vessels. Such damage would be local and temporary. Only by meeting and defeating the defending fleet in a pitched battle, a feat of which the enemy was quite incapable, could any decisive result have been achieved. Although the swift cruisers of the raiding fleet succeeded in doing considerable damage to the country's commerce, they were driven from the trade route which was selected for attack, and as a fleet were badly damaged and widely scattered. Altogether the contention of the leading naval authorities that Great Britain's commerce can never be so absolutely crippled as to decisively affect the issues of war, would seem to be strengthened by the events of this summer's maneuvers.—Scientific American.

Major Burr, lighthouse engineer at Boston, has been directed to make plans at once for the Isle au Haut station, where a site must be purchased. At the fog station at Baker's Island, for which plans will be made at once, the present site will be used. Commander Marshall, lighthouse inspector at Boston, has been authorized to prepare plans for the Hen and Chickens light vessel. It is expected all the work will be completed during the present fiscal year.

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EFFECT OF SEA UPON CLIMATE.

The enormous area of the sea has a great effect upon climate, but not so much in the direct way as formerly believed. While a mass of warm or cold water off a coast must to some extent modify temperature, a greater direct cause is the winds, which, however, are in many parts the effect of the distribution of warm and cold water in the ocean perhaps thousands of miles away. Take the United Kingdom, notoriously warm and damp for its position in latitude. This is due mainly to the prevalence of westerly winds. These winds, again, are part of cyclonic systems principally engendered off the coasts of eastern North America and Newfoundland, where hot and cold sea currents, impinging on one another, give rise to great variations of temperature and movements of the atmosphere which start cyclonic systems traveling eastward.

The center of the majority of these systems passes north of Great Britain. Hence the warm and damp parts of them strike the country with westerly winds which have also pushed the warm water left by the drying-out current of the Gulf Stream off Newfoundland across the Atlantic, and raise the temperature of the sea off Britain.

When the cyclonic systems pass south of England, as they occasionally do, cold northeast and north winds are the result, chilling the country despite the warm water surrounding the islands.

It requires only a rearrangement of the direction of the main Atlantic currents wholly to change the climate of western Europe. Such an arrangement would be effected by the submergence of the Isthmus of Panama and adpacent country, allowing the equatorial current to pass into the Pacific. The gale factor of the western Atalntic would then be greatly reduced.

The area south of the Cape of Good Hope is another birthplace of great cyclonic systems, the warm Agulhas Current meeting colder water moving up from the Polar regions; but in the Southern Ocean the conditions of the distribution of land ahe different, and these systems sweep round and round the world, only catching and affecting the south part of Tasmania, New Zealand, and Patagonia.

The Collector of Customs, Port of St. Johns, has issued an Act for the encouragement of the herring fishery and the better care of herring in Newfoundland. It provides for the granting under certain conditions, by the governor in council, of free entry of boats and outfits; of a subsidy to persons engaged in "drift-net" fishing for a continuous period of not less than two months; and of a bounty of 50 cents per barrel upon all herring cured and packed by bona fide residents according to the Scotch method.

Some of the British shipbuilders declare that cargo steamers can now be purchased for less money than they can be built. Yet during the month of May there were added to the British Registry a total of 99 vessels, aggregating 136,712, chiefly large steel steamers.

Home News.

William Jennings Bryan was welcomed home after his tour of the world, by an audience of 20,000 persons in Madison Square Garden, New York City, on August 30.

The London Daily Mail's correspondent at Teheran, Persia, asserts that the bulk of the population is offering united resistance to all attempts at reform on the part of enlightened leaders of the Government.

The monthly statement of the public debt, issued on September 4, shows that at the close of business September 1, 1906, the debt, less cash in the Treasury, amounted to $970,368,383, which is a decrease for the month of $3,488,418.

An examination of the list of securities held by the defunct Real Estate Trust Company, of Philadelphia, Pa., developed the fact that Frank H. K. Hipple, President of that institution, who committed suicide, was an embezzler to the extent of over $5,000,000.

Mrs. Henry Knippen, wife of a farmer living near Cloverdale, O., on September 6 decapitated her two children, a boy aged 3 and a girl aged 1½ years, with a carving knife. The woman recently was discharged from the Toledo State Hospital for the Insane.

The first and second Federal Grand Juries at Chicago, Ill., on August 27 returned ten indictments against the Standard Oil Company before Judge Bethea in the United States Circuit Court. The indictments, which contain 6428 counts, are all in connection with the granting of rebates.

The Democratic and Republican conventions held at Bisbee, A. T., on September 6, adopted identical resolutions against joint statehood, as follows: "We are unalterably opposed to joint Statehood between Arizona and New Mexico, and would prefer to remain a Territory forever than to have a joint State with New Mexico."

Acting Secretary Lawrence O. Murray of the Department of Commerce and Labor, has instructed Acting Immigration Commissioner Murray, at New York, to land twenty-eight Jewish children who were recently brought to this country from Russia to be given homes by the United Hebrew Societies. Their parents in each case were killed in the massacre of Jews at Kishineff.

The State Department on August 29 made public a proclamation by President Roosevelt putting into effect on September 1, the new agreement as to reciprocal tariff concessions between the United States and Spain. Under the agreement American goods are to pay duty according to Spain's second tariff schedule, the rate accorded favored nations, in return for American concessions in the way of tariff reductions on wines and other Spanish imports into the United States.

The enlisted strength of the United States Army is slightly increased in a general order issued at the War Department on August 30. The strength of the different branches of the service will be as follows: Enlisted men in cavalry 12,240, artillery corps 328, coast artillery 13,298, torpedo companies 527, field artillery 4012, infantry 24,480, engineers 1282, additional strength 1961. Total enlistment in the line, 58,128. To this is added for the staff departments 4387, making a total of 62,515. The enlisted strength under the last general order, issued February 6, this year, yas 60,798.

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Pacific Coast Marine.

The steam-schooner Pasadena has been sold by J. R. Hanify & Co. to the Albion Lumber Company.

The steam-schooner Coquille River has been sold by W. J. Woodside, acting for the Truckee Lumber Company, for $32,000.

The first Benson log raft arrived at San Diego, Cal., on September 7, from the Columbia River, having made a leisurely but uneventful trip in tow of the Spreckels tug Dauntless.

All tonnage and navigation dues in the Philippines have ben abolished by an Act of the Philippine Commission passed August 31, of which notice has just been received.

The French bark Marguerite Molinos, which arrived at San Francisco on September 2 from Swansea, Eng., reports that during a gale a seaman named Louis E. Leguelin was killed by falling from aloft.

The German bark Lispeth, which put into San Pedro, Cal., in July in distress, badly strained and leaking, and with sails missing, arrived in Royal Roads, B. C., on August 30. The vessel will be docked at Esquimalt for repairs.

An official inspection of the Mare Island Navy Yard was recently made by the naval authorities of that station. A number of improvements to the station are being contemplated, such as putting up some new buildings and the laying out of new roads.

A telegram received at San Francisco from Montevideo reports that the British ship Annesley, bound for Shields, Eng., from San Farncisco, previously announced as having put back to Montevideo in distress, lost her master, Captain Culbert, by death at sea.

The Canadian Pacific liner Empress of China sailed from Victoria, B. C., on September 4, on her new mail schedule, carrying the British mails in an effort to land the mails at Hongkong thirty days from London. This involves a record passage across the Pacific.

The Japanese Government proposes to adopt strict measures for the control of the adventurous fishermen and to prevent poachers from bringing disgrace upon the nation. This action is to be taken in view of the recent killing of a number of Japanese seal poachers by Americans.

Information received from the Customs officials at Port Angeles, Wash., states that the British bark Pass of Leny, Captain Ball, came back from Cape Flattery after matches, having started his voyage without those needed articles. This case is without parallel in the marine history of the locality.

The steamer Al-Ki of the Pacific Coast Steamship Company, en route from Seattle with a cargo of dynamite, went ashore on September 3 in Kanaka Bay, near Ward's farm, in a dense fog. She was later pulled off by the tug Sea Lion and towed to Port Townsend. She was not seriously damaged.

The United States Army transport Sheridan, from Manila, P. I., went ashore at Barber's Point, the southwestern extremity of Oahu, T. H., on August 31, and is thought to be a total loss. The point at which the Sheridan grounded is within twenty miles of the stranded Pacific Mail liner Manchuria.

On board the steamer Rosecrans, arriving at San Francisco on September 6, twelve and one-half days from Nome, Alaska, by way of Monterey, were fifty cases of furs and treasure from Alaska valued at $600,000. The Rosecrans carried a cargo of fuel to Nome, and after discharging this freight, took on the furs and treasure.

Applications for inerease of wages were received at a recent meeting of the San Francisco Harbor Commission from the assistant engineers on the State dredgers, the pile-drivers, Bridge and Structural Iron Workers' Union, the pavers, and the engineers of the State fire tugs; but all were filed without discussion.

The Department of Justice has received a telegram dated Valdez (Alaska), August 30, saying that six Japanese were convicted on August 29 of attempting to kill fur sealers on St. Paul Island. Five others pleaded guilty to killing seals at the same place. The remaining prisoner was tried and his case is now pending before a jury.

Bids were opened on August 31 in the office of the Standard Oil Company, at Oakland, Cal., for extensive repairs to the company's steamer Ashtabula, and the contract was awarded to the Moore & Scott Iron Works, the lowest bidders. Owing to the extensive repairs necessary, she may be detained in port some time.

The Pacific Mail liner Manchuria rests easily on the reef on which she struck, and it has been found that she is structurally but little damaged. The dredger Pacific, while working on the stranded steamer, struck a reef and was damaged so as to delay operations on the liner. Captain Metcalf is making very extensive preparations to save the Manchuria.

The British ship Wray Castle, bound from Liverpool for San Francisco, and previously reported as putting into St. Vincent, is seriously damaged, according to news received on September 5. The cargo throughout the midship section was burned, broken, and damaged by water. The vessel had been surveyed and pronounced unseaworthy. The heated part of the cargo will be discharged.

Captain T. H. Wornsop, representative of a British steamship syndicate, who went to Mexico City to arrange for a subsidy for a steamship service with monthly sailings between British Columbia ports and the west coast ports of Mexico, arrived at Victoria, B. C., on September 3 from Mexico, after securing Mexico's agreement, and on arrival at Ottawa it is expected a contract will be signed for the service. Canada will give $30,000 subsidy and Mexico a similar amount.

The steamer Nushagak, arriving at San Francisco on September 7 from Bristol Bay, Alaska, brought news of the destruction of the Coffee Creek salmon cannery, on Kvichak River, by fire in the latter part of May. Seven men were burned to death. Three men were arrested on suspicion of having set fire to the buildings, and these suspects were in connement at Nushagak when the steamer left there, but were about to be taken to Valdez for examination.

The collections at the San Francisco Customhouse for August were $1,178,217.15, the largest amount ever collected at that port, except during one month in 1883. At that time the duty on opium was raised, and a large number of ships laden with the drug hastened to San Francisco. This brought the collections for that month up to $1,600,000. The collections for August, 1905, were $584,925, and for July of this year $777,091.31. Two cargoes of raw sugar, on which the duty was nearly $500,000, helped to make the large total for the month just passed.

The codfishing barkentine Harriet G. arrived at San Francisco on September 4 and reported that at Dutche Harbor, on April 24, in the teeth of a roaring gale, three of the best hands on the ship, Carl Sunklum, Frank Terry and Max Reiss, left her and set out in their dories for Unimak Pass, eighty miles away. One was frozen to death in his boat, another was capsized and drowned in the icy waters, while a third lies in a hospital at Unimak awaiting the amputation of both arms. That the latter man is living now is due to the fact that he was rescued by the keeper of the lighthouse at Unimak.

An active campaign is about to be started by the Potrero Commercial and Manufacturing Association for the permanent improvements on the San Francisco water front and the belt line railroad facilities. The Association will ask the cooperation of all commercial bodies in the move to have a large issue of State bonds issued at the next session of the Legislature. A resolution regarding the necessity of keeping Islais Creek navigable for the benefit of shipping was adopted. It is as follows: "Resolved, That our Congressmen and representatives in Congress be requested to use their best efforts to have the Government dredge out Islais Creek, making it navigable for shipping purposes and increasing our water frontage for dockage and shipping purposes some three miles or more, and before the railroad companies, by filling it up, render it useless for navigation."

Three cargoes of salmon from Alaska arrived at San Francisco on September 7, the steamer Nushagak, eleven days from Nushagak, having 5569 cases, the ship Star of France, twenty days from Bristol Bay, 51,295 cases, and the bark Big Bonanza, twenty-six days from Nushagak, 43,860 cases. The catch of the dozen Bristol Bay canneries is reported to be rather below the average. The bark Bohemia was scheduled to sail from Nushagak on August 27. From the same place the vessels already sailing for San Francisco are the Coalinga, leaving Nushagak August 17, the Euterpe on the 21st; the Indiana on the 22d; the Star of Italy on the 23d; the Electra on the 24th, and the Santa Clara on the 25th. From Bristol Bay the Paraminta sailed on August 16, the C. B. Kenny on the 14th, the Prosper and Tacoma on the 18th, and the Columbia on the 19th, all with good-sized cargoes. Hundreds of men are returning with the fleet.

Men in need of medicine go to City Front Drug Store, No. 10 Mission St., near East, S. F.

Get your Spring Blood Cleanser at the City Front Drug Store, 10 Mission street, opposite the old Sailors' Union Hall, San Francisco.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. Particular attention is paid to insurance claims. Room 207, Merchants' Exchange Building. Phone, Temporary 394.

P. E. Erickson, dealer in Havana Cigars, Cigarettes, Tobaccos, etc., sole agent for the celebrated Red Anchor Brand Snuff, importer of Swedish Razors and Cutlery, Subscription Agency for the Svenska Nyheter, Amerikanaran and Kuriren, formerly at corner of California and Kearny, now doing business at 108 East Street, opposite Mission-street wharf, San Francisco.

TRUSTS IN ENGLAND.

In the British House of Parliament recently the president of the Board of Trade was asked whether he could state the details of the agreements which had been arrived at by British steel manufacturers with reference to steel plates and steel rails, respectively; whether he was aware of the rise in price of these materials which had taken place since the agreements were arrived at, and that a third combination to raise prices had just been formed in the steel-angle trade; and whether he could promise to introduce legislation on the subject at an early date.

Mr. Lloyd-George, in replying, said that he was to give the details of the agreement, but he had heard that they include an obligation on the part of Scottish and north of England makers of steel plates not to sell certain classes of goods in each other's markets. A provisional agreement of a similar nature is believed to have been entered into with regard to angles. As regards steel rails, he said, there had for a long time been an agreement among the principal British makers, who are also understood to be parties to an arrangement arrived at by an international rail syndicate for the division of the world's markets and he was aware of the rise in price which had occurred. Arrangements for maintaining prices exist in a number of other trades in the United Kingdom, and the introduction of legislative measures for dealing with the matter would obviously require very careful consideration. His attention had already been called to the international aspect of the matter, more especially with regard to South American rails.

COAL IN FRENCH COLONY.

Consul F. W. Gooding, of Newcastle, reports that great efforts have been made during the past few years to develop coal mining in parts of New Caledonia.

This is desirable, from a French point of view, as the colony would cease to depend on Australia for its coal supply, while cheap fuel would greatly aid local industries. A local coal supply would also be useful to the steamers now trading to the colony, while a large trade would be done when the Panama Canal is completed, as New Caledonia would become an important port on the direct route from Australia to America and Europe. Accordingly mines were opened in several places in the interior, and an analysis of the coal showed that it was of good quality, well adapted for steaming and manufacturing purposes. A few weeks ago a party of French naval officers inspected the mines and expressed themselves much pleased with the progress of the work. It was, however, urged that to make the enterprise a success the railway, which, on account of pecuniary difficulties, has been stopped, must be continued to the mines, so that the coal might be readily brought to the seaboard. News has just been received that the construction of the railway will be pushed as far as Patta. Thus another coal-producing center is added to the list.

The gross earnings of all the railroads of the United States for June up to July 1 show an increase of 10 per cent over the corresponding time a year ago.

Demand the union label on all products!

COAST SEAMEN'S JOURNAL

PUBLISHED WEEKLY BY
THE SAILORS' UNION OF THE PACIFIC
Established in 1887

W. MACARTHUR, Editor | P. SCHARRENBERG, Mgr.

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Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, SEPTEMBER 12, 1906.

THE ANTI-INJUNCTION BILL.

Charles E. Littlefield, who succeeded the late Speaker Reed on the latter's retirement from Congress, has from his first appearance in that body been recognized as one of the notable men of the Nation. Under ordinary circumstances he would, according to the custom of most Eastern constituencies, have been sure of regular re-election as long as his party retained its majority in his district and he was willing to serve. His course in Congress has not met the approval of Mr. Gompers, because from his position on the Judiciary Committee he happened to lead the opposition to Mr. Gompers' demand that employers, in case of labor troubles, should be DEPRIVED OF THE PROTECTION TO THEIR BUSINESS AND PROPERTY WHICH IS AFFORDED BY THE WRIT OF INJUNCTION. Other Congressmen are marked for attack, but the strongest fight sems to be directed against Mr. Littlefield, and Republican and Democratic union men are COMPELLED TO CONTRIBUTE TO THE EXPENSE OF A CAMPAIGN TO DEFEAT HIM. Speaker Cannon has gone to Mr. Littlefield's district to take part in the canvass and it telling the people of the country some plain truths which they will do well to heed.

As a practical issue the question of denying the protection of the courts to one class of our citizens is probably of no great importance. The spirit, if not the letter, of the Constitution, assures to all citizens the equal protection of the laws in Federal as well as State courts, and a statute denying that equal protection would probably be found as only so much waste paper. But that an attempt should be seriously made to accomplish such an end is a matter of which all men, and especially all wage-earners, should regard with grave concern. The fact is that a strike in whose justice the public believes, will usually succeed by reason of inability to replace the strikers. It may take some time. Ordinarily it will take some time; but it wil succeed in the end by the force of public opinion. But we all know that it is unusual to wait for public opinion to operate. Particularly is this the case when employes of public service corporations strike. The companies are bound to operate their business if protection is afforded, and not otherwise, but if they exercise their legal right to employ new men they are restrained, not by the law, but by a mob. The same is true of private corporations which are under no obligation to pursue their business. If they attempt to operate their men are assailed by mobs and their property may be destroyed.

In such a condition the only protection of the employer is the writ of injunction to disobey which is contempt of court, subject to summary punishment by order of the court. THE LABOR LEADERS SAY THAT THIS IS DEPRIVING THE RIOTERS OF TRIAL BY JURY, WHICH THEY DEMAND, ALTHOUGH IT IS DENIED TO ALL OTHERS IN CONTEMPT OF COURT. Trial by jury, however, affords no protection whatever, for it is physically impossible to handle the cases, and morally impossible because juries can not be obtained, partly because there are none in the community who are unbiased, and partly BECAUSE JURY MEN WHO VOTE TO CONVICT ARE AFRAID—AND WITH REASON—OF BEING MURDERED. To deny the writ of injunction is therefore to give full control to the mob which invariably includes all the ruffians of the community. Nobody understands this better than Mr. Gompers. WHEN HE DEMANDS THAT THE WRIT OF INJUNCTION SHALL NOT BE USED IN LABOR TROUBLES HE REALLY DEMANDS THAT MOB LAW SHALL PREVAIL. But the Nation wil not long submit to mob law. Order will in the end be secured by whatever means is possible. The only means aside from the courts is military force, and that is what labor really invokes when it demands to be relieved from injunctions. We do not believe honest wage-earners desire that.—San Francisco Chronicle.

The Chronicle's views on the injunction in labor disputes are noted for their utter disregard of the truth concerning the position taken by organized labor. In the foregoing that paper surpasses itself and approaches, if it does not actually overstep, the line of deliberate falsification. In the first place, Mr. Littlefield did not succeed the late Speaker Reed, but was elected to the seat made vacant by the death of Nelson Dingley, Jr. This error on the part of the Chronicle, although immaterial in itself, is important as indicating carelessness in stating matters of fact. It is just possible that the Chronicle's miscontruction of the Anti-Injunction bill is due to failure to peruse that measure with the care necessary to a correct understanding of its purport. At any rate, this supposition affords the only alternative of the charge that in its treatment of the injunction question the Chronicle is guily of wilful misrepresentation.

The Chronicle speaks of "Mr. Gompers' demand," etc. The fact is that the Anti-Injunction bill now before Congress is demanded by the labor movement of the country, comprising over 2,000,000 workers, to say nothing of the substantial support accorded that measure by all classes of the public at large. To say that the Anti-Injunction bill would deprive employers of "protection to their business and property" is to beg the question as to what constitutes the employers' business and property. The injunction, as commonly issued in labor disputes, regards the purchasing power of the public and the labor of the employe as part of the "business and property" of the employer. This the proponents of the Anti-Injunction bill deny, upon the ground that the right to patronize or refuse to patronize, to labor or refuse to labor, inheres in the patron and laborer, respectively; consequently, the issuance of an injunction the practical purpose and effect of which is to restrain either patron or laborer in the exercise of such right, so far from being a legitimate protection to the employer, is an infringement upon the rights of other classes.

The statement that union men are "compelled to contribute to the expense of a campaign to defeat him (Mr. Littlefield)" is contrary to the fact. The American Federation of Labor has issued a request to its affiliated bodies for contributions to the fund for the campaign against unfriendly Representatives. Such contributions as are made will be made freely, the only obligation in the matter resting upon the sense of moral duty.

The Chronicle's further statements are equally wide of the mark. The labor leaders do not merely say that the injunction deprives rioters of trial by jury. They say, further, that the injunction deprives all the persons named therein of an opportunity to defend themselves when charged with rioting or other offense, with the result that innocent persons are frequently punished for contempt of court. Of course, the accused rioter is entitled to trial under the forms prescribed by law. To the extent that the injunction supersedes the law, it is dangerous and should be checked. It is no defense of the injunction to say that law-breakers can not be punished because jury men "are afraid—and with reason—of being murdered." That there is no truth in this statement is shown by the fact that juries commonly do vote to convict persons accused of crime in connection with "labor troubles," and very often such votes are cast in the fact of all the evidence in the case. The Chronicle would render a distinct service to the cause by citing a single instance of murder as a result of such votes. The Chronicle's views in this connection bear the merit of consistency. That paper is dead set against the whole instituion of trial by jury (possibly because the jury in a certain well-known case declared that it was no crime to kill the editor of the Chronicle), and is naturally opposed to any measure that proposes to defend or conserve that institution.

There is absolutely no connection between the proposed Anti-Injunction bill and mob law or military force. The attempt to associate the latter evils with the measure in question is based upon construction strained to the point of sheer absurdity. What necessary or possible connection can exist between the demand for free press, free speech and peaceable assemblage and the demand "that mob law shall prevail?" Yet the former demand is all that is conveyed by the Anti-Injunction bill. That bill is designed for the protection, not alone of organized labor, but of the whole people, against a growing usurpation of the Judiciary, which unless checked will subvert the most fundamental of the people's liberties. The Chronicle would do well to read the Anti-Injunction bill before venturing upon any further criticism of that measure.

The Republicans have carried Maine! Most remarkable, isn't it? A significant feature of the election on the 10th inst is the reduction of Representative Littlefield's plurality from 5,000 to 1,000, caused mainly by the protest of organized labor against that statesman's hostility to progressive legislation. Considering the well-established political conditions of the State and the extraordinary efforts made to insure Littlefield's re-election, the closeness of the contest in the present instance is a forecast of still greater results in other localities. "Indifferent, negligent or hostile" Representatives had better "look a leetle oud."

A certain Chinaman, described as a "financial and political power in China," discussing the proposal to employ Chinese coolie labor on the Panama Canal, and prophesying the failure of that plan, says: "We know the value of our labor, and intend to keep it at home as much as possible." How's that for heap sabe? Tell you what, when it comes to saying the right thing at the right time the gentleman just quoted can give cards and spades to many a financial and political power in the United States. If the gentleman in question were running for office in an American constituency he'd lead his ticket by several blocks.

"Brevity is the soul of wit"—also of evasion or contempt. The Hon. Julius Kahn, Rep., is very brief on the subject of the labor bills in Congress. See page 1 of this issue.

LABOR DAY PRESS.

In accordance with its usual custom the labor press honored Labor Day by the issuance of a large number of "specials." Among those of our contemporaries which thus signalized the occasion are the following: American Federationist, Washington, D. C.; The Unionist, Mobile, Ala.; Labor Leader, Baltimore, Md.; Labor Journal, Rochester, N. Y.; Galesburg (Ill.) Labor News; Labor Advocate, Nashville, Tenn.; The Chronicle, Cincinnati, O.; Labor World, Duluth and Superior; Portland (Or.) Labor Press; Michigan Union Advocate, Detroit, Mich.; The Union, Minneapolis, Minn.

Each of these publications presented its readers with a goodly store of matter appropriate to Labor Day, a prominent item of which was the liberal display of the union labels of the respective crafts. Among all the features of the annual celebration none is more promising of large and enduring results of their industry and enterprise and trust that their reward will be commensurate with their deserts. Long live the labor press!

A court in Racine, Wis., has awarded $6,000 damages to a boss baker in a suit growing out of a boycott by a bakers' union against the plaintiff. In the course of his decision the court said: "Any injury to one's business and trade is on the same footing as an injury to his tangible property, and the law prescribes the remedy for one as well as for the other." At last we have it! The "good will" of a business is part of its "tangible property." In other words, the patrons upon whose good will a business depends may be transferred from one hand to another like so much stock in trade. The next logical step in the process of Government by Injunction will be an edict of court forbidding patrons from transferring their patronage from one concern to another. The, farewell, a long farewell, to that most cherished of all business axioms, "Competition is the life of trade." Those who don't like this prospect may take comfort from the fact that a court in Washington, D. C., has just rendered a decision of the opposite tenor. What could be more conclusive of the equality of all men before the law? One court says the boycott is illegal, another court says the boycott is legal. One court decides in favor of the employer, another court decides in favor of the employe. The trade-unionist who would keep track of the court decisions on the boycott must needs have more faces than Janus and more eyes than Argus. Come to think of it, the trade-unionist had better look straight ahead, in the hope, if not assurance, that when the courts reach an agreement among themselves they will not be very far out of line with trade-unionism on the subject of personal liberty in the matter of giving or withholding business patronage.

Congratulations all around are in order following the termination of the street-car strike. The JOURNAL sincerely hopes that satisfactory and permanent terms will be arrived at by the representatives of the United Railroads and the unions in the employ of that company. Let us have peace!

The most effective way to "recognize the union" is to recognize—that is, demand—the union label.

CALIFORNIANS IN CONGRESS.

(Continued from page 1.)

of the restriction of foreign immigration, and stand, and have stood, ready to vote for such a measure, my name being affixed to the call for a caucus of the Republican members to the end that action may be taken upon this subject.

I am unalterably opposed to any modification of the existing Chinese Exclusion laws. Being interested to some extent in the shipping business I thoroughly agree with your views as to the necessity of the passage of a law forbidding the towing of barges without equipment and a crew sufficient to manage them. I also believe that the towing of log-rafts is a menace to navigation.

[Is not the construction of the Panama Canal work "done for and on behalf of the Government"? Yet Mr. Knowland voted for its annulment.

A word upon the abuses of injunction and other matters in the Bill of Grievances might well receive attention from Mr. Knowland in his reply.—Ed. Am. Fed.]

Hon. J. C. Needham, Rep.

(Sixth District, California.)

Regarding the Eight-hour law, will say that I am in favor of the eight-hour schedule. There may be, however, exceptions when it would be unwise to make such a schedule mandatory. I particularly refer to the Panama Canal, and there may be other public works which could be excepted without detriment.

I believe in enacting such legislation as will reduce to the narrowest possible point the competition of prison labor with free labor.

I am heartily in favor of excluding Chinese, and no doubt my record on this question is well known to you. I am in favor of maintaining this law so that it will be effective.

Relative to the question you raise in regard to the treatment of seamen, I must confess that I am not sufficiently posted on this question to give an opinion. My mind is entirely free, however, to give careful and impartial consideration to this question in all its phases. In this connection it may not be out of place to say that I have been opposed to the consideration of the so-called "pilotage bill."

The last question which you raise is the so-called anti-injunction measure. This question, it seems to me, has in a measure been settled by public opinion. Judges as well as all public officials are subject to public sentiment, and I think that it will be conceded that the issuance of injunctions in recent years, to which exceptions may be taken, has been rare. I believe that there have been instances where this power has been abused, and I am willing to have this power curtailed if the same can be done in a constitutional way.

In conclusion will say that I regard legislation as a matter of deliberation and consideration, and I doubt if it is wise to so pledge candidates for legislative positions, prior to their election, as to curtail their actions and thus reduce them to mere automatons. They should represent the whole people, and not any class or special interest, and should be free to act for the greatest good to the greatest number.

[If Mr. Needham were a workman and had an injunction issued against him restraining him from exercising his lawful rights, he would realize that the abuses of the issuances of injunctions are not so rare as he imagines. As a matter of fact, the injunctions, as they are issued in labor disputes, are in themselves a constitutional infringement upon the rights of citizenship and manhood. It is to restore constitutional guarantees of personal liberty and human freedom that labor's bill (Pearre) to limit the issuance of injunctions was prepared and introduced in Congress.

Labor insists on the enforcement of the Eight-hour law except in great emergencies, yet if exceptions should ever be made they ought to certainly not apply to labor in such a torrid zone as the Panama Canal.—Ed. Am. Fed.]

Hon. S. C. Smith, Rep.

(Eighth District, California.)

I have a pretty strong notion that you do not care much for promises if an actual record is available. And while I have not been largely in the public eye, my light has not always been under a bushel.

For eight years, from 1894 to 1902, I was a member of the Senate of the State of California. My attitude toward the interests you represent is doubtless known to your representatives on the coast—to Furuseth, Macarthur, and McCarthy. Of course you have kept tab on my votes here last winter.

I have no doubt that you will prefer to gather an opinion as to my attitude toward your interests from the foot-prints I have made in these several fields of activity than to accept my naked statement on the general subjects which you have mentioned. I am certain that that is what the voters in my district will act upon. Permit me to express my esteem for you personally and good wishes for your organization.

[Yes, we have kept tab on Mr. Smith's record and he voted for the annulment of the Eight-hour law in the Panama Canal construction.—Ed. Am. Fed.]

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Sept. 4, 1906.

Regular weekly meeting was called to order at 7:30 p. m., C. F. Hammarin presiding. Secretary reported shipping good. Several steam-schooners reported shipping good. Several steam-schooner owners formerly associated with the United Shipping and Transportation Association, have applied for union crews during the week. The amendment to Article XVI, relating to the re-joining of members in arrears in dues, was declared adopted by general ballot.

San Francisco, Sept. 10, 1906.

Regular weekly meeting was postponed to Tuesday, Sept. 11, Monday being Admission Day, a legal holiday in California.

NOTICE: Nominations for delegates to the convention of the International Seamen's Union, commencing on Dec. 3 at Boston, Mass., will be made at the third regular meeting in September at Headquarters and Branches.

A. FURUSETH,
Folsom-street Dock. Secretary.

Tacoma Agency, September 4, 1906.

No meeting; no quorum; situation fair. Men still very scarce.

H. L. PETTERSON, Agent.
3004 McCarver St. Tel. Main 808.

Seattle Agency, September 4, 1906.

Shipping fair.

P. B. GILL, Agent.
1312 Western Ave., P. O. Box 65. Tel. James 3031.

Port Townsend Agency, September 3, 1906.

No meeting; no quorum. Shipping good.

WM. THORBECK, Agent.
114 Quincy St. P. O. Box 48. Tel. 443.

Aberdeen Agency, September 4, 1906.

Shipping and general situation fair.

WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

Portland (Or.) Agency, September 4, 1906.

No meeting; no quorum. Situation unchanged.

D. W. PAUL, Agent.
40 Union Ave. Tel. East 4912.

Eureka (Cal.) Agency, September 4, 1906.

No meeting; no quorum; shipping and prospects good.

CHAS. SORENSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, September 4, 1906.

Situation unchanged.

HARRY OHLSEN, Agent.
P. O. Box 2380. Tel. Main 774.

Honolulu (H. T.) Agency, August 27, 1906.

Honolulu (H. T.) Agency August 21, 1906.

No meeting; no quorum. Shipping dull; prospects uncertain.

C. COLDIN, Agent.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, September 4, 1906.

Shipping fair.

WM. PENJE, Secretary.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston (Mass.), September 4, 1906.

Situation unchanged.

JOHN THORMER, Sec'y pro tem.
1½ Lewis St.

ATLANTIC COAST MARINE FIREMEN'S UNION.

Headquarters, Brooklyn (N. Y.), Aug. 29, 1906.

Situation fair at Headquarters and all Branches.

DANIEL SULLIVAN, Secretary.
15 Union St.

MARINE COOKS AND STEWARDS OF THE ATLANTIC COAST.

Headquarters, New York, August 29, 1906.

Situation good.

H. P. GRIFFIN, Secretary.

DIED.

Alex Hermann, No. 1287, a native of Germany, aged 28, died at Fort Stanton Sanatorium, N. M., on August 27, 1906.

Axel Wahlgren, No. 6, a native of Sweden, aged 44, died at Aberdeen, Wash., on August 31, 1906.

ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)

LENGTHY LAKE LINERS.

The Marine Review says: Up to the time that the Wolvin was launched there was no vessel of 500 feet dimensions on the Lakes. There were four which aproached that dimension so nearly as to be called 500-footers. They were the J. J. Hill, John W. Gates, William Edenborn and Isaac L. Ellwood. These steamers were 498 feet over all. The 500-foot steamer is roughly classed as an 8,000-ton carrier. When favored with draught, however, she carries about 8,500 tons. The list herewith probably offers convincing proof that 500 feet will be the minimum length of future steamers. This length makes a capacious and handy craft. When the Wolvin was launched no one could have foretold this wonderful development of Lake shipbuilding. In fact, when she was launched it was freely declared that she would prove a financial failure. The fact that she has now so many sisters proves that she was a fine financial success from the start. Following is the list:

Name.	Length over all, ft.	Keel ft.
Augustus B. Wolvin	560	540
Ball Bros.	500	480
James C. Wallace	552	532
S. M. Clement	500	480
Philip Minch	500	480
Amasa Stone	548	525
L. C. Smith	545	525
Sylvania	524	504
Socapa	524	504
W. A. Rogers	545	525
L. C. Hanna	524	504
Powell Stackhouse	524	504
W. A. Paine	500	480
E. H. Gary	569	549
William E. Corey	569	549
George W. Perkins	569	549
H. C. Frick	569	549
J. E. Davidson	524	504
Hoover and Mason	524	504
W. G. Mather	531	511
Peter White	524	504
James P. Walsh	500	480
John Stanton	524	504
Charles S. Hebard	524	504
J. G. Butler, Jr.	545	525
Joseph Sellwood	545	525
Loftus Cuddy	545	525
James B. Wood	534	514
John Sherwin	534	514
W. K. Bixby	500	480
E. D. Carter	524	504
D. Z. Norton	500	480
B. F. Jones	550	530
James Laughlin	550	530
Frank C. Ball	550	530
W. P. Snyder	550	530
James P. Walsh	500	480
Eugene Zimmerman	505	485
Harvey D. Goulder	545	525
Harry Coulby	569	549
Abraham Stearn	545	525
E. J. Earling	545	525
C. A. Weston	569	549
Sir Thomas Shaughnessy	500	480
J. Pierpont Morgan	600	580
Henry H. Rogers	600	580
Norman B. Ream	600	580
P. A. B. Widner	600	580
J. Q. Riddle	552	532
Henry A. Hawgood	545	525
Samuel Mather	550	530
Ishpeming	550	530
Michigan	550	530
J. H. Sheadle	550	530
D. J. Morrell	602	582
E. G. Townsend	602	582
Henry B. Smith	552	532
W. M. Mills	605	585
Legrand S. DeGrath	605	585
W. D. Kerr	605	585
Unnamed for Charles L. Hutchinson	552	532
Unnamed for John Mitchell	552	532
Unnamed for Henry Steinbrenner	552	532
Unnamed for J. C. Gilchrist	540	520
Unnamed for J. C. Gilchrist	540	520
Unnamed for W. A. & A. H Hawgood	552	532
Unnamed for E. D. Carter	524	504
Unnamed for Pittsburg Steamship Co.	600	580
Unnamed for Pittsburg Steamship Co.	600	580
Unnamed for Pittsburg Steamship Co.	600	580
Unnamed for Pittsburg Steamship Co.	600	580
Unnamed for C. O. Jenkins	524	504
Unnamed for Pickands, Mather & Co.	552	532
Unnamed for Pickands, Mather & Co.	552	532
Unnamed for Acme Steamship Co.	552	532
Unnamed for W. P. Snyder	574	554
Unnamed for James Davidson & H. L. Shaw	524	502
Unnamed for W. A. & A. H. Hawgood	552	532

TWO NEW DRYDOCKS.

Before the end of this year two magnificent new drydocks will be built on the Chain of Lakes, one for the American Shipbuilding Company at Lorain, which will be the largest of its kind on the Great Lakes. It is understood that this drydock will be built before the end of September, as the work is now being pushed as rapidly as possible. The other drydock is being built by the Toledo Shipbuilding Company, and is of sufficient size to take care of any boat now operating on the Chain of Lakes. The work on this is being pushed rapidly, but it was not started as soon as the yard at Lorain, and it is entirely possible that it will not be in operation much before January 1. These two docks will add materially to the drydock facilities on the Lakes. In addition to these two drydocks the American Shipbuilding Company is planning to construct a new drydock in Cleveland as soon as arrangements can be made with that city.

Nothing has yet been done toward raising the wreck of the old schooner City of Toledo, which lies in the American channel in the Detroit River above Belle Isle bridge. Only a section of the wreck is visible above water and owners of small boats complain that at night it is a serious menace without lights.

SLAVERY ON GOVERNMENT WORK.

T. P. Shonts, head of the Panama Canal Commission, according to the Cleveland Press, sent out broadcast invitations for bids on furnishing 2500 coolies for work on the Canal. The successful bidder must collect his men, bring them to Panama, feed and clothe them, and, if any are discharged, deport them. The contractor is paid by the United States Government and he pays the coolies, if he so chooses. Harry Thomas, Secretary of the Cleveland United Trades and Labor Council, denounces this plan as slavery, and contrary to United States law. This, of course, is understood, and the wonder of it all is that Roosevelt and his Cabinet dare to again introduce slavery into this country. Secretary Taft, it is well known, is strongly in favor of throwing open our doors to Chinese coolie labor to allow it to compete with the labor of this country. That our President would be willing to allow the importing of slaves to work on the Canal under direct supervision of the Government officials, and dealing directly with them would be bad enough, so bad, that even then they would be trampling the laws of the country under foot. But that they are willing and actually dare to introduce the contract labor slave into this work is almost beyond belief. The protest of every right-minded citizen in the United States should greet this high-handed trampling of the law.

The law! What cares Roosevelt, the Dictator, for law? He has been fawned upon, called so many pet names, undeservedly praised and put upon such a high pedestal that he naturally thinks he is a king. He is greater than the people, greater than the law. The law says eight hours is a day's work on all Government jobs, but the king says the slaves must work ten.

The Dictator President has ordered a review of the United States Navy to take place September 3 off Oyster Bay. The common people are shut off from viewing this spectacle by reason of the fact that they would not be allowed to trespass on the private property about that place, The fact that this review will cost the people over one million dollars for extras, to say nothing of the total cost, is not considered worthy of notice. The Cleveland Plain-Dealer, of August 25, says: "No European ruler, at least in recent years, has ordered such an impressive exhibition of his naval resources so largely for his own benefit."

The Times asks: "Why does the President order the naval review held off Oyster Bay for his private and personal delectation, where practically no one else will see it?"

Another news item recently published, that the Eight-Hour law on all Government work would be enforced. Rot! the Government work on all harbor improvements on the Great Lakes is from 10 to 12 hours per day. I asked an employe of the Donnelly people, who are doing Government work at Conneaut, why the eight-hour day is not enforced. He said the people at Washington had given the contractors permission to work ten and twelve hours. Really, it is time the people took a tumble.

Conneaut, O. W. H. J.

MARINE NOTES.

The next meeting of the International Waterways Commission will be held at Chicago on September 18, when the question of the diversion of water from Lake Michigan for the Chicago Drainage Canal will come up.

The keel has been laid for the 552-foot freighter to be built at the Lorain yard of the American Shipbuilding Company for J. T. Hutchinson, of Cleveland. The vessel will be a duplicate of the steamer J. Q. Riddle, recently launched there.

A mix-up between the Steel Trust steamer W. H. Gilbert and the steamer W. J. Carter and her three barges in the river near St. Clair flats canal seems to have been without serious outcome. The Gilbert passed Detroit later, showing no injury.

The steamer Venezuela, owned by Captain James Davidson, has been placed in his dry dock for general repairs and an overhauling, which will cost $18,000 or $20.000. She will be given new decks, wider hatches, new hatch combings, etc., and will be in drydock about four weeks.

Bids for another section of the dredging going on in the lower Detroit River were opened September 11 by Colonel Davis, United States district engineer. The new section is known as No. 3, and extends along the Bois Blanc Island ranges, where a depth of twenty-two feet will be provided. About 300,000 cubic yards of earth and boulders must be removed.

The Nau tug line of Green Bay has instituted suit in the United States court at Milwaukee for the recovery of damages from the Green Bay Transportation Company for running down and sinking its tug George W. Bennett in Green Bay on August 18. Marshal Thomas B. Reid attached the steamer Saugatuck and upon giving a bond for $12,500 to guarantee the recovery of any damages which may be secured in court the steamer was released.

A new process ice machine, manufactured by a Detroit concern, has been installed on the new steamer Samuel Mather, now nearing completion at the plant of the Detroit Shipbuilding Company. The machine on the Mather is in the nature of an experiment and if it proves successful it will likely be adopted by other Lake vessels. It has proved satisfactory on shore and the manufacturers claim there is no reason why it should not work as well afloat. A vessel like the Mather consumes from one to two tons of ice per week, and if the new apparatus works all right it will mean a big saving.

The new cut on the lower side of the Ecorse yard of the Great Lakes Engineering Works is to be 2,000 feet long, instead of 1,000 feet, as first contemplated. It will extend from the river clear back to the Michigan Central Railroad tracks. The slip will be 200 feet wide, and will vary in depth. At the river the water will be about twenty-five feet deep, and will gradually grow shallower as the cut runs back from the river. The shops of the company will be so arranged along the slip that fitting out and repairs can be done to the best possible advantage.

Superintendent Frank Jeffrey, of the Detroit Shipbuilding Company says it is hoped to launch the new D. & C. passenger steamer at Wyandotte late in November or very early in December.

Lake Letter List.

All mail advertised in these columns as remaining at Detroit Marine P. O. is sent to the Dead Letter Office at the expiration of two weeks.

(Marine Postoffice, Detroit, Mich.)

August 25, 1906.

Allen, Mrs. Horace (Tioncsta(
Barrett, Herbert (Maytham)
Brooks, Lloyd G. (D. C. Whitney)
Brown, Wallace (Briton)
Buell, Jno. (Roumania)
Barringer, Chester (Cadillac)
Becker, Geo.
Brennan, Stephen J. (Sherwin)
Brown, Geo. J. (Maritana)
Copperthwaite, Douglas-3 (A. Mitchell)
Copperthwaite, Willie-3 (A. Mitchell)
Culver, Emmett (Wm. Edwards)
Connelly, Tom (Pratt)
Draper, Frank (Iroquois)
Daggett, Norman-2 (Walsh)
Doak, R. J. (J. C. Wallace)
Dennis, C. R. (Luzon)
Denny, Henry J. (Pratt)
Farr, Chas. (Stanton)
Fletcher, Jno. (Italia)
Fortin, Dominic (Rappahanock)
Generous, Henry
Gardiner, Frank (M. Light)
Goodhead, Al. (Neptune)
Gray, James G. (Bay City)
Gilbert, Chas. A. (Louisiana)
Hanlon, Mark (Ogiebay)
Hutton, Jno. (Mame)
Henry, Arthur (A. D. Davidson)
Harris, J.
Kirschstine, Wm. (A. Stern)
Kallie, James W. (Jenks)
Karkling, Mike (Durry)
Kerr, Miss M. (Bartholomew)
Lanbridge, Willie
Labuda, Ralph
Leslie, Thomas P.
Lundberg, Gust.
Laycock, J. E. (Massachusetts)
Latart, Edward (J. B. Ketcham)
Meinecke, Bremo (Columbia)
Matison, Chas. (Wallula)
Morrison, Wm. W.
Martin, Ed.
Maloney, Fred. (J. Sherwin)
McIntosh, German (German)
McCarren, Chas. (Watson)
Niles, W. Wallace (Nyc)
Nelson, Wm. J. (Cumberland)
O'Bryan, Chas. (Pope)
Quandt, Clarence (Keweenaw)
Robarge, Mitchell (Massachusetts)
Ryan, Burt (A. S. Davidson)
Robinson, Richard
Roeser, Edw. A. (Stanton)
Spitter, Wm. E. (Sherwin)
Sullivan, John (Marina)
Sheridan, Wm. (Squire)
Spencer, Arthur R
Smith, Paul W. (W. A. Rogers)
Stege, Wm. (T. Davidson)
Tremblay, Arthur
Vifford, Leonard (Castle)
Weaver, Capt. J. T. (Sonoma)

Manitowoc, Wis.

Angus, Robert,
Beahan, Edward (3)
Fairbanks, H. A.
Hanny, John
Rinkel, Willie (2)

CONNEAUT LETTER LIST.

Adams, Henry C.
Burrows, Peter
Douglas, Harry F.
Douhurst, Chas.
Hannah, Patrick (2)
Horton, Eddie
Johansen, Oscar
Keating, Richard
McGrath, D.
Manus, E.
Moss, Fred. (3)
Miner, C.
Mulvaney, Edward
McLane, Jno. (3)
Nevin, Jos. A.
Olson, Anton
Prevost, Dave
Reilly, Robt.
Roadley, Wm. (2)
Richert, Emil
Rogers, R.
Strong, W. O.
Townsend, Robt. W.
Weir, Alex

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)
143 West Madison Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, WIS.....133 Clinton Street
Telephone 240 South.
BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.....87 Bridge Street
Telephone 552.
CLEVELAND, O.....171 East River Street
Telephone Bell Main 1295.
TOLEDO, O.....719 Summit Street
Telephone Black 6981.
NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES.

DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3742.
ASHLAND, WIS.....515 East Second Street
Ashland Phone 1563.
SUPERIOR, WIS.....1721 North Third Street
Telephone, Old Phone, 4428 L.
BAY CITY, MICH.....108 Third Street
OGDENSBURG, N. Y.....40 Ford Street

SUB-AGENCIES.

MANITOWOC, Wis. .....725 Quay Street
ERIE, PA.....107 East Third Street
Telephone Bell 599 F.
CONNEAUT HARBOR, O.....922 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
Telephone 1944 South Chicago.
SANDUSKY, O. .....510 Meigs Street

HOSPITALS AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.

CHICAGO, ILL.; DETROIT, MICH.; CLEVELAND, O.

RELIEF STATIONS.

Ashtabula Harbor, O.
Buffalo, N Y
Duluth, Minn.
Erie, Pa.
Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Wis.
Houghton, Mich.
Ludington, Mich.
Manistel, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault Ste. Marie, Mich.
Sheboygan, Mich.
Sturgeon Bay, Wis.
Superior, Wis.
Toledo, O.

We Don't Patronize.

FOOD AND KINDRED PRODUCTS.

Bread—McKinney Bread Company, St. Louis, Mo.; National Biscuit Company, Chicago, Ill
Cigars—Carl Upman, of New York City; Krebs, Wertheim & Schiffer, of New York City; The Henry George and Tom Moore.
Flour—Washburn-Crosby Milling Co., Minneapolis, Minn.; Kelley Milling Co., Kansas City, Mo.
Groceries—James Butler, New York City.
Meats—Kingan Packing Company, of Indianapolis, Ind.
Pipes—Wm. Demuth & Co., New York.
Tobacco—American and Continental Tobacco Companies.
Whisky—Finch Distilling Company, Pittsburg, Pa.

CLOTHING.

Buttons—Davenport Pearl Button Company, Davenport, Iowa; Krementz & Co., Newark, N. J.
Clothing—N. Snellenberg & Co., Philadelphia, Pa.; Clothiers' Exchange, Rochester, N. Y.; Strawbridge & Clothier, Philadelphia, Pa.; Blauner Bros., New York.
Corsets—Chicago Corset Company, manufacturers Kabo and La Marguerite Corsets.
Gloves—J. H. Cownie Glove Co., Des Moines, Iowa; California Glove Co., Napa, Cal.
Hats—J. B. Stetson Company, Philadelphia, Pa.; E. M. Knox Company, Brooklyn, N. Y.
Shirts and Collars—United Shirt and Collar Company, Troy, N. Y.; Van Zandt, Jacobs & Co., Troy, N. Y. Cluett, Peabody & Co., Troy, N. Y.; James R. Kaiser, New York City.
Shoes—Harney Bros., Lynn, Mass.; J. E. Tilt Shoe Co., Chicago, Ill.
Suspenders—Russell Mfg. Co., Middletown, Conn.
Textile—Merrimac Manufacturing Co. (printed goods), Lowell, Mass.
Underwear—Oneita Knitting Mills, Utica, N. Y.
Woolens—Hartford Carpet Co., Thompsonville, Conn.; J. Capps & Son, Jacksonville, Ill.

PRINTING AND PUBLICATIONS.

Bookbinders—Geo. M. Hill Co., Chicago, Ill.; Boorum & Pease Co., Brooklyn, N. Y.
Printing—Hudson, Kimberly & Co., printers, of Kansas City, Mo.; W. B. Conkey Co., publishers, Hammond, Ind.; Times, Los Angeles, Cal.; Philadelphia Inquirer.

POTTERY, GLASS, STONE AND CEMENT.

Pottery and Brick—J. B. Owens Pottery Co., of Zanesville, Ohio; Northwestern Terra Cotta Co., of Chicago, Ill.; C. W. Stine Pottery Co., White Cottage, Ohio; Corning Brick, Tile and Terra Cotta Company Corning, N. Y.
Cement—Jackson Portland Peninsular Cement Co., Cement City, Mich.; Utica Hydraulic Cement and Utica Cement Mfg. Co., Utica, Ill.

MACHINERY AND BUILDING.

Carriage and Wagon Builders—S. R. Baily & Co., Amesbury, Mass.; Hassett & Hodge, Amesbury, Mass.; Carr, Prescott & Co., Amesbury, Mass.
General Hardware—Landers, Frary & Clark, Aetna Company, New Britain, Conn.; Kelsey Furnace Company, Syracuse, N. Y.; Brown & Sharpe Tool Company, Providence, R. I.; John Russell Cutlery Company, Turners Falls, Mass.; Atlas Tack Company, Fairhaven, Mass.; Henry Disston & Co., Philadelphia, Pa.; Merritt & Company, Philadelphia, Pa.; New York Knife Company, Walden, N. Y.
Iron and Steel—Illinois Iron and Bolt Company, of Carpentersville, Ill.; Carborundum Company, Niagara Falls, N. Y.; Casey & Hedges, Chattanooga, Tenn.; Gurney Foundry Company, Toronto, Ont.; Sattley Manufacturing Company, Springfield, O.; Page Needle Company, Franklin, N. H.; American Circular Loom Company, New Orange, N. J.; Payne Engine Company, Elmira, N. Y.; Lincoln Iron Works, (F. R. Patch Manufacturing Company), Rutland, Vt.; Erie City Iron Works, Erie, Pa.; David Maydole Hammer Co., Norwich, N. Y.; Singer Sewing Machine Co., Elizabeth, N. J.; National Elevator and Machine Company, Honesdale, Pa.; Pittsburg Expanded Metal Co., Pittsburg, Pa.; Peckham Manufacturing Company, Kingston, N. Y.; American Hoist and Derrick Co., St. Paul, Minn.; American Iron & Steel Company, Lebanon and Reading, Pa.; Kern Barber Supply Company, St. Louis, Mo.
Iron, Architectural—Geo. L. Meskir, Evansville, Ind.
Stoves—Germer Stove Company, Erie, Pa.; "Radiant Home" Stoves, Ranges, and Hot Air Blast, Erie, Pa.; Wrought Iron Range Co., St. Louis, Mo.

WOOD AND FURNITURE.

Bags—Gulf Bag Company, New Orleans, La.; branch Bemis Brothers, St. Louis, Mo.; H. B. Wiggins' Sons Co., Bloomfield, N. J.
Baskets—Williams Manufacturing Company, Northampton, Mass.
Brooms and Dusters—The Lee Broom and Duster Company, of Davenport, Iowa; M. Goelier's Sons, Circleville, Ohio; Merkle-Wiley Broom Co., Paris, Ill.
Carriages—Crane, Breed & Co., Cincinnati, Ohio.
Cooperage—Northwestern Cooperage and Lumber Company (otherwise known as the Buckeye Stave Company), of Ohio, Michigan, and Wisconsin; Elgin Butter Tub Company, Elgin, Ill.; Williams Cooperage Company and Palmer Manufacturing Company, of Poplar Bluff, Mo.
China—Wick China Company, Kittanning, Pa.
Furniture—American Billiard Table Company, Cincinnati, Ohio; Brumby Chair Company, Marietta, Ga.; O. Wisner Piano Company, Brooklyn, N. Y.; Krell Piano Company, Cincinnati, Ohio; N. Drucker & Co., Cincinnati, Ohio; St. Johns Table Company, St. Johns, Mich.; Grand Rapids Furniture Manufacturing Association, Grand Rapids, Mich.; Derby Desk Co., Boston, Mass.
Gold Leaf—W. H. Kemp Company, New York, N. Y.; Andrew Reeves, Chicago, Ill.; George Reeves, Cape May, N. J.; Hastings Company, Philadelphia, Pa.; Henry Ayers, Philadelphia, Pa.
Lumber—Trinity County Lumber Company, Groveton, Texas; Reinie Bros. & Solomon, Baltimore, Md.; Himmelberger Harrison Lumber Company, Morehouse, Mo.; Union Lumber Company, Fort Bragg, Cal.; St. Paul and Tacoma Lumber Company, Tacoma, Wash.; Gray's Harbor Commercial Co., Cosmopolis, Wash.; Far West Lumber Company, Tacoma, Wash.
Leather—Kullman, Salz & Co., Benicia, Cal.; A. B. Patrick & Co., San Francisco, Cal.; Lerch Bros. Baltimore, Md.
Paper Boxes—E. N. Rowell & Co., Batavia, N. Y.; J. N. Roberts & Co., Metropolis, Ill.
Paper—Remington-Martin Paper Co., Norfolk, N. Y. (Raymond Paper Co., Raymondsville, N. Y.; J.L. Frost Paper Co., Norwood, N. Y.); Potter Wall Paper Co., Hoboken, N. J.
Watches—Keystone Watch Case Company, of Philadelphia, Pa.; Jos. Fahy, Brooklyn Watch Case Company, Sag Harbor; T. Zurbrugg Watch Case Company, Riverside, N. J.
Wire Cloth—Thos. E. Gleeson, East Newark, N. J.

MISCELLANEOUS.

Bill Posters—Bryan & Co., Cleveland, Ohio.
Railways—Atchison, Topeka & Santa Fe Railroad; Missouri, Kansas & Texas Railway Company.
Telegraphy—Western Union Telegraph Company, and its Messenger Service.
D. M. Parry, Indianapolis, Ind.
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JAPAN AND DISARMAMENT.

A cry is being raised among Japanese publicists that Mr. Vivian's motion in favor of disarmament, which was passed unanimously by the British House of Commons, ought to be adopted and its suggestions carried out by the Japanese Diet. Mr. Vivion describes the effect of war expenditures in England in terms which apply with equal truth to the condition of things in Japan, we are told by the Japanese press. Such expenditure, says the member for Birkenhead, "lessens national and commercial credit, intensifies the unemployed problem, reduces the resources available for social reform, and presses with exceptional severity upon the industrial classes."

The Japanese Weekly Chronicle (Kobe), commenting on these words, says that "every count of the indictment against militarism in England is applicable to militarism in this country." The writer then compares the war expenditures of the two countries as follows:

"Ten years ago the expenditure by Great Britain on her army and navy amounted to thirty million pounds sterling, while the estimated cost of the services this year exceeds sixty millions. Similarly in the case of Japan. For the financial year 1895-96 the total expenditure upon the army and navy of this country was 13,323,456 yen (about $6,000,000), which was more than doubled in the following year owing to the reorganization sequent to the China-Japan war, when the naval and military expenditure (1896-97) rose to within a few thousand yen of thirty millions. For 1905-06 the estimate for the services, apart from the expenses of the troops in the field, was 63,451,011 yen(about $30,000,000), and, despite the termination of the war, we must expect an increase rather than a decrease upon this enormous total during the next few years."

The increased taxation has been felt and is being resented by the people of Japan, we are told, but the sufferers are only slowly awakening to a realization of the fact that increased armaments lie at the root of the evil, which naval and military men are not willing to abate. In spite of her victory over Russia, Japan has reaped anything but financial advantage from the late war. We quote:

"Brilliantly successful in arms over Russia, the war has left her with an incubus of debt which remains as a permanent deadweight upon the country's life and enterprise—which militates against those works of public utility absolutely necessity for the national progress, and necessarily imposes a burden of taxation which is felt by every class. * * * Unfortunately, here, as elsewhere, the vested interests of the services militate against the adoption of a sane policy in these matters, and just as in England and Germany the navy leagues are incessantly harping on the national dangers likely to accrue is the policy of expansion is checked, so in Japan the officers of the army and navy continually urge the necessity of still further 'national asurance' against the outbreak of war. Up to recently there has been little agitation against the heavy taxtion which militrism imposes on Japan, or, to be more accurate, while there is much hostility to the taxation, there is apparently but slight appreciation of the causes which have produced the remarkable increase in national expenditure during the last fifteen years. Possibly the invitation which the House of Commons has made to the countries of the civilized world will have some effect in Japan, where Japanese publicists may be induced to study the question and all it involves. We believe that all countries would benefit by the burden of armaments being reduced, but no country would benefit more than Japan, which is imperiling her future by huge and, in the opinion of many competent observers, wholly unnecessary expenditure upon and expansion of her military and naval forces."

It is interesting, in connection with the figures of British and Japanese war expenditure given above, to compare the war budgets of other nations, as given in a recent British Parliamentary Blue Book. Exclusive of Great Britain and Japan, the returns run as follows:

Russia	$185,000,000
Germany	157,000,000
France	133,000,000
United States	112,000,000
India	98,000,000
Austria	84,000,000
Italy	55,000,000

The last issue of the "World Almanac" gives our expenditure on the army, the navy, fortifications, and the military academy as about $185,000,000, with $140,000,000 more for pensions.

ITALIANS GLEANING GOLD.

More than half a million dollars in American money is yearly sent out of the United States by temporary Italian residents to a single bank at Naples, and that the total emigration to the Unied Sates from Italy in the year 1905-6, also approaching the five-hundred-thousand mark, is indicated by the annual statement of the General Commissioner of Emigration at Rome.

The statement shows that in the period between April, 1905, and April, 1906, 726,331 individuals emigrated from Italy to all countries, against a total of 471,191 in 1904, 293,181 in 1895, and 157,193 in 1885. A total of 316,797 left for the United States, while 86,158 emigrated to Argentina, 30,079 to Brazil, and 5,030 to Canada. The idea of most Italian emigrants, says the Emigration Commissioner, is to accumulate something like a fortune in the States and return with it to Italy. The intimacy of the home connection is shown by the exhibit of the Bank of Naples, which, having advertised that sort of business as its specialty, has more than 183,000 accounts opened by Italian emigrants in the United States and placed to their credit during the fiscal year just closed more than $500,000. During the same period Italians in Argentina sent to this single bank $828,000, and $425,000 came back from Brazil. The total receipts from such sources at the Naples bank were $200,000 above those of the year before. And that is only one bank among dozens in Italy.

The Cape-to-Cairo Railway has just reached a point in Africa 374 miles north of Victoria Falls and 2,016 miles from Cape Town. The 281 miles from Kolomo to Broken Hill were constructed in 346 days. On 99 days, however, no work was done, so that the rails were actually laid at the rate of over a mile a day. From 3,000 to 5,000 natives are constantly employed, and about 350 whites.

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MODERN WORKMEN'S HOUSES.

In May of 1905, on approving the purchase of some extensive new areas of land in the village of Cagnola, Italy, about two miles northwest from Milan Cathdral, at the terminus of a trolley line, the communal council agreed to hold over for special discussion the complex questions related to the apportionment of the territory. In the meantime further purchases were made, and finally the whole matter was put into the hands of a special commission.

A part of the new area will be devoted to public utilities, the municipality fixing the prices at which spare lots will be sold to private buyers after the sections to be devoted to the workmen's houses are allotted. These sales will feed the municipal building fund created for this special work. The main portion of the fund will be supplied by the great Milan savings bank, which has for many years been a decided factor in practical charity among needy Italians. The bank has agreed to loan the municipality $400,000 at 3¾ per cent interest, and the money will be immediately applied to the development of the new plan.

Of two distinct types of houses proposed the first will be of brick and stone, with four floors, including the ground floor, with specially arranged rooms to secure light, air, and complete sanitary systems. There will be four of these houses, containing a total of 780 rooms, the building cost being $220,000, or about $280 per room. Adding $18,000, the cost of the land, the total cost of each room is about $300. The low cost of Italian labor has an interesting relation, of course, to the expense of carrying out this enterprise, as compared with what would be needed in the United States for a similar undertaking. The houses will be of brick and stone, which are cheaper than timber in Italy. Attached to each will be a commodious hall, in which will be cared for during the daytime such small children as are not yet in school and whose mothers are employed elsewhere. Particular care will be taken in designing the spaces appropriated for water-closets and lavatories.

The second type of house proposed is the first attempt to give to Southern Europe the individualized family life of Great Britain and the United States. The plan calls for 64 cottages with a total of 560 rooms and grouped in blocks. Neither the Italian disposition nor the finances of the present undertaking are equal to the consideration of actually separate houses, and I doubt very much that the class for which these accommodations are to be provided are ready for that sort of thing. Attached to each three-room cottage will be a garden space about 20 feet square, while on the front each will have its separate doorway and entrance. The sum of $190,000 has been appropriated for these cottage tenements, and the total cost per room will be about $380. It is expected that most of the extra cost of this form of construction will be saved in charges for janitor and porter service common to the old type.

For the entire colony a central pavilion, containing baths, lavatories, libraries, and reading rooms will be established, also public washhouses similar to those now used in the city proper, though built on a consierably improved plan. There is to be a central plant for heating the apartments and for the water used in the washhouses. Men and women will have separate bathhouses, so that these accommodations will be open to both sexes every day in the week. The building cost of this central pavilion is estimated at $30,00, exclusive of land, but including the equpment of machnery and apparatus. This makes the total cost of the Cagnola plan about $450,000. The apartments in the tenement houses will rent for about $18 per room per year, and the cottages at $23 per room per year. It is the expectation of the commission that the enterprise will make a net return on the capital invested of 4 per cent for the tenements and 3.90 per cent for the cottages.

DRINKING FORBIDDEN.

The use of whisky and other alcoholic beverages by Government or municipal employes during hours of service is practically prohibited in Belgium, with the result that drunkenness is rarely met with in any branch of the public service, and never among railway employes.

In fact, it may be said that while certain qualities of cheap gin are available to the poorest classes of laborers, drunkenness among them is the exception and not the rule. The prevalence of mild, cheap, wholesome brews of barley beer and light wines at moderate prices divert the taste from alcoholic beverages which are more costly.

The importance of prohibiting the use of all forms of intoxicating liquors by railway employes is not only realized in Belgium but also in the Empire of Germany, where the Director-General of the Railways in Alsace-Lorraine has forbidden their use by those engaged on the railways during their hours of service. This rule applies to all grades in the service and to all hours of the day. A first offense is punishable by loss of grade and the second by dismissal from the service. The measure was taken in consequence of the accidents which have grown to be rather frequent both on the railways and in the workshops.

It may be added that some of the railway companies of the United States, notably the Pennsylvania, have adopted similar strict regulations against liquor drinking by their employes.

Henniker Heaton, a member of the British Parliament, who is advocating reducing the cost of telegrams from England to India from 50 cents to 12 cents per word, states that the transit charge for a telegram to Australia, via India, was 9 cents from the United Kingdom as far as India and that the Russians pay only 9 cents a word from St. Petersburg to Vladivostok, 1,500 farther than from England to India. In time of war Mr. Marconi has offered to construct a wireless telegraph station at Cyprus for repeating wireless messages from and to India and the United Kingdom. The high charge in India, Mr. Heaton said, was due to a trust or monopoly agreement.

In a report in the London Times it is stated that the Cape to Cairo Railway in South Africa has been opened so as to run over the Kafue River on a bridge which stands on 13 spans, each 100 feet, with pillars resting on a bed 16 feet under the water. Kafue River is 266 miles north of Victoria Falls, and the distance from Cape Town is 1,908 miles. The railroad, however, is now at Broken Hill, 347 miles beyond the falls, the line having been pushed on while the bridge was building over the Kafue River.

FOOD SCARCE IN ENGLAND.

Bacon, cheese, eggs, and butter are scarce and dear in England, largely owing to the enormous demand for those commodities in America and Germany. America is also more and more using up its own wheat, and Germany is consuming more and more of the available beet-sugar supply, so that though the last crop was one of the largest on record there is a shortage in England. Hence a strong movement in England to establish the sugar-beet industry. Hogs are in greater number in the United States, but Americans are eating more of their own bacon, and Germany has begun to compete for the surplus for which England has been the chief market. Whereas Germany used to export provisions she must secure in an increasing degree supplies for herself. Even though English ports are free the population of the protected countries of Germany and America are becoming more luxurious, so that the foreign supplies of food for England are diminishing. A week or two ago, while the American shipments of bacon to us were 14,000 or 15,000 boxes, about 4,000 boxes were sent to Germany, though none used to be sent, and the English market is short to that extent. Hogs are also scarce and dear in Canada, and Denmark's supply is now going to Germany instead of England, as formerly.

Eggs are likewise scarce. Austria-Hungary, Russia, Roumania, and all the Balkan States used to ship eggs to us. Germany was likewise a big exporter of eggs, butter, cheese, and bacon. To-day Germany is sweeping the Continent for eggs, and, as a consequence, last week in the Manchester, Liverpool, and London markets it was scarcely possible to buy a Continental egg. At the moment we are almost entirely dependent on Ireland for our supplies, with prices 20 per cent higher than a year ago.

Until last year England had a monopoly of Siberian butter, but Germany stepped in and took half of the production of Siberia direct, and at such prices that London prices went up 50 cents per hundredweight. This year Germany is taking all the Siberian butter, notwithstanding that her import duty was increased from $2.90 to $4.87 per hundredweight. What is true of Siberian butter is true of the Dutch article, and to a large extent of Russian, Finnish, and Danish butter. All this explains to the British housewives why they must pay higher prices for provisions.

A Sydney correspondent of the London Commercial Intelligence states that although the Federal Government of Australia is favorable to arranging a commercial treaty with Japan serious legal difficulties intervene, one being that the treaty prepared by the Japanese requires a mutual freedom of access to each country by the people of the other country. But this is impossible under the existing Alien Immigration laws of Australia.

Records have been recently published in Savannah, Ga., showing that cotton was raised and manufactured in the neighborhood of that city as early as the year 1748 in sufficient quantity to be the subject of official notice. But Great Britain at that time would not permit the colonies to manufacture the cotton, compelling them to buy the manufactured article of the "home country."

News from Abroad.

The correspondent at Shanghai of the London Morning Post states that the Chinese Ambassador to Great Britain has asked to be recalled.

For the fourteenth time the Executive Council of Victoria, Australia, on August 20 rejected the proposal to confer the right of suffrage on women.

General von Liarliarski, acting Military Governor-General of Warsaw, was shot and killed on August 27 while driving in a cab. The assassin escaped.

Pedro Montt, the Vice-President, who was chosen President on July 27 for five years by the Electoral Delegates, has been proclaimed President of Chile by the unanimous vote of Congress.

Official advices received at Paris, France, on August 28, say that the Russo Japanese delegates charged with the delimitation of the frontier on the island of Saghalin have arrived there and begun work.

The weekly earthquake report of the Geophisical Institute of Gottingen University shows that there were eight earthquakes last week and twenty the previous week. The figures are the highest ever recorded.

Latest reports from points on the Pacific Coast of Mexico show that the damage caused by floods is much greater than indicated in the earlier advices. The port of San Blas is almost completely inundated.

According to a dispatch received from Spitzbergen, Walter Wellman, leader of the Chicago Record-Herald Polar expedition, has finally decided to abandon for this year his attempt to reach the Pole by means of an airship.

A Spanish royal decree published on August 28 restores the civil marriage formalities and suppresses the obligation on the part of the parties desiring to get married to declare their religion. This is directly opposed to the papal nuncio's claim.

Dr. Ungar, a Hungarian physician, asserts that he has discovered a cure for tuberculosis through an injection treatment. Specialists say it is marvelously successful, but the medical profession in general is awaiting the results of further tests which are being made before passing upon its merits.

Colonel Asbert, the insurgent commander in Havana province, Cuba, says that he has orders to the effect that if the Government does not accede to the insurgents' demands by September 15, he is to begin an active campaign, destroying trains and burning personal property without respect to foreign ownership.

Senor Francisco Bernardino, a Brazilian Deputy who possesses great influence, has introduced a bill, which is certain of passage, providing that the countries taking 4,000,000 bags of Brazilian coffee free of duty shall receive 20 per cent reduction on the import tariff, and that the countries taking 3,000,000 bags of Brazilian sugar shall get a reduction of 10 per cent.

The International Pan-American conference at Rio de Janeiro, Brazil, closed on August 28. The ceremonies were brief, but impressive. General Rio Branco, the Foreign Minister of Brazil, made a farewell address, expressing the Government's appreciation of holding the conference, and declaring that the results would be great toward world peace.

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Thumbler & Rutherford, 721-723 Larkin.
Upton & Williams, 112 Hayes.
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Davis, Nolan Co., Market at Franklin.
Phoenix Photo-Engraving Co., 325 Eighth, Oakland.
McCabe & Sons, 38 Sycamore av.
Sierra Engraving Co., 560 Ninth, Oakland
Western Process Engraving Co., 369 Natoma.

Note.—The office of the Allied Printing Trades Council of San Francisco is located temporarily at 342 Ninth street. Business Agent George A. Tracy and Secretary D. T. Powers may be addressed as above.

INFORMATION WANTED.

Phillip Scully, a native of Ireland, supposed to be sailing on the Pacific Coast, is inquired for by his brother, Charles. Address Lake Seamen's Union, 87 Bridge St., Ashtabula, Ohio.

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INFORMATION WANTED.

Peter W. Anderson, a native of Copenhagen, Denmark, formerly a cabinet-maker, is inquired for. Address, Coast Seamen's Journal.

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Chas. Buettner, No. 14977, please communicate with Headquarters, Lake Seamen's Union, Chicago.

World's Workers

Chinese furniture trade workers in Victoria, Australia, outnumber the Europeans by 688 to 140.

The enormous sum of £111,550 was distributed last year as bonus on white-grown sugar cane in Queensland, Australia.

As a result of a collision between the troops and striking coal miners 175 miners were injured at Petrosenev, Hungary, on September 3.

Street-car men at Tokio, Japan, are on strike in sympathy with a public agitation against the high fares, and serious rioting is reported as a result.

Large numbers of artizans and laborers are reported to be leaving New Zealand for San Francisco, being attracted to that place by reports of high wages.

The striking street carmen of San Francisco returned to work on September 5, after a tie-up of eleven days. The question of hours and wages will be referred to arbitration.

No less than 7876 artizans and laborers were employed on Government co-operative works (roads and railways) in New Zealand during May.

Urged on by the Labor members, the Victorian Government has promised to consider the question of introducing a bill to provide compensation for injured workers.

The New South Wales Employers' Federation has decided to oppose the first attempt made by any trade-union to register a union label. They reckon on having to tackle the boot trade union first.

Alleging that they are scared of big industrial troubles eventuating shortly in the Newcastle(Australia) district collieries, southern coal merchants are laying up large reserve stocks of coal.

From the trade-unionist's point of view, the best legislation promised by the Kidston (Queensland) Government is the Trade-Union Bill, the bill to amend the Shops and Factories Act, and the Wages Lien Bill.

Official dispatches received at Madrid, Spain, on September 1, announce that the strikes in the Santander are generally ending and that the men are returning to work. At Bilbao, however, the situation is still critical.

The West Australian boot operatives having come into line, the whole of the various State boot workers' unions are now federated. This means that the conditions of the workers in all the States will be made uniform.

Eleven thousand coal miners of Rhymney Valley, Wales, struck on September 1 against the employment of non-union men, and 10,000 more gave notice of their intention to leave their work for the same reason.

The Brisbane Shop Assistants' Union, which includes teamsters and all other shop employes, have appointed a paid secretary and organizer. During one week recently he enrolled 100 new members, and more recently 40 more were added to the list.

Justice Stafford, in the District Supreme Court, at Washington, D. C., on August 31, dismissed the temporary injunction against the Bakery and Confectionery Workers' International Union, which had been obtained by John Bender, a baker, who alleged that he was being harassed by means of a systematic boycott.

The New South Wales Premier has informed representatives of the organized employes and employers that the Government's amendment of the Arbitration Act will be in the nature of a Wages Board, whose decisions will be binding, and no appeal allowed. The Government, however, would not grant preference to unionists, nor bring domestic servants under the Act.

Brewers in Frankfort-on-the-Main, Germany, are discharging employes in great numbers, and the city is beer dry, owing to the public boycott of the brewers when a strike increased the price of the beverage. Cider is taking the place of beer. The discharged employes have joined the ranks of the boycotters. Much complaint is made by the people who have been deprived of their favorite drink.

In order to pacify the "night owl" section of Victorian (Australia) shopkeepers, the Bent Government intends to amend the Early Closing Act so that shops with only one employe or an employer with one assistant, may keep open until 8 p. m. The employer and assistant will both have to be registered, and no one except the person registered, and then only one such person, will be allowed to be in the shop after 6 p. m.

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Labor News.

A Royal Commission is to be appointed to inquire into the sweating prevailing in Tasmania.

One hundred and eighty striking plumbers of Los Angeles, Cal., returned to work on September 7, an amicable arrangement having been reached with the employing contractors.

The District Council of Carpenters, of San Francisco, has resolved that the minimum wage to be paid to carpenters, from and after the third Monday in September, shall be $5 a day for eight hours.

Secretary Paul Blackford, of the Metal Trades Association, predicts the termination of the strike of the 500 iron molders in the foundry shops of Chicago within a month, as a result of the adoption of a machine which does as much work as three men.

On the eve of the election called to pass upon the question of issuing $1,272,000 of general fund bonds and $3,000,000 of securities pledged against the earnings of the system for the purpose of installing a municipal street railway system, there is threatened a strike of the employes of the Seattle (Wash.) Electric Company. The carmen want higher wages.

Employes in the navy yards, naval stations, arsenals and gun factories have formed a national organization at New York and elected officers. The declaration of principles contains: Adopt and put in operation an effective plan for keeping the employes more steadily employed by having the men in the different crafts join hands, in order that the best interests of the Government and the employes con be served.

By the decision of Judge Chester A. Fowler the boycott suit for $25,000 damages brought by Baker Otto B. Schultz against the Trades Labor Council, Benjamin Dressen and others, of Racine, Wis., has been determined in favor of the former. Baker Schultz is allowed to recover damages of $2500 for the loss of profits from the time of the commencement of the boycotting acts up to the time of the trial, and $3500 in damages for the amount of injury to his business and property in relation to its selling value.

The principle of the "Open Shop" will be applied to the Postal service, according to a decision reached at the Department on August 30. The determination is that so long as the Postoffice employes conform to the rules and regulations and do not attempt to molest those who do not enter the union there will be no objection to the employes affiliating with labor organizations. It is expressly stated, however, that the department would afford the fullest protection to those who, for reasons of their own, do not see fit to join the union.

The California Northwestern Railroad has grantd an increase in pay and a decrease in hours to its carpenters, blacksmiths and their helpers. The carpenters will henceforth receive $3.50 per day instead of $3.25, and a decrease from ten to nine hours. The blacksmiths and their helpers are granted an increase of 25 cents per day, and as they work entirely by the hour, the increase amounts to about 3 cents per hour. The trainmen in the employ of the railroad, including conductors, brakemen, engineers, firemen and others, have also presented a petition asking for an increase of about 20 per cent in wages for all employes.

San Francisco Letter List.

Letters are advertised for six months and kept at the Sailors' Union Office for twelve months, all told. If not called for at the expiration of one year letters will be returned to the Postoffice.

Alao, William
Aberg, A. J.
Abrahamson, Carl
Abrahamson, J. A.
Abrahamson, -1316
Aglitzky, Hans
Akana, Wm.
Almond, J. H.
Albreeht, Emil
Anfindsen, Otto
Andersen, Andrew
Andersen, Pet.
Anderson, Emil
Andersen, Anders C.
Anderson, A. G.
Anderson, John
Andersson, Edv.
Andersson, Carl H.
Andersson, Efraim
Andersson, H.
Anderson, J.

Anderson, Simon
Anderson, Thomas
Andersson, -822
Andersson, -908
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Amundsen, P.
Arnsen, Henry
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Arntsen, Julian
Asplund, Emil

Eastion, W.
Bahr, Frank
Bagott, R. H.
Barnckow, A. O.
Barney, H.
Bartelsen, P.
Bachman, Erich
Brander, Oscar
Bonsdorff, Max
Bargman, M.
Beer, F. H.
Berndtson, H.
Berner, Alex.
Behne, W. C. R.
Bodeeker, A.

Bilesath, Max
Bergh, -1378
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Beckwith, W.
Benedito, B. C.
Berg, Gustaf
Beyerle, Rupert
Brakman, C.
Bjorkman, F.
Bloek Hermann
Blum, Richard
Borjesson, C. A.
Burns, Thos.
Bruggencote, G.

Caspary, S.
Cook, John
Carlson, A. G
Cavalin, G.
Chambers, A. G.
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Connikie, Hugo
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Darlis, Harold
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Dean, T. S.
Dolman, Louis
Doyle, W. P.
Drews, Wilhelm
Dunne, Joe

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Ehlers, Wm.
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Fabrielus, H.
Farrell, H D.
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Feley, James
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Froh, H.
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Fraser, C. Francois
Fleming, M.
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Gerner, Hans
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Hay, Wm.
Hialvarsen, W.

Hazel, Wm.
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Holm, John A.
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Jacobs, Fred
Jansen, Ellect
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Johansen, Joakim
Johnson, J. E
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Johannesen, H.-1422
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Johnson, N.
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Jochimsen, V.
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Kahlbetzer, F.
Kanrup, Ed
Kanall, Erik
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Keene, T.
Kevala, Aibert
Kerehe, August
Killmeir, F.
Klema, Alf
Knutsen, K.

Knutson, O. H.
Koppenstad, O. B.
Kolstad, J. A.
Koskiman, Jas.
Kornellnsen, J. J.
Kolen, A.
Kresmann, M.
Kristofersen, H. B.
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Lagersberg, Chas.
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Lankeritz, E.
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Laskey, J. W.
Langvardt, C. H.
Laurisen, M.
Lettorin, E.
Lehman, Alf.

Lehtinen, Alek
Iersten, John
Liver, Chas.
Liljestrom, G.
Levin, Carl
Lindkvest, Karl
Lindholm, Otto
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Lindstrom, A.
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Lindman, Artur
Lindow, E.
Lindsjo, P. J.
Lovett, Henry
Lorentzen, Ernst
Lundgren, G.
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Madsen, C.
Madsen. G. Chr.
Maack, Hans
Maas. Rudolf
Maher, John
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Magnusson, W.
Makl, I. A.
Malmquist, Chas.
Markman, Henry
Martin, Albert
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Martinson, Alfred
Mattson, Johan
Mattson, A. W.
Mathsen. Olaf
Mathisen, Thos L.
Mathisson, Ludviz
McFadden, Wm.
Melnseth, A. O.
Meralt, Rolf
Mersman, A.
McKenzie. A.
Merlia. Carl

Meyer, Fritz
Meyer, Frank
Michalsen, Andrew
Mikkelsen, M.
Millos, Petar
Miller, Otto
Monsen Andrias
Monteris, John
Mohlay, Henry
Molden, Jacob N.
Mortensen, Martin
Mohlag, Henry
Molander, Carl
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Moler, F.
Moller, Nils
Molier, Walter
Monsen, Martin
Monson, A.
Moran, Harold
Moore, Wm.
Morgan, Jaek
Morrisse, D.
Mortensen, P. C.
Muller, F.
Myhre, Peter

Nash, James B.
Nelson, Carl M.
Nelson, P.
Ness, Axel
Ness, Edward
Neuman, Johan E.
Nielson, -737
Nielsen, -754
Nielsen, Alf.
Nielsen, Peter
Nilsen, -636
Nilson, Bernhard
Nilsson, Karl F.
Oberhauser, John
Oburg, C. W.
Olansen. Ludwig
Olanson. Karl
O'Leary John
Ommundsen. Tharald
Ongan, John
Orr, John
Ostlin, Frank C.
Osterhuis, John
Olsen, Marinus
Olsen, G. V.
Olsen, Emil M.
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Olsen, -699
Olsen, -791
Olsson, Albin
Olsen, Raynvald

Nilsson, Bror. E.
Noack, Hans
Nor, Karl
Norbin, Axel
Nordenborg, John
Nordlund, F.
Nordstrom, Edwin
Nordstrom, Oscar E.
Nurmi, Wiktor
Nurse, Uriah
Nurya, M.
Nugvist, Nays
Nygaard, Wald.
Olsen, C.
Olsen, John J.
Olsen, -478
Olsen, 499
Olsen, Marinus
Olsen, -821
Olsen, Hjalmar
Olsen, Gunder
Olson, A.
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Olson, Peter
Olson, Albert
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Olsson, Oscar
Olsson, -705
Olsson, A. H.
Olsson, K. A.

Paajanen, John
Palmquist, David
Pedersen, N. Chr.
Pedersen, P. A.
Pedersen, K. M.
Pedersen, -640
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Pederson, G. N.
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Peterson, Paul
Peterson, Gus.

Peterson, -939
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Peterson, P. N.
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Peterson, Johan Fr.
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Quistad, H.
Rasmussen, H. P.
Rankanen, V.
Ratin, Anton
Rautala, S.
Rask, H.
Raymond, Mr.
Rosingren, O. A.
Richards, Jas.
Relnson Ed

Quinsem, H.
Rude, A. M.
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Riesow, Paul
Roscheck, Paul
Ritter, Rich
Richardson, H. L.
Ropberg, Chas.

Samuelson, L.
Samuelsen, E.
Samuelsson, H.
Sandberg, E.
Sand, M.
Sannenberg, H.
Saarinen, Nick
Samuelsen, John
Sande, Anton
Saueeda, Julian
Scherlau, R.
Schimmelfening, A.
Schultz, Albert
Schmehl, Paul
Schroder, Fred
Schroder, -1805
Schumacher, W.
Schott, Franz
Schiermann, -1744
Scholtz, W.
Schubert, C.
Schultz, N.
Scott, G. F.
Senger, Geo.
Seberg, F.
Self, Arthur
Seppel, J.
Shade, W.
Sinclair, David
Simons, Ole L.
Silfverberg. H.

Simpson, Ole
Singer, Geo.
Simpson, Wm.
Starr, Martin
Soderman, O.
Soderquist, Nils
Scanlon, Hugh
Soto, Santos
Sorensen, J. M.
Springborn, Max
Speckmann, Max
Stephen, Wm.
Stein, Albert
Steinbeck, Theo.
Sterro, John E.
Stanley, F. W.
Straight, J. B.
Strautman, F.
Stousland, T.
Stenby, -1872
Sundstrom, Frank
Sundberg, K. K.
Sunstrom, Frank
Svensson, Fr.
Svanson, — -1735
Svenson, F. M.
Svendsen, -1050
Svendsen, -1558
Svanson, H. G.
Svendsen, O. S.
Swanson, Ernst

Taddeken, A.
Taxt, Thos.
Talbort, Tom
Talbot, A. E.
Tagerlund, G. E.
Talt, Geo.
Tandberg, Einar
Thornstrom, A.
Tonnesen, Hans
Thomas, Jos. W.
Thulin, F.

Thulin, H. B.
Tierney, J.
Tiedeken, Carl
Tiesing, Ed A.
Todt, John
Tobin, Austin F.
Torjussen, G.
Thuestad, M. J.
Troekel, Fritz
Tyrholm, Johan

Udbye, Harold
Van Asperen, Wm.
Vander, Made
Vigre, Alf. B.

Videberg, O.
Viereck, R. G.
Vogel, Hans.

Wahlers, W.
Walsh, J.
Wallace, Jas.
Wahlen, W.
Wapper, J.
Walsh, M.
Weber, C. O.
Westman, A.
Westin, John
Weyer, Paul
Westerholm, V.
Wels, W.
Weiss, Chas.
Zimmerman, W.

Weldberg, Oscar
Well, Gus
Wilander, O.
Winsens, Peter
Widin, Andrew
Wieth, Ludv.
Wicker, Henry
Wischeropp, F.
Wilhelm, H.
Wirtanen, M.
Willmann, W.
Wolf, John
Wright, P.
Zugehoer, Alex.

INFORMATION WANTED.

Geo. Miller, later on the schooner Mary Dodge, is inquired for. Address Mrs. E. Miller., General Delivery, Seattle, Wash.

Seattle, Wash., Letter List.

Aarnle, John
Aagard, C. E.
Abbey, Frank
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INFORMATION WANTED.

Harry B. Douville is inquired for by his mother. Kindly communicate with the Journal office.

John A. McLeod, aged 23, who was one of the crew of the ship Khyber, of Liverpool, which arrived at Cardiff from Portland, Oregon, on the 8th of March, 1903, is anxiously inquired for by his father, at North Sydney, Nova Scotia. Any one knowing his whereabouts will please communicate with the Journal office.

Domestic and Naval

After encountering a series of storms during which she suffered damage the Swedish bark Dharwar, from Pensacola for Rio Janeiro, has put into St. Vincent, C. V. The bark will be able to proceed in a few days.

All cargo has been discharged from the steamer Brooklyn, ashore at St. Michael's while bound from Marseilles for New York. Two unsuccessful attempts have been made to float the vessel. It is feared the ship's hull has been penetrated by the rocks.

Svitzers' salvage steamer Danmark recently arrived at Ponta Delgada from Gibraltar and commenced work on the Zotti line steamer Brooklyn, which stranded there on August 3 while on her way from Marseilles to New York. The Brooklyn was floated without difficulty, apparently uninjured.

The actual work of digging a 30-foot channel in the Delaware River was begun on August 16 by the Government dredge Hell Gate on a section east of Tinicum Island, where it is necessary to remove 1,000,000 cubic yards of earth. This section is 8500 feet long, and the average depth to be dredged is 6 feet.

Anxiety is felt in Atlantic shipping circles over the safety of the British schooner Advance, which sailed on August 1 from Dalhousie for Philadelphia, Pa., with a cargo of laths. The Advance is in command of Captain Milbury, and carries a crew of six men. It is believed the schooner encountered severe storms that drove her far out of her course.

Three Spanish ships captured by Admiral Dewey in Manila Bay on May 1, 1898, were sold by the Navy Department on August 27 for $103. These ships were advertised at several Asiatic ports, the total cost of advertising being $28, and the Navy Department is quite well satisfied that the bids were sufficient to cover the expense of advertising. The three ships are the Albay, Manileno and Mindanao. They have been stripped of everything movable and are simply old hulks practically useless for any purpose of the Navy.

The Southern Pacific Railroad is building three full-powered steel passenger and freight ocean-going steamers—the Momus, the Antilles and the Creole—in the Cramps shipyards, at Philadelphia, Pa., for its Atlantic line between New York and New Orleans. The first to be launched was the Momus, with a displacement of more than 10,0000 tons, speed seventeen knots. She measures in length, 440 feet; beam, 53 feet; depth of hold, 37 feet. She will require a crew of 117 men and will carry 460 passengers—152 first class, 58 second class, and 250 steerage. The big boat will have a freight capacity of 4,000 tons.

The steamer Aki Maru, which arrived at Victoria on August 23 from the Orient, brought news of a piracy on the West river, between Hongkong and Canton, which has greatly interfered with foreign trade. Following the attack on the steamer Sainma, in which Dr. McDonald was killed, Captain Joslin and five others were wounded, and attack was made on five armed junks in tow of steam launches bound for Canton, and a pitched battle ensued, in which the pirates were driven off with heavy losses. German and British traders have called upon their ministers to urge upon China to take strenuous measures against piracy, and a campaign against the pirates is expected.

With the Wits.

Sure of That.—Mother—How often have I told you not to allow that young man to kiss you?

Mabel—I don't know, ma, but certainly not as often as he has kissed me.

Unquestionable.—"Let me see," said she, "what is it you call these men who run automobiles?"

"Pardon me," replied the gallant man, "I'm too much of a gentleman to tell you what I call them."

The Correct Explanation.—"Yes," said Dubbey, the actor. "I had a splendid part in the show, but I—er—took sick and—"

"Ah," interrupted Wiseman, "you mean you didn't take well."

The Value Grows.—"We never realize the full value of a thing until we lose it," remarked the man who was fond of moralizing.

"That's right," replied the practical man, "especially if the thing lost was insured."

Not Much to Read.—"She says she can read her husband like a book."

"Why, that tiny little man is her husband, isn't he?"

"Yes."

"Well, I should think she'd be able to read him like a paragraph."

Sizing Him Up.—"Say, mister," said the small boy, "lemme carry yer satchel?"

"Oh," replied the ladylike Mr. Cissey, "my satchel isn't heavy."

"No. I know it wouldn't be heavy for me, but it's different wid you."

Envy.—Uncle George—So you're just 5 years old to-day?

Tommy—Yes, sir.

Uncle George—Well, well! I'm 50; think of that.

Tommy—My! I wisht I was; then I'd get fifty cents fur my birthday 'stead o' five.

Relieving the Monotony.—"See here, sir!" cried the irate patron, "I want to complain about the waiter—"

"I'm glad to hear it," interrupted the proprietor of the restaurant.

"Glad?"

"Yes, it's a relief to hear a complaint that isn't about the food."

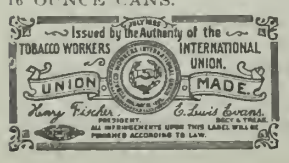
How She Entertained Him.—Miss Koy—Of course, it was the first time Mr. Hanson had called on me, but I made bold to ask him if he preferred dark hair or light in a girl. Do you know, he wouldn't tell me.

Miss Wyse—I'm surprised at him. He's shrewd enough to have said light hair, because yours is light.

Miss Koy—Yes, but how would he see in the dark?

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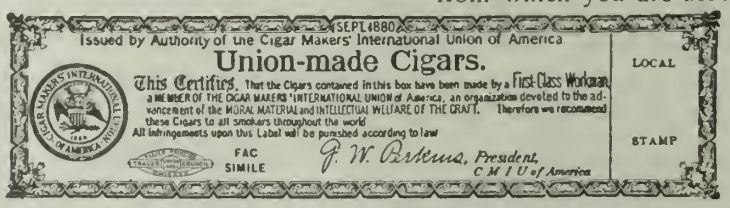
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COAST SEAMEN'S JOURNAL



FOR THE SEAFARING PEOPLE OF THE WORLD.

Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

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LABOR PLANKS IN PLATFORMS.

STATE political conventions for the nomination of candidates to be elected in November have been held by the respective parties in California during the past two weeks. As usual the various platforms contain expressions upon those subjects of more immediate interest to organized labor and the working people generally. For the information of our California readers the JOURNAL herewith reproduces the labor planks in the political platforms, as follows:

Republican Platform.

Resolved, That we can not but feel that in the increased influx to the Pacific Coast of Japanese and other Asiatic laborers, the people of this State are being confronted with a greater evil than that which induced them to demand and secure the passage of the so-called "Chinese Exclusion law," and we now urge our Senators and pledge our candidates for Representatives in Congress to favor, support, and by all honorable means secure the passage of laws similar to the present Chinese Exclusion bill, and providing for the exclusion of Japanese and all other kinds of Asiatic labor. We further insist upon the continuance and rigid enforcement of the existing Chinese Exclusion Act, and we insist that the present Asiatic people of our insular possessions shall not be permitted to come into the United States proper.

Resolved, That we favor the adoption of a tenement house law that will secure the necessities of light, air and sanitary convenience to every inhabitant, and prevent the formation in our cities of congested districts, dangerous to the life and health of the working people.

Resolved, That we recognize the rights of labor and of capital. We know that organized labor is the true and only way in which the rights of labor can be safeguarded and protected. Still it must always be recognized that the employer has rights which must not and can not be ignored, and in this view the only reasonable way whereby to adjust unfortunate differences between employer and employe is by arbitration, and we urge upon our representatives in the Legislature to pass such laws as will bring about arbitration whenever employer and employe differ as to terms of employment.

Resolved, That we sympathize with the efforts of organized labor to obtain the universal adoption of an Eight-Hour law on all Government work.

Democratic Platform.

Recognizing the imperative necessity of preserving the people of our State from competition with Mongolian labor, we declare for the strict maintenance and enforcement of the Chinese Exclusion Act, without modification of any kind, and for the extension of that Act so as to exclude Japanese and Koreans; further, we pledge our candidates for Congress to work and vote for the passage of a bill which shall effect the latter object.

While we recognize the necessity, upon humane and reformative grounds, of providing employment for the inmates of penal institutions, we believe that the products of such employment should not be placed upon the market in competition with the products of free labor. We therefore favor the passage of a National law prohibiting the transportation of prison-made articles from the State or Territory in which they are manufactured to any other State or Territory.

We favor the passage of the bill introduced in Congress at the request of organized labor to restrict the issuance of the writ of injunction in labor controversies, and pledge our representatives in Congress to support and secure the passage of such bill.

We favor the enactment of legislation by which the provisions of the existing National Eight-Hour law shall be made applicable to all work performed under contract with the Government.

With the wanton indifference to the rights of laborers, a Republican Legislature shortened from two years to one the time within which actions for personal injuries may be commenced. We, therefore, pledge our Legislative nominees, if elected, to restore this period within which such actions may be commenced to two years.

Socialist Platform.

We favor the enactment and the vigorous enforcement of a State and National Eight-Hour laws.

We are unalterably opposed to the tyrannical abuse of the writ of injunction, to its employment against strikers, and to the deprivation of trial by jury by its means.

The Socialist party stands for the strict enforcement of adequate laws against child labor and for full provision for the education of all children.

The Socialist party holds that the ultimate solution of the wage system lies in the political supremacy of the working class, and therefore calls upon all workers to join us in attaining that end. We recognize that a high standard of living is essential to the intelligence necessary to the overthrow of the capitalist system. So long as the capitalist system remains we stand not only for the maintenance of the present standard of living in America, but its improvement. We recognize in the competition of Oriental laborers a menace to the present standard and an obstruction to its improvement. In defending the working class of America against the capitalist attack upon labor organizations through the importation of Asiatic laborers, we believe we are hastening the Social revolution not only in America but in other nations, for two reasons, viz.: First, progress in these nations is best subserved by the presence of these people at home. Second, victory of the workers in America would enable them best to aid their comrades elsewhere and be an inspiration to them. We therefore pledge our candidates, if elected, to vote for laws excluding Oriental laborers, while the capitalist system lasts.

Independence League Platform.

A free, prosperous, progressive and self-reliant laboring population is the best foundation for popular Government in time of peace, and its main defense in time of war. Therefore labor should always be one of the first concerns of Government.

We recognize labor unions as legitimate and useful instruments for the uplifting of wage-workers, the maintenance of their rights and the betterment of their mental, moral and material condition. By reason of their numerical strength and the good they have accomplished in the face of tremendous difficulties, they are entitled to be considered truly representative of the toiling masses.

While we favor the protection and insist upon the rights of legitimate capital, we realize that capital and its organization must be met by the organization of labor. The Independence League is therefore pledged to stand by labor organizations in all their just demands and to oppose associations formed to disrupt the unions.

We are in favor of the Eight-Hour law in all Government contracts and workshops, and of the remedying of abuses of injunction in labor disputes. Arbitration in disputes between labor and capital must be encouraged and assisted.

The Customs tariff should be adjusted so as to secure protection to American labor, but it must not be permitted to be a breeding ground for trusts and a bulwark for their defense.

The best way to protect American labor is by saving it from competition with the cheap and degrading labor of Asia in our home market. Therefore we are opposed to the immigration of Chinese, Japanese and Korean labor and demand its rigid exclusion. The Asiatic horde is a menace to the American home and a grave danger to the peace and welfare of society. We pledge our candidates for Congress to support this policy by effective legislation.

Union Labor Platform.

We recommend the rigid enforcement of the Eight-Hour law as to all work performed by the State.

We demand that all supplies for public institutions for the State of California bear the union label where such can be provided.

We pledge our nominees for State offices that all work done by or for the State be done by the day and not by contract.

We are opposed to indiscriminate use of the writ of injunction for any other purpose than the protection of property rights.

We recommend the absolute exclusion of all Asiatics and will hold our representatives in Congress responsible in case they fail to make every effort to carry out this demand; that they urge, and if possible procure, amendments to the Chinese Exclusion Act to embrace all classes of Asiatics, including Japanese, and making it perpetual in operation.

We favor the creation of a State Board of Arbitration in order that all industrial disputes between employer and employe may be settled without resorting to strike or lockout.

VAGARIES OF THE COMPASS.

Under the heading of "Compass Curiosities," an editorial writer in Shipping Illustrated tells of some of the errors affecting this indispensable guide to navigators, and of some odd efforts to mend them. He says:

"When the metal ship began to oust the short wooden craft of pleasant memory, there arose quite a legion of inventors who sought to shut off the magnetic action of the metal in the ship's construction from the compass needle. Many and wonderful were the inventions by men ignorant of theory, but they all failed, because the same substance which might be used to neutralize the magnetic action of the ship regarded as a magnet would also absolutely prevent the necessary directive influence of the earth upon the compass needle. Similarly the old-time navigators, when they suddenly changed from wood to metal ships, did their level best to obscure the issue by evolving explanations from their inner consciousness that would account for any unexpected difference between the geographical position of a ship by observation and by dead reckoning. A metal ship, for example, if kept on one tack for a lengthy period, was found to develop what appeared to be a change in the compass error; and, strange to relate, this was emphatically attributed to the persistency of the wind. As might have been predicted, by those who troubled to think the matter out, this change—now known as the Gaussin error—is quite independent of the wind."

It is to be feared, the writer thinks, that many masters of sailing vessels and "tramp" steamers are careless about the position of their compass. He says:

"If close to movable iron, the compass *is* likely to experience sudden changes in error every time an alteration is made either in the relative position of this iron or in its amount. An iron tiller, iron davits, an iron stovepipe, the iron fittings of a trysail boom, have at various times given cause for anxiety to shipmasters unfamiliar with the action of the compass needle on board a metal ship. Fishermen and pilots occasionally get rather mixed under the head of compass errors; and a few are of the opinion that fog and aurora adversely affect a ship's compass. . . . Among the most stupid of the allegations made against the compass needle may rightly be classed the attraction of the land. Readers of the 'Arabian Nights' will remember the fabulous island, in the story of 'Sinbad the Sailor,' which was so powerfully magnetic as to pull all the bolts out of the hull of any unfortunate vessel coming under its influence, thus causing the ship to fall asunder. Well, this feat of the imagination is not more false than the yarns told from time to time by shipmasters with a purpose to serve . . . . The Skidby, which went ashore on Sable Island, is not by any means the first of her class to be referred to as a casualty due to what some erroneously term local attraction, nor will she be the last. A similar yarn went the round of the daily press with respect to the Danish steamer Norge, which was lost on Rockall, when bound for New York in 1904. . . . Quite a number of years ago a suggestion was thrown out by a shipmaster of considerable experience that the losses on the dread Goodwin Sands were probably due to the immense quantity of iron deposited there by wrecks which attracted the compass needle. . . . When the Paris went on the Manacles whole columns appeared in the press to prove that she got into trouble owing to the action of the neighboring land on her compass, despite the fact of thousands of ships passing up and down the Channel without mishap. . . . When the British warship Serpent met an unkind fate near Cape Finisterre, in 1890, similarly stupid assertions were made; but one of the very highest authorities on the subject demonstrated to a certainty that even if there had been any so-called local attraction right there, its effect must have been to keep the vessel off the land. . . . Visible land will not affect a ship's compass at sea; and this even though we admit the masses of rock on shore to be highly magnetic. Something more than this is absolutely necessary to affect a ship's compass only half a mile distant! In shallow water, however, a ship in some parts of the world may pass over ferruginous rocks which have a considerable effect on the compass needle. These places are, however, well known, and they are clearly indicated in the sailing directions issued by the several nations for the guidance of navigators. . . . An exceptional current, an uncharted rock, or a magnetic island, is a handy thing to have around after the event, but a series of soundings, frequent azimuths, and careful lookout are the prevention which is better than cure."—Literary Digest.

NEW RAILWAY SIGNALS.

The Great Western Railway has successfully experimented with and just installed on a branch line a method of audible signaling as a substitute for the familiar semaphore system which it is believed will be entirely displaced in course of time.

The new system is electrically worked and is declared to be simplicity itself. The engine as it travels along the line comes into contact with an apparatus, fixed to the track, which is worked from the signal box, and sets in motion a form of mechanism on the engine. Instead of the engineer having to look out for his signals, they declare themselves to his ear unmistakably. "Line clear" is expressed by the blowing of a whistle, which continues until the engineer with his own hand turns it off. Both bell and whistle are fixed inside the engine cab, close by the engineer as he stands to his lever, and should afford a more telling means of notification than a dial on which signs appeared. The substitution of audible for visible signals would relieve engineers of the strain of perpetually looking out for any particular signal or lamp. The apparatus is so constructed that if anything went wrong anywhere the whistle signal would operate. The chief value of the audible signals would be found in foggy weather and the new system is therefore of particular importance in a country so fog-afflicted as England is.

The municipal telephone plant erected by Glasgow six years ago in opposition to the national system, a private corporation, has been operated at an annual loss. Some months ago the general Government entered into a contract to take over the national telephone system (operating throughout the United Kingdom) in 1911. The general Government has now purchased the Glasgow municipal plant for £315,000 ($1,533,000). This is several thousand pounds less (exact amount not yet determined) than the city has expended.

Increased cost of wire netting is proving a heavy burden on Australian farmers. In Victoria the price per ton has raised from $105 to $237.

COAST FISHERIES.

The Bureau of Fisheries of the Department of Commerce and Labor has just issued a statistical bulletin showing the products of the fisheries of the Pacific Coast States of Washington, Oregon and California for the year 1904, which shows a material increase over 1899, and a very positive one over 1888, the first year for which there appear to be figures. In 1888 the take of the fisheries of the three States aggregated 71,882,882 pounds, valued at $2,993,101, and in 1904 these figures had increased to 168,599,676 pounds and $6,680,866. In the last named year Washington led off with 88,954,790 pounds valued at $2,972,633, California following with 52,109,651 pounds valued at $2,523,141, Oregon being credited with 27,535,232 pounds valued at $1,185,092.

The number of persons employed in the fisheries of the three States in 1904 was 19,658, and the property and cash capital in the business aggregated $12,839,940. Eighty-seven vessels, with an aggregate tonnage of 7,637, were engaged in the direct work of fishing, and 139, with a tonnage of 2,745, in transporting the product to market. In addition, 313 gasoline launches were used. Altogether the industry appears to be prosperous and growing.

The list of fishes taken is a long one, and embraces almost every familiar edible variety. Seventy-nine products of the fisheries are enumerated, and of this number 73 are credited to California, which appears to be the only one of the three States whose fishermen carry to market nearly everything that swims in the sea. The only fish neglected by California fishermen are black cod, halibut, dog-salmon, sturgeon, crawfish and whales. Considering the fact that we have brought to us in greater or less quantities the following assortment, the even half dozen varieties will scarcely be missed. In our markets we have albacore, barracouta, black bass, bonito, catfish, chub mackerel, cod, croaker, culties cod, flounders, carp, hardhead, herrings, jew fish, king fish, mullet, perch, pompano, rock, pike, blueback salmon, chinook salmon, silver salmon, steelhead salmon, sardines, sculpin, sea bass, sea trout, shad, skates, smelts, sole, Spanish mackerel, striped bass, surf fish, tomcod, white fish, yellow fin, yellow tail, abalone, clams hard or soft, mussels, oysters, squid, crabs, spiny lobster, shrimp, terrapin, turtles and sea lion.

That is a list to make an epicure sit up and take notice, but it is the one San Franciscans draw on year in and out in proper season without recognizing how fortunate they are to have at their doors in great variety and in unstinted quantities the best food known.—San Francisco Chronicle.

The Cuban Congress, at its recent session, appropriated $1,000,000 to be used for the purpose of inducing immigrants to come to Cuba from Europe and the Canary Islands. It is proposed to pay the passage of each immigrant from his home. The field hands are to be brought from Sweden, Norway, Denmark, and northern Italy. The bill has become a law, and arrangements are being made to carry it into effect.

The railways, posts, telegraphs, and telephones, owned and operated by the Belgian Government, showed an increase of $2,000,000 in receipts last year as compared with 1904. But there was no increase in railway mileage, which is still about 2,500

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions)

ALIEN SEAMEN LANDED.

WANTED—By American shipowners. Any pauper of the world to compete with American seamen; experience absolutely unnecessary; age, health, knowledge of the English language entirely immaterial, only requirement sex, must be a male. For detailed information as to Immigration Laws, rules, etc., of the United States, address, Any American sailor of the United States. If no American sailor can be found in the United States, address any Scandinavian-American sailor.

The above sample ad. is not copyrighted and is offered gratis to any American shipowner desiring to use the same. The ad. suggests itself to seamen (we mean real seamen) of the Atlantic Coast, by reason of the number of British ships which are continually using the eastern seaboard of the United States as a dumping ground for their pauper alien crews. These crews consist of a conglomeration of men of all nationalities, but British ships deliver them, F. O. B., on American soil as genuine specimens of the Seamanicus Britannicus.

Translated into United States, the above simply means that the writer, who is indebted to the State of North Carolina for having been born an American citizen, protected by the Constitution of the United States, and to the United States Supreme Court for having lost such protection when he became an American sailor (See Decision United States Supreme Court, Ship Arago, Robertson vs. Barry Baldwin) wants to know why the British ship Hilarius was permitted by the various United States authorities to present the city of Boston on the 23rd day of August, 1906, with eleven able-bodied alien paupers, by courtesy called British seamen.

Not only did the master of this British ship voluntarily make donation to the good city of Boston, but he even allowed the United States marshal and a squad of his deputies to take these alien paupers ashore and lock them up for the night, so fearful was he that Boston might lose his gift. On the following morning the case was promptly thrown out of court for lack of jurisdiction. The captain, in his haste to return to his ship, weigh anchor and put to sea, omitted to leave some $700 wages due these so-called British seamen, and so these pauper wards of the High Court of Admiralty of England were introduced to the streets of Boston without even the proverbial shilling in their pockets. Lucky paupers, if they only knew it; free to go to any part of the United States; free to compete with any and all American labor; no red tape for them in entering this land of the free; no vexatious Immigration Official to refuse them admittance as paupers. It is true the Atlantic Coast Seamen's Union did raise its voice in feeble protest but was informed by the office of the Commissioner of Immigration in the port of Boston that "in order not to hamper commerce" instructions had been issued by the powers that be to admit any and all alien seamen, paupers or otherwise, provided they were seamen, and stated their willingness to continue following the sea.

This would seem to open up a number of interesting questions. Is the Commissioner of Immigration to decide whether or not the pauper alien in question is a sailor or not? In the case of the Hilarius, it's dollars to doughnuts, if the men ever sue for their wages, that the captain will take the stand and swear that not one of them was a sailor. Again, can alien pauper firemen, waiters, cooks, stewards, chambermaids, etc., of foreign ships enter the United States by simply walking ashore and if detained, stating their willingness to continue following the sea? For certain purposes our courts have held the mto be seamen. Again, while the American seaman realizes he has no right to expect his Government to protect him against competition with alien pauper labor, still as a good American citizen, even though not protected by the United States Constitution it is a matter of deep concern to him to think that alien pauper labor should come into this country under cover of his profession to compete with his hard-working fellow laborers ashore who think that they are amply protected against such competition.

Well, the case of the good British ship Hilarius is hilariously ended, and all concerned are happy. The ship, her owners or her captain, are some seven hundred dollars richer by reason of forgetting to pay the men the wages earned, the British Consul is saved the trouble of deporting these future American citizens, the census of Boston is increased by eleven able-bodied men, and the men themselves are the happiest, for, paupers though they be, they are at liberty in the Land of the Free, at liberty to underbid any American laborer for his job, and doubtless they will soon be compelled by hunger to do so. But that is merely a petty detail compared with what they have gained. Why, they already have had their first lesson in American finance and have learned how quickly and absolutely they can be separated from their wages in this great Republic.

The writer apologizes for his ignorance of the above question. He knows that as a seaman he is supposed to know everything, (when at sea); he knows that as a seaman, he is supposed to know nothing (when ashore); he knows that every man is supposed to know the law, but he knows that being a seaman, he is not a man, but an incompetent and a ward of the court, and so he feels justified in asking, "Do the Immigration laws of the United States allow a pauper alien to remain here, simply because such alien happens to have deserted or been removed from a foreign ship which has rated him as a seaman? Can he remain simply on his say so that he is willing to go to sea again?". If this is so our gates are indeed open to alien pauper labor.

Two steamers of 10,000 tons gross registered tonnage, the Amazon and the Araguaya, have been placed on the run between Liverpool and South American ports. There are no such steamers on the run between the United States and these ports. The Royal Mail Steam Packet Company, the concern owning and operating the line to which these ships belong, paid 5 per cent dividends last year after making large allowances for surplus, depreciation, insurance, and other funds.

NEW YORK-ARGENTINE LINE.

The Lloyd Brazilian Steamboat Company has resolved to put in operation at least a couple of steamers between New York and Buenos Ayres.

This company will also have weekly sailings up the River Plata, with appropriate steamboats as far as Matto-Grosso, Brazil, covering a distance of about 3000 miles from Buenos Ayres. They will convey passengers and cargo and stop at Asuncion, and through bills of lading will be given to all points in Europe and America. Even on board the vessels one can obtain such bills of lading, which will be a great convenience to trade. It is understood that they have arrangements with all the railroad companies and interior transport concerns, also with other steamship lines, to accomplish their program.

The Lloyd Brazilian headquarters are at Rio de Janeiro. This company already has a monthly service on the River Plata as far as Matto-Grosso, but carries very little cargo, if any, for Asuncion, as they transport goods principally for Brazil, and are under agreement to reach Matto-Grosso at a given time.

Consul Maxwell, of Funchal, Madeira Islands, is informed on good authority that the Woermann Steamship Company, a line that plies between German ports, Madeira, Canary Islands, and the coasts of Africa, is shortly to establish a regular service from Antwerp and Hamburg to the Seychelles Islands, where it is said great quantities of phosphate rock and extensive guano deposits have been uncovered. In order to secure to themselves this trade against the competition of the British India Steamship Company, it is announced that they have reduced the prevailing freight rates between these points 50 per cent.

The Bureau of Navigation is advised of the launching of two vessels of 1,200 tons each at Nagasaki. Japanese newspapers state that the Japanese Volunteer Fleet intends to build ten steamers, one of which is to be built at the Mitsu-Bishi Company's works at Nagasaki, the contract having been signed on May 12. The vessel is to have a gross tonnage of 3,000, while its dimensions are to be: Length, 335 feet; breadth, 43 feet; depth, 17 feet; with a speed of 21 knots. It is to be armed with two 6-inch quick-firing guns and with six 12-pound guns.

The Creole Steamship Line is planning to make Baltimore a direct port of entry for products of Mediterranean countries. This company has headquarters at Turin, Italy, and plies between Mediterranean ports and New York, with Baltimore and New Orleans as outward-bound cargo points. One of the four vessels recently took on a cargo of coal at Baltimore for Messina.

The two-masted schooner Watchman has been sold at public auction for debt; she was bid in for $330.

Demand the union label on all products.

Home News.

Forgeries for more than $250,000 by Frank K. Hipple, the suicide president of the defunct Real Estate Trust Company, of Philadelphia, Pa., have been discovered by Receiver Earle.

Boonville, Princeton and Owensville and other Southern Indiana cities were visited on September 7 by a succession of earthquake shocks which lasted from three to five seconds.

The executive committee of the Southern Cotton Association, in session at Hot Springs, Ark., on September 7, fixed 10 cents as the minimum price for which cotton should be sold this season.

The stockholders of the Lewis and Clark Corporation, which recently went out of existence, received a 20 per cent dividend on September 1. This marks the last of the exposition held in Portland, Or., last year.

The Omaha Ice, Coal and Storage Company, and John Doe, as its president, were fined in the Police Court at that city on September 1, two counts each, on the charge of selling ice under weight. The fine amounted to $25 on each of the two counts.

A handcar loaded with trackmen of the Wheeling and Lake Erie Railroad ran off an open draw of the Maumee bridge at Toledo, O., on September 14, and all on the car were drowned. The number of men on the car is said to have been twelve.

The Commercial Cable Company of Cuba, with a capital of $100,000, was incorporated at New York on September 12, to connect New York with Havana by cable and land telegraph. The cable will run from Florida to Key West, and then to Havana.

A plea of not guilty has been entered in the Probate Court at Findlay, O., by John D. Rockefeller on the charge of violating the Anti-Trust law through the Standard Oil Company. Mr. Rockefeller was not personally in court. He pleaded through an attorney.

Abram Jose Salcido, President of the Douglass junta of Mexican revolutionists, has been turned over to the Mexican authorities and taken to Hermosillo, the capital of Sonora. He was deported from El Paso, Tex., on order of the Secretary of Commerce and Labor on the grounds of being an undesirable foreigner.

Secretary of the Treasury Shaw has made public a circular letter to all national bank depositaries, in which he says in effect that he expects public money in depositary banks to be used in the communities where it is deposited, and not loaned through brokers and other agents in New York for speculative purposes.

District Attorney Bell, of Philadelphia, Pa., has been investigating the failure of the City Trust Safety Deposit and Security Company of the city, which closed its doors in June, 1905, with liabilities of more than $600,000. Bell says he has discovered evidence of criminal liability, and intends to secure prosecutions.

After having traveled leisurely through the United States and around the world, a fugitive from justice for nearly a year, Granville M. Gwinn, former cashier of the Bank of Hayti, Mo., who fled from that city leaving an alleged shortage of $17,021, returned on September 12 and surrendered to the authorities for trial.

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Anderson, -1124
Andersen, F.
Anderson, G. -1107
Abrahamsen, Nils
Anderson, W. -1113
Arhenius, Charles
Anderson, Claude
Aberg, C.
Auner, J. O.
Anderson, -1232
Anderson, Adler
Askerlund, Daniel O.
Abrahamsen, A. M.
Almond, L. H.
Anderson, S.
Andersen, C.
Anderson, J. -934
Apps, P.
Andreasen, Ole
Anderson, -689
Anderson, Oskar
Anderson, Karl
Andersson, Adolf
Andersson, O. W.
Anderson, -853
(package)
Anderson, 1118
(photos)
Bregler, Fred
Borgesson, B. E.
Bateman S. J.
Barnekow, A. O.
Brusbard, -1402
Benson, Victor
Bec, Colm
Berg, Gustaf
Blomberg, Gustaf
Behrens, F.
Boberg, L. L.
Boore, Paul
Bertroni, Wm.
(package)
Bade, Alex (package)
Carlson, G. A. -758
Cohrt, Herman
Coilberg, Chas.
(package)
Christoffersen, A.
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Pacific Coast Marine.

John S. Peter, a seaman on the bark Big Bonanza, died on April 2 while on the passage from San Francisco to the Alaska fishing grounds, and was buried at sea the following day.

According to a telegram received at San Francisco on September 7 from Shanghai by way of London, the Japanese steamer Tosa Maru and the American steamer Bessie Dollar were in collision at Shanghai. Only slight damage resulted.

The Pacific Mail liner Manchuria, which recently went ashore on Rabbit Island, T. H., was floated on September 16 and towed to Honolulu. The cost of salving the vessel is estimated at $500,000.

The Navy Department has granted Moran Brothers, of Seattle, Wash., until January 23 to complete the United States battleship Nebraska owing to the tardy work upon the turrets and the delayed arrival of the six-inch and smaller machine guns.

The British ship Moukbarns arrived at San Francisco on September 12, after a long and tedious passage of 206 days from Hamburg. On September 2 Captain Charles Robinson succumbed to a long illness and was buried on the same day.

Nicholas Jones, cook on the British bark Grenada, at San Francisco on September 5 from South Shields, Eng., was washed from the galley when the ship was in a hurricane off Cape Horn on May 26, and so seriously injured that he died on the same day.

The steamer Oregon went on the rocks at the entrance of Prince William's Sound on September 13, and is in a precarious condition. The revenue-cutters Manning and Rush, at Valdez, Alaska, when the report came, have been sent to the rescue of the steamer.

Lieutenant Edward H. Dunn, attached to the receiving ship Independence, at Mare Island (Cal.) Navy Yard, has ben dismissed from the service upon conviction by court martial of scandalous conduct in entertaining a lewd woman on board the Independence.

Newell Jordan, for the past twelve years a bar pilot at San Francisco, has resigned, to engage in the stevedoring business with the McCabe & Hamilton Company, at Tacoma and Seattle. His successor as pilot will probably be appointed early in October.

There is now twenty-four feet of water in the hold of the United States Army transport Sheridan. Captain Humphrey, the Naval commander at Honolulu, T. H., expresses absolute confidence that the transport will be saved. Captain Peabody, on the other hand, says that the vessel is a hopeless wreck.

Wireless communication will be established with the Island of Tutuila by the Navy Department within a few months, if the recommendations of the officers in charge of that work are approved by the higher officials. This is the only important naval station where a wireless plant has not been erected.

Missionaries on the Vancouver Island coast have investigated the reports of the finding of a Valencia lifeboat in a cave, according to advices brought to Victoria, B. C., by the tug Sea Lion, and state that the report is unfounded. The missionaries say only a portion of a life raft and a mass of putrefying kelp is in the cave.

The steamer Nushagak, owned by the Alaska Packers' Association, which recently arrived at San Francisco from the northern canneries, sailed on September 12 for Gray's Harbor, towing the schooner Premier, also owned by the Association. Both vessels are to engage in the Coast lumber trade, along with others of the Association's fleet.

The United States revenue-cutter Grant sailed from Seattle, Wash., on September 10 to bring back the bodies of fifteen victims of the Valencia disaster buried on the shores of Vancouver Island. A tug will carry the burial committee from Neah Bay to the island to recover the bodies and deliver them to the cutter to be brought to Seattle for burial.

The damage done to the steamer City of Topeka when she struck the rocks while entering San Francisco a few days ago is not serious. Bids for repairs were opened at the office of the Pacific Coast Steamship Company on September 13, and are as follows: Union Iron Works, $9390; Moore & Scott Iron Works, $9500; United Engineering Works, $9500; W. A. Boole & Sons, $12,550; Risdon Iron Works, $12,750. The contract will be awarded later.

The schooner Dora Bluhm, thirty-three days from the Okhotsk Sea, arrived at San Francisco on September 11, with a cargo of 75,000 codfish for the Pacific States Trading Company. Captain Anderson reports the sudden death early in June of Captain Falkman of the schooner W. H. Dimond, who died on board his vessel while she was lying off the village of Yeobina, on the Kamchatkan coast. His body was buried ashore, and Mate Erickson thereafter had charge of the schooner.

Officers of the steamer Arizonan, of the American-Hawaiian line, which arrived at San Diego, Cal., on September 12, state that they do not expect the vessel to go back to the Atlantic Coast. From San Diego she will go to San Francieso, thence to Honolulu, and by the time she is ready to start back it is expected that the Tehuantepec road will be ready for business. In the future she will be kept on this side to ply between Salina Cruz, San Diego, San Francisco and Honolulu.

Captain M. G. Kelton of the codfishing vessel Fremont, and Harry Wilson, first officer of the same vessel, were arrested by United States Marshal Elliott at San Francisco on September 14 on the charge of beating Emil Hansen, a seaman. Hansen alleges that last spring, while the Fremont was in the Behring Sea, he was lost from the vessel for two or three days, and had his feet frozen. He suffered much from this cause, but, in spite of being disabled, he says he was compelled to work and was finally assaulted.

Captain Campbell, of the British ship Walden Abbey, at San Francisco on September 14, 143 days from London, Eng., reports that in latitude 58 deg. 25 min. south, longiture 67 deg. west, the vessel passed close to an ice island a mile long and 500 feet high, majestically floating up from the southwest at a leisurely pace. The same day another ice island three-quarters of a mile long and 500 feet high was seen. The report received some time ago that the Walden Abbey was afire at sea is denied by Captain Campbell and his crew.

The bark Nicholas Thayer, some time since reported as missing, was seen going to her doom by men on board the steamer Jennie, according to a report received at San Francisco on September 11. Carl Nygren, mate of the Jennie, reports that on April 6, at 9:30 p. m., the Nicholas Thayer crossed the steamer's bows under small sails and standing inshore. Later the Jennie sighted the Thayer about five miles south of Seal Rocks, bound for Seward. A gale was blowing from the southwest at the time, and officers and men of the Jennie thought that the Nicholas Thayer would be lost. The Nicholas Thayer has since been posted at Lloyd's as missing with all hands.

Asserting that they had been shanghaied at San Francisco by the master of the tramp steamer Visigoth, two boys went to police headquarters at Portland, Or., on September 13 and asked for protection and a night's lodging. They are Roy Kelly and Edward Smith, each about 18 years old. Their parents, the boys assert, are mechanics living in San Francisco. "We were near the water front in San Francisco," said Kelly, "when a man approached us and asked us if we wanted a job cleaning a launch lying near Goat Island. He took us in a rowboat directly to the Visigoth. As soon as we discovered we were to be taken aboard the steamer we protested, but were told to keep our mouths shut and do as ordered, or we would be put in irons. There was no help for it, and we had to go."

Men in need of medicine go to City Front Drug Store, No. 10 Mission St., near East, S. F.

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F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. Particular attention is paid to insurance claims. Room 207, Merchants' Exchange Building. Phone, Temporary 394.

P. E. Erickson, dealer in Havana Cigars, Cigarettes, Tobaccos, etc., sole agent for the celebrated Red Anchor Brand Snuff, importer of Swedish Razors and Cutlery, Subscription Agency for the Svenska Nyheter, Amerikanaran and Kuriren, formerly at corner of California and Kearny, now doing business at 108 East Street, opposite Mission-street wharf, San Francisco.

ANOTHER ALPINE TUNNEL.

The Legislature of the Canton Berne has accepted the project for a trunk line called the "Lotschberg," with electricity as motor power, to pass through the Bernese Alps and connect at Brig with the Simplon.

This new road will require five and one-half years to build, and necessitates a tunnel 13½ kilometers (kilometer=0.62137 mile) long out of an entire length of 56 kilometers. The cost will be about $17,100,000. The steepest gradient will be twenty-seven one-thousandths. It will serve as the most direct means of communication between northern Italy (Milan and Genoa) and the vast district lying to the north and northwest of Switzerland. It will shorten the approach to the Simplon, that now must be reached via Lausanna, and will compete with the Gotthard tunnel railroad. In addition to its value as an international trunk line it will prove of vast commercial importance to central Switzerland, and particularly to the Canton and city of Berne, by affording a direct line with the south that now has to be reached by means of the Gotthard on the east of through the Simplon, which requires a roundabout deviation via Lausanne on the west. The road that has to be constructed will commence at Fruitigen, a town near Spiez, a few miles from the lake of Thun, which is in direct communication with the towns of Thun and Pontarlier and with the cities of Berne and Basel. It will merge into the Simplon at Brig and virtually form the completion of that great project. The distance from Frutigen to Brig will be 56 kilometers, from Spiez to Brig 71 kilometers, and from Berne to Brig 113 kilometers. From an international standpoint Paris will be 15 miles nearer the cities of Italy than via the new Lausanna-Simplon tunnel route and about 100 miles nearer than via Gotthard From Calais northern Italy can be reached with 52 miles less travel than by Lausanne, through the Simplon.

A Federal concession was granted covering the Lotschberg in 1891 and amended in 1897. The Canton has turned over its concession to a syndicate, and the cost will be borne by issuing subvention shares, $4,000,000; preferred shares, $4,600,000; 4 per cent first-mortgage bonds, 5,600,000 and 4½ per cent second mortgage bonds, $2,900,000, or a total of $17,100,000. The subvention shares will receive no interest until the road is in working order, but the preferred shares will be paid 4 per cent interest during the period of construction. The Canton Berne participates by the purchase of $3,300,000 subvention shares. The syndicate is composed of Swiss and French banks. It is expected that ultimately the Swiss Federal railways will buy the Lotschberg. The work will commence at once.

The London Sun quotes the manager of one of the largest diamond firms in that city as saying that during the last two years the price of diamonds has increased by at least 25 per cent, and the increase in value is still continuing. This manager, in reply to a question as to whether the increase is also applicable to other precious stones, said that pearls had also increased in value, but the rise in price had not been noticeable to any great extent.

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Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, SEPTEMBER 19, 1906.

TO RESTORE THE NORMAL.

A movement is on foot to restore normal labor conditions in San Francisco. Several men representing large corporate, mercantile and other interests have on several occasions and at divers places met recently for the purpose of discussing conditions and considering the remedy.

This same coterie dined Wednesday night at Tait's, and it is pretty well understood that the dinner was secondary to the conference connected therewith, and which embraced the subject already referred to.

At this dinner Patrick Calhoun, President of the United Railroads, was invited to express his views on the labor question, which invitation he accepted, and while he absolutely refused to discuss the dinner, which was of a private nature and at which he was only a guest, he said yesterday that he had no hesitancy in expressing his views on the abnormal labor conditions existing here at the present time. * * *

"I am not heading this movement which is proposed to remedy these conditions," said President Calhoun, "but if I were, I could restore them to normal basis in ninety days. If the merchants and the prominent men of this city will band themselves together to insure safety and freedom to work to all who come here for that purpose, the rate of wages being paid here at present will attract thousands of desirable workmen from all over the country, and the problem is solved.

The foregoing San Francisco press item indicates the beginning of a movement which may have important, if not serious, results upon conditions in that city. On the face of it, the proposal to organize for the purpose of restoring the normal in all conditions is a good one. However, the initial features of the movement here referred to afford ground for the suspicion that it is not entirely disinterested, that, in short, it is a one-sided movement, designed to reduce wages and increase the length of the workday, while leaving other conditions free from interference or restraint. This much may reasonably be inferred from the fact that the sponsors of the movement are "large corporate, mercantile and other interests" and from the further fact that these interests have met "on several occasions and at divers places" for the purpose of discussing the plan in view. To be sure, everything must have a beginning; likewise, a dinner at Tait's might afford as good an opportunity as any upon which to usher the proposed movement into being. Appearances are innocent enough; nevertheless, we can not help suspecting that there is more in the plan than is disclosed by surface indications.

The movement to restore the normal is open to suspicion, not only upon the ground of secrecy, but also on account of the standing of the gentleman who acts as spokesman in the case. When Mr. Calhoun declares that, were he heading the movement, he could "restore conditions to a normal basis in ninety days," but one inference is possible, namely, that the city would be overwhelmed with strike-breakers and its people be compelled to work upon the terms dictated by the employers as the alternative of riot and bloodshed. Such, at any rate, is the Calhoun method of restoring the normal, as demonstrated in the recent strike of street-car men. Mr. Calhoun may plume himself upon his success in the latter instance, and the "large corporate, mercantile and other interests" may regard the President of the United Railroads as the Moses who will lead them out of the wilderness of "trade-union tyranny," but——. But it will not do to say that, because the street-car men have seen fit to take Mr. Calhoun's word for a square deal, rather than subject the public to further inconvenience and danger, the workingmen generally of the city can be cajoled or bulldozed into submission by the same means. Several good reasons operate against the prospects of success under the Calhoun method of restoring the normal. The introduction of strike-breakers on a large scale would be regarded, and accepted, as a challenge to trade-unionism, and that "ism" can not be put down in ninety days or any longer period. Again, the Calhoun plan would be in the nature of defiance to the public, and the latter, when aroused, would give short shrift to both the strike-breakers and the "large corporate, mercantile and other interests." Quite clearly Mr. Calhoun has overestimated both his own powers and the public patience with his methods. Some of the gentleman's friends ought to take him to one side and point out that the results in the street-car men's strike are no criterion of what is likely to happen in event that the methods adopted in the latter case are inaugurated against the labor movement at large. Having done this much, Mr. Calhoun's friends ought to suggest that the best service he can render the cause of establishing better relations between employer and employe is to withdraw from all participation in that cause, at least until he shall have redeemed himself in the opinion of the public by redeeming his promises to his employes.

The task of restoring the normal, if undertaken at all, must be undertaken by men of established reputation for fair-dealing That task must be undertaken openly and with the co-operation of all classes affected. Finally, that task must be undertaken with a view to all conditions, not merely with a view to the conditions of labor. Any movement that proposes merely to reduce wages and increase the length of the workday, leaving the "large corporate, mercantile and other interests" free to "gouge" the public, is foredoomed to failure. In the present state of public temper any movement for any purpose that is controlled, or even advised, by Patrick Calhoun is capable of nothing but trouble, and that it is positively assured of.

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LITTLEFIELD'S VICTORY(?).

President Gompers, of the American Federation of Labor, when asked by an Associated Press representative for his views on the recent election in Maine, with particular reference to the narrow escape of Representative Littlefield, said:

I look upon the result of the election in the Second District of Maine as a great victory, not only for labor, but for the people generally. It would have pleased me more had Littlefield been defeated, but in view of the fact that except in some parts of the Southern States the workingmen of the Second District of Maine are less organized than in any other part of the country, I appealed not only to the workingmen, but also to the business men and the men in public life. Considering the fact that Maine is regarded as a rock-bound Republican stronghold, the cutting of Mr. Littlefield's majority of 5632 over his opponent in 1904 to between 700 and 800 now is cause for great gratification. It shows that the people have it in their power to compel decent and fair treatment at the hands of those who seek their votes.

Mr. Littlefield claims that I have helped him in the campaign. Paraphrasing the language of another, Mr. Littlefield could well say:

"Another such victory, and I am lost!"

The greatly reduced majorities of other candidates allied with Mr. Littlefield in Maine is also because of labor's political campaign, for while the particular fight was directed against him, labor in other parts of the State is better organized and took up the cause against the indifferent and hostile candidates who stood for election. The fight was made not against Mr. Littlefield because he is a Republican, and it was not made in the interests of the Democratic party. It was made because Mr. Littlefield was an apologist and sponsor who represented combinations against the interests of labor specifically and those of the people generally. He not only opposed every labor interest, but he was one of the few who even voted against the Railroad Rate bill, the enactment of which was so strongly urged by President Roosevelt.

We shall continue in labor's campaign for justice and right, for we feel very much encouraged in this first appeal we have made to the conscience, sympathy and support of the American people.

There is much force in the comparison drawn by President Gompers between Littlefield and Pyrrhus. Mr. Littlefield's recent victory(?) reduced his majority from 5,000 to 1,000; it is quite clear, therefore, that another victory of the same, or even smaller proportions will put the gentleman decidedly to the bad. Mr. Littlefield's only consolation lies in the probability that his majority has been cut as low as possible without performing a surgical operation upon the heads of those who still believe in him.

The attempts of the Republican press to explain the result of the election in Maine upon the ground of opposition to Prohibition are as absurd as they are desperate. No amount of explanation on these lines can offset the fact of Administration support. Some influence must be credited to such "big guns" as Secretary of War Taft, Speaker Cannon and United States Senator Lodge. Indeed, that trio would of itself be sufficient under ordinary circumstances to boost the stock of even a weaker candidate than Representative Littlefield. Yet the results show the opposite condition. Despite the powerful backing afforded him, Mr. Littlefield has been saved from positive defeat by a mere handful of votes. The situation in Maine proves very clearly that even a rock-ribbed Republican State can not be regarded as the property of that party when intelligently and earnestly appealed to in a just cause such as that involved in the question of labor legislation.

President Gompers and those associated with him in the American labor movement, also the friends of labor among the public at large, have good reason to feel encouraged by the result of the Maine election. Those members of Congress from other localities who have lined up with the men

from Maine in opposition to the labor bills may well look to their fences. A very little of the help(?) so generously extended to Mr. Littlefield may produce larger—that is, more decisive—results in the campaigns of those candidates who must depend mainly upon their own merits and the intelligence of their constituents.

THE LABOR PLANKS.

The "Labor Planks In Platforms," published on page 1 of this issue, are submitted for the especial benefit of California readers. A perusal of these planks will show that the political parties of California are as usual fully alive to the interests of the "dear people." That much agreed upon, it remains to determine the degree of solicitude exemplified by the respective parties, judged by the language of their declarations. It will be observed that in some instances the labor planks are very general in their terms; in others quite specific. The JOURNAL desires to avoid everything in the nature of politics, as that term is commonly understood, in its comment upon the party platforms. It is sufficient for our purposes to offer a suggestion to the reader, whereby the latter may form his own conclusions as to the merits of the bids made for support at the polls.

Take, for instance, the matter of "Government by Injunction," at present and for some time back a "burning issue" between the people and their representatives. With a single exception, the platforms are either eloquently silent or very general upon this subject. Several platforms declare against the "abuse," the "tyrannical abuse," and the "indiscriminate use" of the injunction in labor disputes. Only one platform, however, declares for the passage of the only measure calculated to stop the abuse in question. Similarly, in the matters of the National Eight-Hour and Prison Labor bills, while several of the platforms declare in general terms for the enactment of these measures, only one platform deals with the subjects in terms specific enough to afford assurance that the particular bills in question will be supported by the men who are elected.

In a word, the choice must lie between the general and the specific in these platforms. We know from long experience that all political parties favor the "rights of labor"—in a general way. We also know that the men elected quite commonly disagree with their constituents on specific measures. The only safeguard, therefore, against disagreement after election is that of specific agreement before election. A study of the labor planks, based upon the requirement of definiteness as a guide to their real meaning, will afford the voter the only real means of discriminating between his friends in all parties. In the absence of such guide the voter will be apt to find himself suffering from an "embarrassment of riches"—that is, from a generality of promises.

When thinking of making a purchase, think of the store clerk. By doing your shopping early—that is, before 6 p. m. on week days and before 10 p. m. on Saturdays and the evenings preceding holidays—you are doing simple justice to the clerks. The only guarantee of the shorter workday is to make it general. Verb. sap.

Demand the union label on all products.

The September issue of the American Federationist signalizes Labor Day by issuing the largest number in the history of that publication. Our contemporary's pages are devoted almost exclusively to the replies received from Representatives in Congress on the subject of the labor bills now pending in that body. On page 1 of our last issue we reproduced the replies so far received from the Representatives of Californian constituencies. A perusal of the entire list of Representatives' views will afford both interest and instruction to the general public. The Federationist is to be found at all news stands, price 10 cents.

The latest addition to the JOURNAL's exchange list is The Tribune, of San Pedro, Cal., published under the auspices of the labor movement of that thriving seaport. Our contemporary, under the spirited management of Z. W. Craig, has already made its mark among the people of Southern California and is destined to become a power for good in a locality that has so far been abandoned to the pernicious influence of Rat Otis and his lying sheet, the Los Angeles Times. We cordially and sincerely wish The Tribune a long, useful and prosperous life.

The union label of the United Garment Workers on suits, overalls, shirts and oilskins is a guarantee that these articles are made by white men and women, under proper conditions of wages, hours, workshop sanitation, etc. The absence of the label is good ground for the suspicion that the goods are manufactured by Chinese or sweatshop slaves. Demand the Garment Workers' label when making purchases in the clothing line.

Every political party in California has declared for the strict maintenance of the Chinese Exclusion Act, without modification of any kind, and for the extension of that Act so as to exclude Japs and Koreans. It may be interesting to our friends in other sections of the country to observe that the people of the West—the people who know—are absolutely unanimous for the exclusion, not only of the Chinese, but of the whole Mongolian family.

Members of the seamen's unions of the Pacific Coast should remember that a fight is never won until it is over. While the fight with the United Shipping and Transportation Association is progressing to a successful conclusion, no chances should be taken as a result of over-confidence. Every member should be alert in the performance of his individual duty, in order that the trouble may be ended in the shortest possible period.

The Union Label, of San Jose, Cal., and the Trades Unionist, of Vancouver, B. C., issued special Labor Day numbers which for excellence of make-up and matter compare well with the best of the Labor Day press. We congratulate our esteemed contemporaries and wish them the full rewards of their enterprise.

When purchasing tobacco see that the label—the little blue label—of the International Tobacco Workers' Union is on the plug or package. The label is proof against trust, tenement-house and child-labor products.

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Sept 17, 1906.
Regular weekly meeting was called to order at 7:30 p. m., C. Taucer presiding. Secretary reported shipping brisk. Nominations were made for delegates to the convention of the I. S. U. of A.
A. FURUSETH, Secretary.

Tacoma Agency, September 10, 1906.
No meeting; no quorum; situation remains fair. Men scarce.
H. L. PETTERSEN, Agent.
3004 McCarver St. Tel. Main 808.

Seattle Agency, September 10, 1906.
Shipping fair.
P. B. GILL, Agent.
1312 Western Ave., P. O. Box 65. Tel. James 3031.

Port Townsend Agency, September 10, 1906.
No meeting; no quorum. Shipping and general situation unchanged.
WM. THORBECK, Agent.
114 Quincy St. P. O. Box 48. Tel. 433.

Aberdeen Agency, September 10, 1906.
Shipping brisk; no men idle.
WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

Portland (Or.) Agency, September 10, 1906.
Shipping medium.
D. W. PAUL, Agent.
40 Union Ave. Tel. East 4912.

Eureka (Cal.) Agency, September 10, 1906.
No meeting; no quorum; shipping and prospects good.
CHAS. SORENSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, September 10, 1906.
Situation unchanged.
HARRY OHLSEN, Agent.
P. O. Box 2380. Tel. Main 774.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Sept. 13, 1906.
Regular weekly meeting was called to order at 7:30 p. m. Eugene Burke in the chair. Secretary reported situation in San Pedro unchanged. Ten more steam-schooners, including the steamer M. F. Plant, engaged union crews. The regular meeting will be held hereafter at the new hall of the Fishermen's Union, No. 93 Steuart street.
EUG. STEIDLE, Secretary.

Seattle (Wash.) Agency, September 6, 1906.
No meeting. Shipping good.
LEONARD NORKGAUER, Agent.

San Pedro (Cal.) Agency, September 6, 1906.
No meeting. Situation unchanged.
CHAS. M. DAWSON, Agent.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, September 10, 1906.
Shipping fair.
WM. PENJE, Secretary.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston (Mass.), Sept. 11, 1906.
Shipping medium.
JOHN THORMER, Sec'y pro tem.
1½ Lewis St.

ATLANTIC COAST MARINE FIREMEN'S UNION.

Headquarters, Brooklyn (N. Y.), Sept. 6, 1906.
General condition fair.
DANIEL SULLIVAN, Secretary.
15 Union St.

MARINE COOKS AND STEWARDS OF THE ATLANTIC COAST.

Headquarters, New York, September 12, 1906.
Situation fair.
H. P. GRIFFIN, Secretary.

DIED.

Martin Hagan, No. 782, a native of Norway, aged 41, died at Seattle, Wash., on Sept. 9, 1906.
Fred Janson, No. 211, a native of Finland, aged 43, died at San Francisco, Cal. on Sept. 8, 1906.
Henry Neithardt, No. 354, a native of Germany, aged 45, drowned at San Francisco, Cal., on Sept. 7, 1906.
Frans Nestor Salmon, No. 1395, a native of Finland, aged 29, drowned at San Francisco, Cal., on Sept. 14, 1906.

ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)

EQUIPMENT OF MISSABE ROAD.

The tremendous rate at which the iron ore industry is growing on the Minnesota range is reflected in the vast increase of equipment by the ore carrying roads each year. The Duluth, Missabe & Northern, the Duluth & Iron Range and the Great Northern are asking for bids for new equipment for 1907 delivery, and each will place large orders.

The Duluth, Missabe & Northern is asking for bids for the construction of 1,500 new steel ore cars, 60 gondolas, 50 box cars, 25 refrigerator cars and 14 new locomotives, enough of themselves to equip a road of no little importance.

With the delivery of this new equipment the Missabe road will have 4,205 steel ore cars, and it now has 2,000 wooden ore cars, making a total of 6,205 ore cars to be in commission next season.

The opening of new mines to ship over the Albron branch of the road from the western Messabe range will make this additional equipment necessary as well as to provide for the natural increase of shipments now.

The Missabe road has seventy-two locomotives and will have eighty-six with the delivery of the new engines to be constructed this fall and winter.

The Duluth & Iron Range road is asking for bids for 700 new steel ore cars, some additional locomotives, flat, box and refrigerator cars, but the exact number is not known.

The Great Northern has an order in for 1,000 steel ore cars for delivery next spring. This road has had especially hard luck in the matter of delivery of equipment. The road ordered 1,000 cars about this time last year for delivery last spring, and but few of them have been delivered even now, with the season more than half gone. The Great Northern has been greatly embarrassed as a result of ore car shortage.

A fierce steamboat and railroad war is now being waged in western Michigan for the Oceana fruit crop. The Wesson Transportation Company has chartered the steamer Crescent to connect Pentwater with Manistee, and the company will scatter agents through the Oceona country for traffic. The announcement was recently made that the Pere Marquette would place a car-ferry on the route between Muskegon and Milwaukee, thus again entering the field for the fruit trade. The Goodrich and Crosby Transportation Companies are also bending every effort to bring the fruit their way, and the express companies have started a special fruit express. Out of all the struggle for business the shippers expect to reap the benefit of low rates and quick service.

The Rutland line steamer Governor Smith was lost on August 20 by collision with the steamer Uranus, off Point Aux Barques. The crew were all saved, but it is reported that there was no time to be lost in getting aboard the Uranus. The package freight steamer Franklin was lost twelve years ago in almost the same spot and about twenty of her crew sank with her.

CHANGES IN LIGHTS.

Notice is given that the following changes have been made at the break-water light station at Two Harbors: The intermittent red light has been re-established at a height of 33 1-2 feet above mean lake level, on a white skeleton iron tower, surmounted by a square watch room and a black octagonal lantern. A fog bell has also been installed at this station, which will be struck a single blow every ten seconds during thick or foggy weather. The fog bell is hung from the front of the watchroom. The temporary fixed red light has been discontinued.

A fourth order fixed white light, elevated forty feet above mean lake level, and visible thirteen and a half miles in clear weather, has been established in the structure recently erected on the southeastern end of the new break-water at Calumet Harbor, southwestern side of the southern end of Lake Michigan. The light is shown from a bluff rectangular metal structure, with a pyramidical roof. A black cylindrical lantern surmounts the tower. A first class compressed air siren has also been established at this station, to sound blasts of three seconds' duration, separated by silent intervals alternately of twelve seconds and forty-two seconds. The temporary fixed red lens lantern light heretofore shown from the red gas buoy on the end of the break-water has been discontinued.

Intensity of the light at Calumet pierhead light station located on the other end of the northern pier at the entrance to the mouth of the Calumet River, South Chicago, has been reduced for a fourth order to a sixth order light, and its characteristic changed from a fixed white to a fixed red, without other change. The ten-inch steam whistle at this station has been discontinued, and there has been established a bell to be struck by machinery, during thick and foggy weather, a single blow every twenty seconds.

The big passenger steamer building at Wyandotte for the run between Detroit and Cleveland, will have two rudders. Plans have just been changed to admit of a rudder being fitted to the steamer's bow. This will save time in "peddling" in the river here and elsewhere, as the vessel can move about without making wide turns. The boats on the Lake Huron divtsion have bow rudders, but they are not operated with a separate steam steering gear, as will be the case with the new boat. The bow plans must be altered, but no delay in construction will result, as first feared.

James J. Hill, the head of the Great Northern and other railroads, has about completed plans for the construction of a canal to connect the Great Lakes with Lake Winnipeg, in Canada. He is now constructing a Canadian railroad, and he has a line of steamers on the Pacific and boat lines on the Great Lakes which can be made of valuable use to such a canal. The canal as projected will follow the chain of small lakes from Lake Huron northwest through the Lake of the Woods to Lake Winnipeg and up the Winnipeg River to the city of that name. His Canadian system of railroads starts from Winnipeg.

PROGRESS OF SHIPBUILDING.

The steamer H. A. Hawgood was launched at the Cleveland yard of the American Shipbuilding Company on September 8, and will go into commission early in October. No date has been fixed for launching the P. A. B. Widener and J. H. Sheadle, and it will be late when they come out. The Widener is building at the South Chicago yard of the American Shipbuilding Company for the Pittsburg Steamship Company, and the Great Lakes Engineering Works, of Detroit, is building the Sheadle for the Cleveland Cliff Iron Company.

The Hawgood, Widener and Sheadle will be the last boats that were ordered in 1905 to go into commission. The steamer Samuel Mather, which was built at Wyandotte, will start on her first trip in a few days. The steamers Joshua Rhodes, Norman B. Ream, Daniel J. Morrell and Edward Y. Townsend were dropped into the water during the past two weeks, and they will be ready for business next month.

The steamers J. S. Dunham and William E. Fitzgerald, which the American Shipbuilding Company is building for Captain Denny Sullivan, of Chicago, will go into commission this fall. They were ordered early last spring. The steamer which G. A. Tomlinson, of Duluth, bought from the Toledo Shipbuilding Company will also come out this fall. No arrangements have been made for launching the Dunham, Fitzgerald or the Tomlinson boat, but they will all be dropped into the water this month.

SENT BUOY ADRIFT.

United States officials propose to make an example in the case of boats which injure and displace aids to navigation through carelessness.

The sandsucker Walter D. has been selected by Commander Rogers of the tenth lighthouse district as the boat against which initial action will be taken, and he has requested President Livingstone of the Lake Carriers' Association to take the necessary steps to see that a penalty is inflicted.

Commander Rogers reports that the Walter D., which is owned in Toledo, on August 21 ran over the red buoy at the North Limekiln Crossing, upset the light float and set it adrift. The fact that a launch carrying Commander Rogers was near resulted in the light being recovered and kept going that night. Otherwise the light would have been missing.

Commander Rogers insists that the mishap was the result of gross carelessness on the part of the person in charge of the Walter D., and says further that such occurrences are not unusual. Four persons are ready to swear to the facts as set forth by the commander, and President Livingstone is asked to take summary action. The matter is receiving vigorous attention.

The steamer Uranus, which sank the steamer Governor Smith in Lake Huron, reached Lorain recently. The steamer's bow is decidedly the worse for the collision and her nose has a pronounced list to starboard.

MARINE NOTES.

The twin screw steamer Cayuga, constructed by the Canadian Shipbuilding Company of Toronto, for the Niagara Navigation Company, on her trial trip showed herself to be the fastest boat on Lake Ontario. An average speed of 19 1-2 miles was maintained for the entire run and the steamer at times showed a burst of 22 miles.

Great efforts are being made to secure help by the vessel owners on the Pacific Coast and, although demands and extravagant offers are being made, the situation remains practically the same. The Chicago office of the Lake Seamen's Union has sent a circular letter from the Sailors' Union of the Pacific to the local offices warning all seamen to stay away from San Francisco.

The steamer Manola came within 500 yards of running on Gull Island in a fog recently, at the exact spot where the W. E. Corey stranded last fall. Vesselmen have urged the putting of a fog bell on the northern end of Michigan Island for years, which would make stranding on Gull Island impossible. The only light on Michigan Island is at the south end and it is useless to the great fleet of incoming vessels.

On August 11 the steamer Troy struck the International bridge at the Central pier and knocked the whole span into the river. United States Engineer Judson says that the Duluth bridge, which was so disastrously wrecked by the steamer Troy, was the subject of much discussion during the hearing regarding the Duluth-Superior harbor improvements. It was freely predicted, he says, that an accident would befall the huge span in a manner such as she sustained. This bridge spanned the largest opening in the United States. It was 500 feet long and each draw was 200 feet wide.

The steamer Chas. A. Eddy recently caught fire in Lake Huron and was abandoned by her crew, who were taken off by the steamer Mackinac. The Eddy was later boarded by the crews of the Meyers (the old J. Emory Owen), and the Ogdensburg, who put out the fire and towed her to Port Huron, where her old crew rejoined her and took her to Cleveland under her own steam. Reports have it that the Eddy was stripped of everything moveable, by some one during the time her crew were absent and the crew lost everything. The Eddy will be unloaded at Cleveland and sent to drydock for repairs.

The statement recently made by the officials of the Detroit and Cleveland Navigation Company, that it is the company's intention to place the steamer City of Cleveland in the Detroit-Mackinac route and to make her an express boat, is creating considerable interest in Lake marine circles. This change probably will be made some time next summer, when the new $1,250,000 steamer which is building for the D. & C. at the Detroit yards of the American Shipbuilding Company is put in commission. It is stated that the City of Cleveland is to be run primarily as a passenger steamer and will carry freight only between the terminal points. The steamer is to be thoroughly overhauled during the coming winter. Ten new parlors are to be added, making fifteen in all, the dining-room is to be enlarged and the entire boat is to be redecorated. She will make three trips weekly, which, with the regular boats on this run, will give daily service to Detroit and up-lake points.

Lake Letter List.

All mail advertised in these columns as remaining at Detroit Marine P. O. is sent to the Dead Letter Offiee at the expiration of two weeks.

(Marine Postoffice, Detroit, Mich.)

August 25, 1906.

Allen, Mrs. Horace (Tionesta(
Barrett, Herbert (Maytham)
Brooks, Lloyd G. (D. C. Whitney)
Brown, Wallace (Brlton)
Buell, Jno. (Roumania)
Barringer, Chester (Cadillac)
Becker, Geo.
Brennan, Stephen J. (Sherwin)
Brown, Geo. J. (Maritana)
Copperthwaite, Douglas-3 (A. Mitchell)
Copperthwaite, Willie-3 (A. Mitchell)
Culver, Emmett (Wm. Edwards)
Connelly, Tom (Pratt)
Draper, Frank (Iroquois)
Daggett, Norman-2 (Walsh)
Doak, R. J. (J. C. Wallace)
Dennis, C. R. (Luzon)
Denny, Henry J. (Pratt)
Farr, Chas. (Stanton)
Fletcher, Jno. (Italia)
Fortin, Dominic (Rappahanock)
Generous, Henry
Gardiner, Frank (M. Light)
Goodhead, Al. (Neptune)
Gray, James G. (Bay City)
Gilbert, Chas. A. (Louisiana)
Hanlon, Mark (Oglebay)
Hutton, Jno. (Manc)
Henry, Arthur (A. D. Davidson)
Harris, J.
Kirschstine, Wm. (A. Stern)
Kallie, James W. (Jenks)
Karkling, Mike (Durry)
Kerr, Miss M. (Bartholomew)
Lanbridge, Willie
Labuda, Ralph
Leslie, Thomas P.
Lundberg, Gust.
Laycock, J. E. (Massachusetts)
Latart, Edward (J B. Ketcham)
Meinecke, Bremo (Columbia)
Matison, Chas. (Wallula)
Morrison, Wm. W.
Martin, Ed.
Maloney, Fred. (J. Sherwin)
McIntosh, German (German)
McCarren, Chas. (Watson)
Niles, W. Wallace (Nyc)
Nelson, Wm. J. (Cumberland)
O'Bryan, Chas. (Pope)
Quandt, Clarence (Keweenaw)
Robarge, Mitchell (Massachusetts)
Ryan, Burt (A. S. Davidson)
Robinson, Richard
Roeser, Edw. A. (Stanton)
Spitter, Wm. E. (Sherwin)
Sullivan, John (Marina)
Sheridan, Wm. (Squire)
Spencer, Arthur R
Smith, Paul W. (W. A. Rogers)
Stege, Wm. (T. Davidson)
Tremblay, Arthur
Vifford, Leonard (Castle)
Weaver, Capt. J. T. (Sonoma)

Manitowoc, Wis.

Angus, Robert,
Beahan, Edward (3)
Fairbanks, H. A.
Hanny, John
Rinkel, Willie (2)

CONNEAUT LETTER LIST.

Adams, Henry C.
Burrows, Peter
Douglas, Harry F.
Douhurst, Chas.
Hannah, Patrick (2)
Horton, Eddie
Johansen, Oscar
Keating, Richard
McGrath, D.
Manus, E.
Moss, Fred. (3)
Miner, C.
Mulvaney, Edward
McLane, Jno. (3)
Nevin, Jos. A.
Olson, Anton
Prevost, Dave
Reilly, Robt.
Roadley, Wm. (2)
Richert, Emil
Rogers, R.
Strong, W. O.
Townsend, Robt. W.
Weir, Alex

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)
143 West Madison Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, WIS.....133 Clinton Street
Telephone 240 South.
BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.....87 Bridge Street
Telephone 552.
CLEVELAND, O.....171 East River Street
Telephone Bell Main 1295.
TOLEDO, O.....719 Summit Street
Telephone Black 6981.
NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES.

DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3742.
ASHLAND, WIS.....515 East Second Street
Ashland Phone 1563.
SUPERIOR, WIS.....1721 North Third Street
Telephone, Old Phone, 4428 L.
BAY CITY, MICH.....108 Third Street
OGDENSBURG, N. Y.....40 Ford Street

SUB-AGENCIES.

MANITOWOC, Wis. .....725 Quay Street
ERIE, PA.....107 East Third Street
Telephone Bell 599 F.
CONNEAUT HARBOR, O.....922 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
Telephone 1944 South Chicago.
SANDUSKY, O. .....510 Melgs Street

HOSPITALS AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.

CHICAGO, ILL.; DETROIT, MICH.; CLEVELAND, O.

RELIEF STATIONS.

Ashtabula Harbor, O.
Buffalo, N. Y.
Duluth, Minn.
Erie, Pa.
Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Wis.
Houghton, Mich.
Ludington, Mich.
Manistel, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault Ste. Marie, Mich.
Sheboygan, Mich.
Sturgeon Bay, Wis.
Superior, Wis.
Toledo, O.

We Don't Patronize.

FOOD AND KINDRED PRODUCTS.

Bread—McKinney Bread Company, St. Louis, Mo.; National Biscuit Company, Chicago, Ill
Cigars—Carl Upman, of New York City; Krebs, Wertheim & Schiffer, of New York City; The Henry George and Tom Moore.
Flour—Washburn-Crosby Milling Co., Minneapolis, Minn.; Kelley Milling Co., Kansas City, Mo.
Groceries—James Butler, New York City.
Meats—Kingan Packing Company, of Indianapolis, Ind.
Pipes—Wm. Demuth & Co., New York.
Tobacco—American and Continental Tobacco Companies.
Whisky—Finch Distilling Company, Pittsburg, Pa.

CLOTHING.

Buttons—Davenport Pearl Button Company, Davenport, Iowa; Krementz & Co., Newark, N. J.
Clothing—N. Snellenberg & Co., Philadelphia, Pa.; Clothiers' Exchange, Rochester, N. Y.; Strawbridge & Clothier, Philadelphia, Pa.; Blauner Bros., New York.
Corsets—Chicago Corset Company, manufacturers Kabo and La Marguerite Corsets.
Gloves—J. H. Cownie Glove Co., Des Moines, Iowa; California Glove Co., Napa, Cal.
Hats—J. B. Stetson Company, Philadelphia, Pa.; E. M. Knox Company, Brooklyn, N. Y.
Shirts and Collars—United Shirt and Collar Company, Troy, N. Y.; Van Zandt, Jacobs & Co., Troy, N. Y. Cluett, Peabody & Co., Troy, N. Y.; James R. Kaiser, New York City.
Shoes—Harney Bros., Lynn, Mass.; J. E. Tilt Shoe Co., Chicago, Ill.
Suspenders—Russell Mfg. Co., Middletown, Conn.
Textile—Merrimac Manufacturing Co. (printed goods), Lowell, Mass.
Underwear—Oneita Knitting Mills, Utica, N. Y.
Woolens—Hartford Carpet Co., Thompsonville, Conn.; J. Capps & Son, Jacksonville, Ill.

PRINTING AND PUBLICATIONS.

Bookbinders—Geo. M. Hill Co., Chicago, Ill.; Boorum & Pease Co., Brooklyn, N. Y.
Printing—Hudson, Kimberly & Co., printers, of Kansas City, Mo.; W. B. Conkey Co., publishers, Hammond, Ind.; Times, Los Angeles, Cal.; Philadelphia Inquirer.

POTTERY, GLASS, STONE AND CEMENT.

Pottery and Brick—J. B. Owens Pottery Co., of Zanesville, Ohio; Northwestern Terra Cotta Co., of Chicago, Ill.; C. W. Stine Pottery Co., White Cottage, Ohio; Corning Brick, Tile and Terra Cotta Company Corning, N. Y.
Cement—Jackson Portland Peninsular Cement Co., Cement City, Mich.; Utica Hydraulic Cement and Utica Cement Mfg. Co., Utica, Ill.

MACHINERY AND BUILDING.

Carriage and Wagon Builders—S. R. Baily & Co., Amesbury, Mass.; Hassett & Hodge, Amesbury, Mass.; Carr, Prescott & Co., Amesbury, Mass.
General Hardware—Landers, Frary & Clark, Aetna Company, New Britain, Conn.; Kelsey Furnace Company, Syracuse, N. Y.; Brown & Sharpe Tool Company, Providence, R. I.; John Russell Cutlery Company, Turners Falls, Mass.; Atlas Tack Company, Fairhaven, Mass.; Henry Disston & Co., Philadelphia, Pa.; Merritt & Company, Philadelphia, Pa.; New York Knife Company, Walden, N. Y.
Iron and Steel—Illinois Iron and Bolt Company, of Carpentersville, Ill.; Carborundum Company, Niagara Falls, N. Y.; Casey & Hedges, Chattanooga, Tenn.; Gurney Foundry Company, Toronto, Ont.; Sattley Manufacturing Company, Springfield, O.; Page Needle Company, Franklin, N. H.; American Circular Loom Company, New Orange, N. J.; Payne Engine Company, Elmira, N. Y.; Lincoln Iron Works, (F. R. Patch Manufacturing Company), Rutland, Vt.; Erie City Iron Works, Erie, Pa.; David Maydole Hammer Co., Norwich, N. Y.; Singer Sewing Machine Co., Elizabeth, N. J.; National Elevator and Machine Company, Honesdale, Pa.; Pittsburg Expanded Metal Co., Pittsburg, Pa.; Peckham Manufacturing Company, Kingston, N. Y.; American Hoist and Derrick Co., St. Paul, Minn.; American Iron & Steel Company, Lebanon and Reading, Pa.; Kern Barber Supply Company, St. Louis, Mo.
Iron, Architectural—Geo. L. Meskir, Evansville, Ind.
Stoves—Germer Stove Company, Erie, Pa.; "Radiant Home" Stoves, Ranges, and Hot Air Blast, Erie, Pa.; Wrought Iron Range Co., St. Louis, Mo.

WOOD AND FURNITURE.

Bags—Gulf Bag Company, New Orleans, La.; branch Bemis Brothers, St. Louis, Mo.; H. B. Wiggins' Sons Co., Bloomfield, N. J.
Baskets—Williams Manufacturing Company, Northampton, Mass.
Brooms and Dusters—The Lee Broom and Duster Company, of Davenport, Iowa; M. Goeller's Sons, Circleville, Ohio; Merkle-Wiley Broom Co., Paris, Ill.
Carriages—Crane, Breed & Co., Cincinnati, Ohio.
Cooperage—Northwestern Cooperage and Lumber Company (otherwise known as the Buckeye Stave Company), of Ohio, Michigan, and Wisconsin; Elgin Butter Tub Company, Elgin, Ill.; Williams Cooperage Company and Palmer Manufacturing Company, of Poplar Bluff, Mo.
China—Wick China Company, Kittanning, Pa.
Furniture—American Billiard Table Company, Cincinnati, Ohio; Brumby Chair Company, Marietta, Ga.; O. Wisner Piano Company, Brooklyn, N. Y.; Krell Piano Company, Cincinnati, Ohio; N. Drucker & Co., Cincinnati, Ohio; St. Johns Table Company, St. Johns, Mich.; Grand Rapids Furniture Manufacturing Association, Grand Rapids, Mich.; Derby Desk Co., Boston, Mass.
Gold Leaf—W. H. Kemp Company, New York, N. Y.; Andrew Reeves, Chicago, Ill.; George Reeves, Cape May, N. J.; Hastings Company, Philadelphia, Pa.; Henry Ayers, Philadelphia, Pa.
Lumber—Trinity County Lumber Company, Groveton, Texas; Reinle Bros. & Solomon, Baltimore, Md.; Himmelberger Harrison Lumber Company, Morehouse, Mo.; Union Lumber Company, Fort Bragg Cal.; St. Paul and Tacoma Lumber Company, Tacoma, Wash.; Gray's Harbor Commercial Co., Cosmopolis, Wash.; Far West Lumber Company, Tacoma, Wash.
Leather—Kullman, Salz & Co., Benicia, Cal.; A. B. Patrick & Co., San Francisco, Cal.; Lerch Bros. Baltimore, Md.
Paper Boxes—E. N. Rowell & Co., Batavia, N. Y.; J. N. Roberts & Co., Metropolis, Ill.
Paper—Remington-Martin Paper Co., Norfolk, N. Y. (Raymond Paper Co., Raymondsville, N. Y.; J.L. Frost Paper Co., Norwood, N. Y.); Potter Wall Paper Co., Hoboken, N. J.
Watches—Keystone Watch Case Company, of Philadelphia, Pa.; Jos. Fahy, Brooklyn Watch Case Company, Sag Harbor; T. Zurbrugg Watch Case Company, Riverside, N. J.
Wire Cloth—Thos. E. Gleeson, East Newark, N. J.

MISCELLANEOUS.

Bill Posters—Bryan & Co., Cleveland, Ohio.
Railways—Atchison, Topeka & Santa Fe Railroad; Missouri, Kansas & Texas Railway Company.
Telegraphy—Western Union Telegraph Company, and its Messenger Service.
D. M. Parry, Indianapolis, Ind.
Thomas Taylor & Son, Hudson, Mass.
C. W. Post, Manufacturer of Grape Nuts and Postum Cereal, Battle Creek, Mich.
Lehmaier-Swartz & Co., New York City.
J. N. Mockett, Toledo, Ohio.

GERMANY'S MARITIME INTERESTS.

The German Government has published a voluminous document on the development of the German maritime interests in the last decade. It is a very comprehensive survey of the subject and is probably intended to assist the bill pending before the Reichstag for the further increase of the imperial navy. Facts and figures are given at great extent to exhibit the enormous increase in the maritime and transmaritime interests of Germany during the last ten years, an increase which is represented by the German admiralty as eminently satisfactory in itself, and yet not without its anxiety for the future.

The document states that the comparison instituted between Germany and foreign countries shows that Germany manifests in many directions an appreciable superiority over foreign countries, and that this advantage will, in certain directions, be long maintained. On the other hand, there is a growing competition with German trade in foreign countries and foreign markets, which must require from Germany the most energetic efforts for the maintenance of its national welfare, since any relaxation of such effort must involve the country in the danger of falling behind and of being dislodged from the position of vantage which it has so laboriously acquired.

It is indispensable to the continued prosperity of the Empire to maintain and increase the economic relations with foreign countries, especially those across the sea. This is the true function of the development of maritime interests in the widest sense of the words, and its due discharge under adequate protection and support now demands the continuous attention of the State. Since the foundation of the Empire its population has increased by nearly 20,000,000—from a little less than 41,000,000 to a little over 60,000. Its rate of increase is now greater than that of any of the larger European States, being over 800,000 annually, and surpassed only by the rate of increase of the population of the United States. Formerly the amount of emigration exceeded that of immigration, but since 1895 this has no longer been the case. Not only has emigration been reduced, but from 1895 to 1905 the surplus incoming population has amounted to 94,000. Between 1894 and 1904 the total of German foreign trade increased 66 per cent in value; trade with the United States increased 59 per cent; with England, 38 per cent; with France, 28 per cent, and with Russia, 23 per cent. The rise in the value of the seaborne commerce amounted to 75 per cent. The document states that since 1894 up to 1904 trade with the United States rose from 804,000,000 marks to 1,438,800,000 marks, an increase of some 78 per cent, the increase of the "special trade" with the United States being given at 50 per cent.

There can be no denying the prodigious growth of German maritime interests in recent years, as an analysis of the figures amply justifies the contention of the German admiralty to the following effect: "Every branch of the national industry is deeply interested in the further development of the maritime trade. There is no great German industry that is not dependent upon it in a greater or less degree—in the import of its raw material or for the export of its manufactured products, or for both—and thus, that anything which tended to injure or imperil this indispensable factor of the national industry would certainly make itself felt more and more severely, alike as regards the supply for immediate consumption and as regards the maintenance of employment in individual trades, thereby inflicting a loss in both directions upon the working class of the Empire."

NORWEGIAN FISHERIES.

The catch off the Norwegian coast was about the same as in 1905, and the quality equally as good, both seasons furnishing a particularly fat and fine quality. The winter fishing closed in May, but the spring cod in Finmarken was still to be had in June, when one week showed a catch of over one and a half million of fish. The total number caught was 44,116,000, of which 15,000,000 were hung and 27,404,000 salted. The by-products amounted to 1,073,257 gallons of medicinal cod liver oil, 439,288 gallons of other oils, and 44,307 gallons of roe. The foregoing is an incomplete report, being only to about June 9. The total catch at the close of the year 1904 was 49,600,000, and in 1905, 45,000,000, from which was derived 490,275 gallons medicinal cod liver oil, and 572,920 gallons roe in 1904 and 1,106,978 gallons of oil, and 843,265 gallons roe in 1905. The production of cod ilver oil, the only by-product which concerns the American market, is slightly above last year, though the increase is small. It is but proper to say these statistics of the oil production is of the crude oil, and when refined there will be an estimated loss of 10 per cent.

Of this year's production of medicinal cod-liver oil, all excepting about 221,000 gallons is from the winter fishings, which is said to be the best. The quality of the Norwegian cod-liver oil is recognized as the best in the world's market. The season is said to occur at the best time for producing the highest grade of oil. The food of the cod here may have something to do with the quality of oil; then the fact that the manufacturers can obtain as their raw material absolutely fresh livers for steaming is sure to produce a better oil than when they are caught at more remote distance from shore. Let the reason be what it may, the Norwegian cod-liver oil brings the best prices on the market, and from this consular district over 6,000 barrels were shipped direct to the United States in 1905, in addition to shipments from Christiana and Norwegian oil bought in other European markets. The price of medicinal cod-liver oil has declined since the production could be depended upon being so good. At present, oil is quoted at $15 to $17 per barrel of 116 liters.

A Berlin engineer has applied for a patent for an invention to avoid collisions between vessels at sea. By the inventor's system vessels are supplied with special wireless telegraphic apparatus which acts over a short circuit, even as short a distance as half a mile. As soon as a vessel enters within a certain distance of another vessel, this telegraphic apparatus acts automatically in such a manner as to close the steam tube to the screw on each vessel. The machinery is thus instantly checked, and the steamers have time to reverse the engines or reduce speed. In this manner accidents can be prevented. The apparatus is for use in fogs and other heavy weather.

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STRIKES IN FRANCE.

The recent strikes in France have led to a serious attempt to bring about legislation to settle disputes of that kind. M. Millerand, an ex-Minister of Commerce and Industry, is pushing the bill in the Chamber of Deputies which has for its object the "organization of a regime that will prevent conflicts between masters and workmen, and, in case where such conflicts have not been avoided, will lead to a prompt solution."

The purpose of the bill is to induce compulsory arbitration of trade disputes. Under its operation, in all industrial and commercial establishments where at least 50 persons are employed, notices are to be posted that in case of a conflict between the employer and his workmen the matter in dispute will be submitted to arbitration as it will be organized by the new law. Entrance into the establishment will constitute the reciprocal engagement between the employer and the workmen to conform to the terms of this notice. An article of the bill provides for the regulation of difficulties. The workmen of each establishment will choose from among themselves permanent delegates who will act act as intermediaries between the men and their employer or his representative. The employer will have nothing to do with the labor union. He will be approached only by the permanent delegates chosen by his own workmen. Days and hours will be fixed when the workmen's delegates may be received and have a personal interview with the chief of the establishment himself. The employer must give a reply within forty-eight hours to any demand made in the regular way, and should his reply be unfavorable he must name his arbitrators, and within another forty-eight hours the workmen must do the same and the question be submitted to arbitration.

Should the employer not give a reply to the demands of the men within the forty-eight hours fixed by law "the men may decide to strike." Where the arbitrators are unable to agree they choose an arbitrator, whose decision must be made known within six days or the "men may decide on the cessation of work." A strike can not take place except when the workmen immediately concerned have regularly voted for it. A provision is to the effect that when collective cessation of work has been so determined by vote it is compulsory for those directly concerned "and that the vote must be renewed every seven days at the least." Workmen who have found other employment or who have left the neighborhood can not take part in this vote.

There are many other interesting points in this bill, one of which strikes a blow at intimidation. Any one who, by violence, menaces, gifts, or promises, either to the workman or his family, tries to influence the vote of a workman may be punished with imprisonment and a heavy fine. There are the usual provisions protecting the delegates and the arbitrators. The bill provides that in case the arbitrators' decision is not carried out the offending party or parties will be deprived of their civil rights for three years; that is, they can not vote at any election or exercise other civil rights.

M. Millerand wants to put a clause into every contract so that in case of a dispute between a contractor and his workmen the matter shall be referred to arbitration as organized by the new law. The public opinion, it is said, is favorable to the bill. There have been so many strikes in France which have resulted in great losses to workmen that there is some hope of good from a measure of this kind.

IMMIGRATION IN 1906.

The total number of aliens who passed through the Ellis Island immigrant station in New York during the fiscal year ended June 30 was 935,915, an increase of over 100,000 as compared with 1905. There were 697,000 males and 272,000 females. Including those who reached the island and who were denied admission, over one million aliens arrived at New York.

Out of the total only 38,296 were over 44 years old. Some 100,000 had been in the United States before. Altogether they brought with them $19,000,000. For various causes 7,877 were deported, including 195 criminals, 119 insane, and others because they had various contagious diseases. Italy led with 254,238 to her credit, and Russia followed with 163,316; Hungary sent 128,247; Austria, 96,625; Great Britain and Ireland, 71,000; Germany, 30,808, and the Scandinavian countries 33,000. The greater number remained in New York and Pennsylvania. Of those who arrived in the month of June alone, 45,433 gave their destination as New York, and 15,793 went to Pennsylvania. The greatest number which went to any other State in the month of June was 6,531 to Illinois. New Jersey came next with 5,971.

The efforts made to get immigrants to go South are not successful to any great extent. Only 7 went to Arkansas, 63 to Georgia, 24 to Mississippi, 23 to North Carolina, 23 to South Carolina, 86 to Texas, and so on to the other Southern States. West Virginia, to which 819 immigrants went in June, received a larger number than any other Southern State, not excluding Maryland, which received only 536 of those who landed at New York.

CHINESE IN SAMOA.

The British consul in Samoa reports that the two important matters there are the labor question and the destruction caused by rats in the fields. The Chinese laborers, of whom there are about 800 now in Samoa, give great satisfaction. The 300 that arrived in 1903 cost $175 per man for passage to Samoa and back to China. The 500 who were brought to Samoa a few months ago cost only $90 per man. They engaged for three years and receive $2.50 per month with board, lodging, and medical attendance. They are not satisfied with their wage, and the Consul says that few of them will renew their engagement, even for $5 per month. Planters say that they can not afford to pay them more than that, and some of the authorities say that ordinary plantations can not be carried on with profit should $5 per month be paid the Chinese laborers. But no other labor can be obtained apparently as cheap as the Chinese. A country where white men can not work in the open air on farms without injuring their health and where colored labor can not be obtained must eventually enjoy but a limited share of prosperity. In Fiji the supply of Indian coolies meets this difficulty.

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CANADIAN PARLIAMENT.

The Canadian Parliament, which recently closed its session, is receiving criticism from opposition newspapers, although they acknowledge that it did some very good work.

The law granting pensions to ex-cabinet ministers was repealed, but the law, much criticised, increasing the "indemnity" or pay of members of Parliament was not repealed. Very little tariff legislation was enacted during the session. Worn rails sent by Canadian railway companies to the United States to be rerolled must, in the future, pay a duty on reentering Canada of 25 per cent of the cost of rerolling. A law was passed providing a penalty for members of Parliament who take compensation for services rendered in connection with any matter before either house or before any committee of either house. But this does not apply to such work before the public departments. The United States law applies in both such cases.

One very popular Act was that giving to the railroad commission power to control express rates, and also giving the commission power over telephone companies and providing for the compulsory exchange of long-distance telephone messages.

Legislation was passed to set aside large forest reserves, which is greatly commended. Another act excludes paupers, criminals, and those mentally or physically insane, and all persons likely to become a charge on the public from being received as immigrants.

An Act which caused much discussion regulates work on Sunday. This law goes into effect the 1st of next March. It provides that no person shall sell or offer for sale, or purchase any goods, chattels, or other property, or transact any business on the Sabbath day. Persons may do acts of mercy and attend to religious work, receive and transmit telegraph and telephone messages, and do certain necessary work, and even move trains and vessels and transport passengers on the Sabbath. But no employe is to work on Sunday unless allowed twenty-four hours' rest in the next six days. Games, meetings, etc., are not allowed where a fee is charged. One provision states that "no Sunday newspapers can be brought in for sale on Sunday." That sems to be aimed at American newspapers.

A parliamentary paper issued in England in regard to emigration and immigration states that 55 per cent of the net British and Irish emigration was directed to the British colonies and possessions and 45 per cent to foreign countries. It stated that the chief features of interest were the large British emigration to British North America and the large emigration, both British and foreign, to the United States. It is further stated in the paper that the London Jewish Board of Guardians and other Jewish associations are in the practice of assisting poor Jews to emigrate, and that the alien lists hitherto available can not be considered as affording any definite information as to the number or nationality of the alien emigrants who actually settle in Great Britain.

Creosote oil is a developing article of export from Sunderland, England, to the United States. Creosote is being more extensively used in American for the preservation of lumber, and the creosote oil is produced very cheaply in England from the coal tar refuse of the gas works.

News from Abroad.

It is announced that Major Alfred Dreyfus will retire from the army in October, on a pension.

The Emperor of China has issued an ediet promising constitutional government when the people are fitted for it.

The British battleship Lord Nelson, sister-ship of the Agamemnon and second in size and armament to the Dreadnaught, was launched at Jarrow-on-Tyne on September 4.

General Baron Silza has commuted the death sentences of the Sveaborg mutineers to penal servitude for life in one case and the others to terms of imprisonment ranging from twelve to twenty years.

Sharp shocks of earthquake were felt on September 7 at Kingstown, and at St. Lucia and Grenada, in St. Vincent, W. I. In the last named place the shock was strong and protracted The Soufriere volcano is undisturbed.

The Polish children in the province of Posen have struck against being compelled to say prayers in German and answering in German, during the course of religions instruction. The movement is spreading from school to school.

Two bridges of the Western Railway between Pinar del Rio and San Luis, Cuba, were blown up with dynamite on September 7. A force of men sent to repair the bridges was stopped by a body of rebels, numbering at least 500 men.

Admiral Skrydloff, commander of the Russian Black Sea fleet, has received a number of applications from women who desire to marry sailors condemned to be exiled to Siberia for mutiny and accompany them to their place of exile. Several of such requests have been granted.

It is declared at Paris, France, that there is a proposition on foot to supplement the Anglo-French entente and the Franco-Russian and the Anglo-Japanese alliance by a Franco-Japanese agreement, the conclusion of which is calculated to allay French fears relative to Indo-China.

At a meeting of Social Democrats and Social Revolutionist university students held at St. Petersburg, Russia, on September 6, it was decided not to oppose the reopening of the universities, which is scheduled for October 14. This furnishes a strong possibility that the paralysis of education which has lasted for two school years, may soon be ended.

A dispatch to a London news agency from Helsingfors, Finland, on September 1 announced that nineteen soldiers found guilty of participation in the recent mutiny at Sveaborg fortress were shot on that date, and three civilians convicted of incitement to mutiny were hanged, and that others were sentenced to prison for terms varying from five to fifteen years.

"The Retch," a Russian newspaper, has compiled the following ten-days' butchers' bill in Russia, not including Caucasia and Finland, between August 10 and August 20: Policemen, gendarmes and soldiers killed while on police duty, 101 wounded, 72; private persons killed and wounded, 291; crown spirit shops looted, 34; carried off from private individuals and firms by robbers, 316,631 roubles; from Government institutions, 159,962; Armed assaults over 150. The list is far from complete, as it only includes crimes reported by the telegraph agency.

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Thumbler & Rutherford, 721-723 Larkin.
Upton & Williams, 112 Hayes.
Webster, Fred, Hayes and Devisadero.

PHOTO-ENGRAVERS.

Brown, Wm., Engraving Co., 355 McAllister.
Commercial Art Co., Brady and West Mission.
Davis, Nolan Co., Market at Franklin.
Phoenix Photo-Engraving Co., 325 Eighth, Oakland.
McCabe & Sons, 38 Sycamore av.
Sierra Engraving Co., 560 Ninth, Oakland
Western Process Engraving Co., 369 Natoma.

Note.—The office of the Allied Printing Trades Council of San Francisco is located temporarily at 342 Ninth street. Business Agent George A. Tracy and Secretary D. T. Powers may be addressed as above.

INFORMATION WANTED.

Phillip Scully, a native of Ireland, supposed to be sailing on the Pacific Coast, is inquired for by his brother, Charles. Address Lake Seamen's Union, 87 Bridge St., Ashtabula, Ohio.

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INFORMATION WANTED.

Peter W. Anderson, a native of Copenhagen, Denmark, formerly a cabinet-maker, is inquired for. Address, Coast Seamen's Journal.

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Chas. Buettner, No. 14977, please communicate with Headquarters, Lake Seamen's Union, Chicago.

World's Workers

About 13,478 persons are employed on the New South Wales State-owned railways, and 4133 on the tramways, a total of 17,611.

Nearly 100 miners at the Conrad stannite mines, near Inverell, N. S. W., went on strike recently as a protest against having to work the stopes singlehanded.

An injunction has been obtained by the West Ham (Eng.) Corporation against the body of unemployed, who seized a plot of vacant municipal land for the purpose of cultivating it.

The barefaced manner in which the bosses in Wellington, N. Z., have been trying to dodge the Arbitration Court's awards, has caused the president of that Court to threaten heavier penalties in the future.

A resolution congratulating the International Typographical Union of America on having won the fight for the eight-hour day, was unanimously and enthusiastically carried at a recent meeting of the Melbourne (Victoria) Typographical Society.

In its half-yearly report the Sydney (New South Wales) Labor Council states that the plain purpose and intention of Parliament in connection with the State Arbitration Act has been defeated by legal decisions and technicalities.

The changes in hours of British labor reported during July, 1906, affected 127 workpeople, whose aggregate working time was reduced by 173 hours per week. The total number of workpeople reported as affected by changes in hours of labor since 1st January last was 26,768, the net decrease in their working time being 42,594 hours per week.

Speaking in the New South Wales Assembly regarding the proposed Pure Foods bill, Labor member Thrower (an ex-secretary of Sydney Labor Council) said that, as one who had some knowledge of factories in Sydney, he knew that there was material for any one to write a book just as alarming and just as truthful as "The Jungle," which exposed the American meat companies' factory horrors.

The total number of cases of poisoning and of anthrax reported to the British Home Office during July was 82, consisting of 73 cases of lead poisoning, 2 of other forms of poisoning, and 7 cases of anthrax. Five deaths were reported, 3 due to lead poisoning, and 2 to anthrax. In addition to the above, 13 cases of lead poisoning (including 2 deaths) were reported during July among house painters and plumbers.

Representatives of the organized workers in Great Britain, accompanied by the Labor members, interviewed the Premier and Postmaster-General, to object to the large preference given to time-expired soldiers and sailors in employment in the Postal and other departments to the prejudice of the ordinary labor market. The cables state that it is reported that the reply given to the deputation was of a satisfactory nature.

Premier Carruthers of New South Wales has refused the request of the Tramway Employes' Union for a Royal Commission to investigate the grievances of members, and advised them to submit their case to the independent board of inquiry promised by the Railway Commissioners. At a subsequent meeting the tramway employes decided to go to the board of inquiry, on the Premier's assurance that it would be a strictly impartial tribunal.

Under the auspices of the South Australian branch of the Federated Butchers' Union, and headed by the Labor Party Band, the journeymen butchers in Adelaide recently marched to Chief Secretary Kirkpatrick's office, and asked that a Wages Board should be established in their trade. In the course of a very sympathetic reply, the Chief Secretary said that if the deputation did not get what they were asking for it would not be the fault of the Government.

The net effect of all the changes in British wages reported in July was an increase of £2,907 per week, as compared with an increase of £2,349 per week in June, 1906, and an increase of £4,557 per week in July, 1905. The number of workpeople affected was 79,188, of whom 77,159 received advances amounting to £2,977 per week, and 2,029 sustained decreases amounting to £70 per week. The total number affected in June, 1906, was 62,150, and in July, 1905, 183,337.

Exclusive of seamen, the number of British workpeople reported as killed in the course of their employment during July, 1906, was 204, a decrease of 33 as compared with June, and of 136 as compared with July, 1905. The large number killed during July, 1905, was due principally to a serious coal mining accident in South Wales. The mean number for July in the years 1901-1905 was 241, the maximum year in this period being 1905, with 340 deaths, and the minimum year 1904, with 194 deaths.

The chief features of the Factories and Shops Act Amendment bill, introduced in the Queensland Assembly recently, are the provisions for establishing Special Wages Boards (on Victorian lines), which are to determine the minimum rates of wages to be paid in shops and factories, the working hours, and overtime; and amendments to meet evasions of the present Act. Waiters and waitresses will be brought under the Act, and hotel and exempt shop employes' hours are to be reduced from 72 to 60 per week.

The annual British Trades Union Congress opened at St. George's Hall, Liverpool, Eng., on September 3, with the largest attendance on record. Over 1,500,000 trades-unionists were represented. Thirty city Labor members of the House of Commons participated. The American Federation of Labor was represented by Frank K. Foster and Wm. Wilson. Among the earliest acts of the Congress was the unanimous adoption of a resolution of sympathy with the Russian people in their desire for a constitutional government. Pensions for everybody beyond the age of 60 years was among the proposals adopted at fourth day's session. The advocates of the resolution contended that the money necessary for the pensions could easily be raised from among the wealthy by taxing land values. Without any discussion, the Congress on the fifth day unanimously instructed the Labor members of Parliament to introduce a bill providing for the nationalizing of all railways, canals and mines in the United Kingdom.

Labor News.

Carpenters at San Francisco have demanded a minimum wage of $5 per day of eight hours. Most members of that craft are already receiving this figure or more.

The Brotherhood of Locomotive Firemen, in session at Milwaukee, Wis., on September 13, appropriated $1000 for the benefit of the Western Federation of Miners.

After being idle since September 1, the thirty-nine colleries of the Philadelphia and Reading Coal and Iron Company in the Schuylkill field, employing 30,000 men and boys, resumed operations on the 10th.

Chinese residents at Panama have cabled to the Imperial Government, making vigorous protest against allowing coolie labor to be brought to the Canal. They represent the climatic conditions are such that a heavy death rate is sure to follow.

Charles Yip Tin, the Pierpont Morgan of China, who is in the United States investigating the operation of the American railroad systems, says that the effort of the Panama Canal Commission to secure Chinese labor for the Canal will fail, owing to the feeling of China against the Exclusion laws.

Fifty chorus girls of the Metropolitan Opera were detained at Ellis Island (New York) upon their arrival from France recently pending investigation of their status under the Alien Contract Labor laws. The girls were finally allowed to land on the ruling that they were artists, not "laborers."

The Variety Artists' Federation, representing Great Britain, and the International Artists' Lodge, representing the Continent of Europe, are joining forces for mutual protection, and recently sent a delegate to New York to seek the co-operation of the White Rats, who form an international body with a membership of 10,000.

Organized labor of Camden, Pa., celebrated Labor Day by dedicating a monument in Arlington Cemetery to P. J. McGuire. The monument is a massive granite block, bearing the following inscription:

P. J. McGUIRE.
Born July 6, 1858. Died Feb. 18, 1906.
Founder of
U. B. of C. and J. of A.
Also
Father of Labor Day.

A serious labor situation affecting the entire Burlington system developed on September 10 following the adoption of a new and radical rule by the company. The rule, which affects the engineers, establishes a standard for eyesight. Men obliged to wear glasses, by the provision of the rule, are reduced in rank and assigned to unimportant and unremunerative runs. The reduction applies to all engineers, regardless of length of service for the company.

The labor difficulty at Goldfield, Nev., was settled on September 14, and the mines, which had been idle for several days, resumed operations on the 15th. The trouble arose over a boycott placed upon a local paper by the Industrial Workers of the World. The mine-owners, in order to compel the discontinuance of the boycott, locked out all their employes, members of the Western Federation of Miners. The terms of the settlement have not been made public.

San Francisco Letter List.

Letters are advertised for six months and kept at the Sailors' Union Office for twelve months, all told. If not called for at the expiration of one year letters will be returned to the Postoffice.

Aiao, William
Aberg, A. J.
Abrahamson, Carl
Abrahamson, J. A.
Abrahamson, -1316
Aglitzky, Hans
Akana, Wm.
Almond, J. H.
Albrecht, Emil
Anfindsen, Otto
Andersen, Andrew
Andersen, Pet.
Anderson, Emil
Andersen, Anders C.
Anderson, A. G.
Anderson, John
Andersson, Edv.
Andersson, Carl H.
Andersson, Efraim
Andersson, H.
Anderson, J.
Anderson, Simon
Anderson, Thomas
Andersson, -822
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Andersson, -779
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Amundsen, P.
Arnsen, Henry
Apelberg, Oscar
Arntsen, Julian
Asplund, Emil

Bastion, W.
Bahr, Frank
Bagott, R. H.
Barnekow, A. O.
Barney, H.
Bartelsen, P.
Baehman, Erich
Brander, Oscar
Bonsdorff, Max
Bargman, M.
Beer, F. H.
Berndtson, H.
Berner, Alex.
Behne, W. C. R.
Bodeeker, A.
Biesath, Max
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Behrens, F.
Beckwith, W.
Benedito, B. C.
Berg, Gustaf
Beyerle, Rupert
Blakman, C.
Bjorkman, F.
Block Hermann
Blum, Richard
Borjesson, C. A.
Burns, Thos.
Bruggencote, G.

Caspary, S.
Cook, John
Carlson, A. G
Cavalin, G.
Chambers, A. G.
Christensen, -905
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Connor, Wm.
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Dahlman, J. A.
Day, Wm.
Dean, T. S.
Dolman, Louis
Doyle, W. P.
Drews, Wilhelm
Dunne, Joe

Easton, R. W.
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Falk, J. P.
Fabricius, H.
Farrell, H D.
Fergusson J.
Foley, James
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Fraser, C. Francois
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Fluhr, John

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Hagen, B. O.
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Halvarsen, W.
Iversen, O.
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Hedman, J. M.
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Holmes, Herman
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Holt, Karl C.
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Jacobs, Fred
Jansen, Ellect
Jacobsen, A.
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Johansen, J W.
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Johansen, Joakim
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Joransen, P. J.
Jochimsen, V.
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Kahlbetzer, F
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Kanall, Erik
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Keene, T.
Kevala, Albert
Kerche, August
Kilmelr, F.
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Koppenstad, O. B.
Kolstad J. A.
Koskiman, Jas.
Kornelinsen, J. J.
Kolen, A.
Kreemann, M.
Kristofersen, H. B.
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Kristiansen, -901
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Lagersberg, Chas.
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Larsen-1202
Larsson, Edw.
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Larsen, -1199
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Lauritsen, Ole
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Laurensen, Hugh
Laskey, J. W.
Langvardt, C. H.
Laurisen, M.
Lettorin, E.
Lehman, Alf.
Lehtinen, Alek
Iersten, John
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Liljestrom, G.
Levin, Carl
Lindkvest, Karl
Lindholm, Otto
Lindholm, C. F.
Lindstrom, A.
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Lindman, Artur
Lindow, E.
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Lovett, Henry
Lorentzen, Ernst
Lundgren, G.
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Madsen, C.
Madsen G. Chr.
Maack, Hans
Maas, Rudolf
Maher, John
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Magnusson, W.
Makl, I. A.
Malmquist, Chas.
Markman, Henry
Martin, Albert
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Martinson. Alfred
Mattson, Johan
Mattson, A. W.
Mathsen. Olaf
Mathisen, Thos L.
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McFadden, Wm.
Meinseth, A. O.
Meralt, Rolf
Mersman, A.
McKenzie. A.
Merila. Carl
Nash, James B.
Nelson, Carl M.
Nelson, P.
Ness, Axel
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Neuman, Johan E.
Nielson, -737
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Nilson, Bernhard
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Oberhauser, John
Oburg, C. W.
Olansen. Ludwig
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O'Leary John
Ommundsen. Pharald
Ongan, John
Orr, John
Ostlin, Frank C.
Osterhuis, John
Olsen, Marinus
Olsen, G. V.
Olsen, Emil M.
Olsen, -501
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Olsson, Albin
Olsen, Raynvald
Paajanen, John
Palmquist, David
Pedersen, N. Chr.
Pedersen, P. A.
Pedersen, K. M.
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Pedersen, P. N.
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Peterson, J. B
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Peterson. Gus.
Meyer, Fritz
Meyer, Frank
Michalsen, Andrew
Mikkelsen, M.
Milos, Petar
Miller, Otto
Monsen Andrias
Monteris, John
Mohlay, Henry
Molden, Jacob N.
Mortensen, Martin
Mohlag, Henry
Molander, Carl
Molden, 1468
Moler, F.
Moller, Nils
Molier, Walter
Monsen, Martin
Monson, A.
Moran, Harold
Moore, Wm.
Morgan, Jack
Morrisse, D.
Mortensen, P. C.
Muller, F.
Myhre, Peter
Nilsson, Bror. E.
Noack, Hans
Nor, Karl
Norbin, Axel
Nordenborg, John
Norelund, F.
Nordstrom, Edwin
Nordstrom, Oscar E.
Nurmi, Wiktor
Nurse, Uriah
Nuryat, M.
Nugvist, Nays
Nygaard, Wald.
Olsen, C.
Olsen, John J.
Olsen, -478
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Olsen, Marinus
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Olsen, Gunder
Olson, A.
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Olson, Peter
Olson, Albert
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Olsson, A. Reinholt
Olsson, Oscar
Oisson, -705
Olsson, A. H.
Olsson, K. A.
Peterson, -939
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Peterson, J. F.
Peterson, Johan Fr.
Peterson. -956
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Peterson, -1039
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Person, H. W.
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Quistad, H.
Rasmussen, H. P.
Rankanen, V.
Ratin, Anton
Rautala, S.
Rask, H.
Raymond, Mr.
Rosingren, O. A.
Richards, Jas.
Reinson Ed
Quilsem, H.
Rude, A. M.
Reese, -577
Reuter, E.
Riesow, Paul
Roscheck, Paul
Ritter, Rich
Richardson, H. L.
Ropberg, Chas.
Samuelson, L.
Samuelsen, E.
Samuelsson, H.
Sandberg, E.
Sand, M.
Sannenberg, H.
Saarinen, Nick
Samuelsen, John
Sande, Anton
Sauceda, Julian
Seherlau, R.
Schimmelfening, A.
Schultz, Albert
Schmehl, Paul
Schroder, Fred
Schroder, -1805
Schumacher, W.
Schott, Franz
Schiermann, -1744
Scholtz, W.
Schubert, C.
Schultz, N.
Scott, G. F.
Senger, Geo.
Seberg, F.
Self, Arthur
Seppel, J.
Shade, W.
Sinclair, David
Simons, Ole L.
Silfverberg H.
Simpson, Ole
Singer, Geo.
Simpson, Wm.
Starr, Martin
Soderman, O.
Soderquist, Nils
Scanlon, Hugh
Soto, Santos
Sorensen, J. M.
Springborn, Max
Speckmann, Max
Stephen, Wm.
Stein, Albert
Stelnbeek, Theo.
Sterro, John E.
Stanley, F. W.
Straight, J. B.
Strautman, F.
Stousland, T.
Stenby, -1872
Sundstrom, Frank
Sundberg, K. K.
Sunstrom, Frank
Svensson, Fr.
Svanson, — -1735
Svenson, F. M.
Svendsen, -1050
Svendsen, -1558
Svanson, H. G.
Svendsen, O. S.
Swanson, Ernst
Taddeken, A.
Taxt, Thos.
Talbort, Tom
Talbot, A. E.
Tagerlund, G. E.
Tait, Geo.
Tandberg, Einar
Thornstrom, A.
Tonnesen, Hans
Thomas, Jos. W.
Thulin, F.
Thulin, H. B.
Tierney, J.
Tiedeken, Carl
Tiesing, Ed A.
Todt, John
Toblin, Austin F.
Torjussen, G.
Thuestad, M. J.
Trockel, Fritz
Tyrholm, Johan
Udbye, Harold
Van Asperen, Wm.
Vander, Made
Vigre, Alf. B.
Vldeberg, O.
Viereck. R. G.
Vogel, Hans.
Wahlers. W.
Walsh, J.
Wallace, Jas.
Wahlen, W.
Wapper, J.
Walsh, M.
Weher, C. O.
Westman, A.
Westin, John
Weyer, Paul
Westerholm, V.
Wels, W.
Weiss, Chas.
Weidberg, Oscar
Weil, Gus
Wllander, O.
Winsens, Peter
Wldin, Andrew
Wleth, Ludv.
Wicker, Henry
Wischeropp, F.
Wilhelm, H.
Wirtanen, M.
Willmann, W.
Wolf, John
Wright, P.
Zimmerman, W.
Zugehoer. Alex.

INFORMATION WANTED.

Geo. Miller, later on the schooner Mary Dodge, is inquired for. Address Mrs. E. Miller., General Delivery, Seattle, Wash.

Seattle, Wash., Letter List.

Aarnie, John
Aagard, C. E.
Abbey, Frank
Anderson, J. E.-1149
Anderson, Albert
Anderson, Victor
Anderson. Oscar-1286
Anderson, Geo.
Anderson, J. R.
Berry, Robert
Birkelund, R.
Badion, Theo.
Bohn, J. W.
Bowden, Reg.
Barjesen, C. A.
Bohnhoff, H.
Brandenberg, A.
Brodin, J.
Brower, Geo.
Birlander, B.
Burton, James
Carlson, M.
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INFORMATION WANTED.

Harry B. Douville is inquired for by his mother. Kindly communicate with the Journal office.

John A. McLeod, aged 23, who was one of the crew of the ship Khyber, of Liverpool, which arrived at Cardiff from Portland, Oregon, on the 8th of March, 1903, is anxiously inquired for by his father, at North Sydney, Nova Scotia. Any one knowing his whereabouts will please communicate with the Journal office.

Domestic and Naval

President Roosevelt reviewed the largest American fleet ever assembled at Oyster Bay, L. I., on Labor Day. Forty-five warships, under command of Rear-Admiral Evans, were in line.

The British schooner Alma, from Pictou for Charlottetown, with coal, was recently dismasted and driven ashore at Point Prime, P. E. I. The vessel is a total loss and was uninsured. The crew were saved.

Shall naval officers be taught Esperanto, the universal language? The Naval Academy board is considering a letter of William Baff, of Worcester, Mass., who says that with a daily lesson of one hour for a period of five months the midshipmen at Annapolis would readily acquire a complete knowledge of Esperanto and would be able to read, write and speak it fluently.

Announcement was made recently that the North German Lloyd Steamship line has decided to send a steamer about the middle of October on a trial trip from Bremen, via Baltimore, to Charleston and Savannah. A regular service will depend on the result of this trip. The action was taken at the instance of E. J. Watson, Commissioner of Agriculture and Immigration of South Carolina, who is in Europe investigating the subject of immigration to Southern ports.

A cablegram has been received by Manager J. W. Munn of the Gulf Fisheries Company, of Galveston, Tex., from the master of their smack Alao, which states that the vessel has been seized by the Mexican transport Progreso, while lying at anchor, becalmed, close in to Arenas Reef. The captain also states that he and his son are in friendly hands and that there will hardly be a repetition of the imprisonment and cruelty practiced on American sailors of the Galveston, Pensacola and Mobile fishing smacks seized by the Mexican Government a few months ago.

The Hamburg-American Steamship Company has announced a plan to issue $5,000,000 new capital, making a total of $30,000,000. The official statement explains that the increase is necessary to build new steamers, and says that the America and the Kaiserin Auguste Victoria have hitherto been unable to take more than half the passengers asking for accommodations. Hence the company intends to build others of the same type and establish a regular weekly service to New York of that class of vessels. Additional tonnage is also required for the lines from New York to the West Indies, Hamburg to the West Indies and Hamburg to La Plata.

The Russian Minister of Marine is anxious to secure sefety for warships in harbors or straits against the attacks of torpedoes, and for any effective method he is prepared to give a prize. The torpedo net has its use under certain conditions, but it is now looked upon as a very questionable safeguard against the attack of the latest type of torpedo, and against the fire of an enemy's guns. The Russian idea favors protection independently of the ship itself, and such as can be left in port and utilized for whatever vessels may need them, or be capable of removal to other places, as required, by transport. The problem is by no means an easy one, and a liberal prize might well be offered for its satisfactory solution.

With the Wits.

Speaking and Spoken Of—"De Ritter tells me he has been spoken of as the coming novelist."

"Yes, he has spoken of it a good deal."

The Talking Part—"I see a certain sewing machine manufacturer advertisees his machine will do the work of a dozen women."

"Yes? It must have a phonograph attachment."

One Thing He Can't Lose—Jenks—Failed again, I hear. You always lose all you have in everything you go into, don't you?

Crotchett—Not all I have. I always manage to retain my bad luck.

Cruel of Her—Mrs. Knox—Your conversation, Mr. Ledden, reminds me of some champagne.

Mr. Ledden—Ah! So sparkling as all that?

Miss Knox—No; but it's extra dry.

Soft Fellow—Miss Jenks—Have you really broken off your engagement to him?

Miss Flytie—Oh, yes. I just had to. He was getting too sentimental—began to talk to me about matrimony.

Her First Attempt—Mr. Newhub—What's this you've been trying to make?

Mrs. Newhub (dolefuly)—Angel cake, but it wouldn't rise.

Mr. Newhub—Ah, a fallen angel cake, eh?

No Rose Without a Thorn—Backlotz—I was surprised to hear that you had discharged your new cook. I thought she made nearly all your favorite dishes.

Subbubs—So she did, but she broke my wife's.

Quite Likely—Piker—It would be interesting to trace the origin of some of the common remarks of the day. For instance, I wonder who originated the expression, "It never rains but it pours."

Wiseman—Noah, very probably.

A Good Listener—Mrs. Housekeep—I'm afraid I'll have to discharge the new girl. Whenever I give her any orders she never listens at all.

Mrs. McCall—My girl's quite different. She listens all the time.

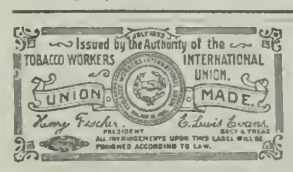
Mrs. Housekeep—Indeed?

Mrs. McCall—Yes, at the keyhole.

Womanlike—Nell—Of course you heard of her behavior at the fire? No? When the first fireman came up the ladder to carry her down she wouldn't go.

Belle—Great nerve, eh?

Nell—No; she saw a second one coming up and he was handsomer.



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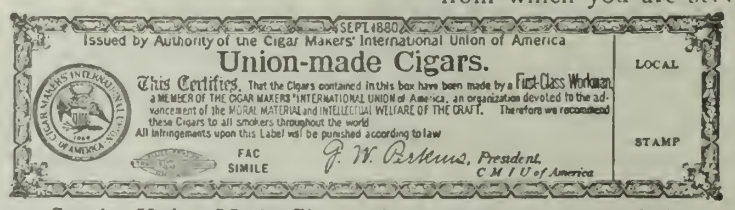
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